

Naomi Field Archaeological Consultancy

Bus Station, Lombard Street, Newark, Notts.

Archaeological Evaluation

NGR: SK 79662 53678

Planning ref.: 10/00537/FULM

REPORT

For

Prospect Archaeology Ltd

on behalf of

Asda Stores Ltd/M F Strawson Ltd/Simons Developments Ltd

NFAC Report No. 0928

January 2011

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Bus Station, Lombard Street, Newark, Notts.

Archaeological Evaluation

NGR: SK 79662 53678

Planning ref.: 10/00537/FULM

Site Code: NBS 10

Summary

Three evaluation trenches excavated on the site of the Lombard Street bus station revealed substantial truncation of archaeological remains by post-medieval activity. No archaeological remains predating the 19th century were encountered. Evaluation of the car park to the south in 2008 had revealed heavily truncated medieval ditches but no trace of the Civil War ditch thought to cross the site was found. The bus station evaluation also proved to be negative. The evaluation showed that the elevated height of the bus station site, c.1m higher than the car park to the east, were due to levelling up for its construction rather than being an area which preserved undisturbed medieval remains. There was more than 1.2m of modern overburden in the centre of the site and there was no evidence for any buildings along the street frontage.

It was concluded that due to truncation of the site the archaeological potential is very low and any development of the site will not disturb significant archaeological remains.

Introduction

Naomi Field Archaeological Consultancy was commissioned by Prospect Archaeology on behalf of Simons Developments in October 2010 to undertake an archaeological evaluation at the above site. It forms the western part of a larger development which includes the whole of the former car park that was evaluated in 2008. The bus station was not available for evaluation at that time because it was still in use. The work was carried out in accordance with the requirements of the Nottinghamshire Heritage Specialists. Work commenced October 27th and was completed October 29th 2010.

Site Location and Description

The development site is located on the southern side of Newark town centre (Fig. 1), on the site of the former bus station and access to the public car park. It is an irregular parcel of land, bounded to the north by Lombard Street, east by the former car park, and south by Pelham Street (Fig. 2). The ground slopes gently from east to west and there is a pronounced dip in ground levels through the centre of the site. It was not known if this was the natural topography of the site or if it was the remnant of the Civil War ditch thought to cross the car park. The site is currently tarmac and concrete surfaces.

Planning Background

Planning permission has been granted for the redevelopment of Newark bus station, the Lombard Street car park and site of the Robin Hood Hotel for an Asda Supermarket, associated parking and a new bus station. This element of the archaeological programme of work comprised evaluation of the bus station and car park access on Lombard Street. Condition 016 of the planning permission states

“No development shall take place within the application site until details of an archaeological scheme of mitigation have been submitted to and approved in writing

by the Local Planning Authority. Thereafter, the scheme shall be implemented in full accordance with the approved details.

Reason:

To afford the opportunity for archaeological investigations and recording during the development.”

Archaeological Background

There are no known prehistoric or Roman finds from this area of Newark. Pagan burials are known close by at Millgate (5th century) and of a later, Christian but pre-conquest, period at Newark Castle. Newark was a burgh from AD 872 formalising whatever form of settlement was present prior to this. By the time of the Domesday Survey a substantial “urban” settlement is recorded. The bus station site lies to the south and east of this activity.

Lombard Street is believed to fossilise the southern line of Newark’s medieval defences (a bank and ditch which was later replaced by a wall). The site lies just beyond these remains. From the early 14th century there is documentary evidence of suburban settlement on the Potterdyke, which was later renamed Lombard Street. It seems likely that craft industries were located here, the name Potterdyke indicating the possible presence of pottery kilns and workshops. There is considerable potential for medieval occupation being found along the street frontage at the access points into the bus station and car park

By the 15th century Newark’s defences were falling out of use. However, the town’s strategic position was not diminished and mention is made of new fortifications in the 1530’s, probably represented by individual strong points rather than a general refortification.

During the civil war of the 1640’s Newark was refortified with earth and timber banks and deep ditches with various outworks and forts. It is strongly suspected that an early element of these defences runs north-west/south-east across the site. This element of the defences was excavated in late 1642 or early 1643 and is shown on a near-contemporary map of the town’s later defences. This map hints that some form of redoubt or simple bastions were present. This ditch resisted a raid or attack in 1643. However, these defences were rapidly superseded by larger works further from the town which bore the brunt of siege warfare.

It seems likely that by the late 17th century there was built development along Lombard Street and Portland Street and that this activity increased during the 18th and early 19th century. The site, however, appears to have been used as gardens to the more substantial houses on Lombard Street or for horticulture, as allotments.

During the 20th century Newark’s bus station was located at the Robin Hood Hotel before moving to its present location in the 1970’s. The car park was constructed in the 1960’s and was enlarged in the 1970’s.

Aims of the Evaluation

In general terms the purpose of the evaluation was

- to establish the presence or absence, nature, date, state of preservation and geographical extent of medieval and earlier archaeological remains
- to establish the presence or absence, state of preservation and geographical extent/location of the suspected civil war ditch
- to establish the nature, date, state of preservation and geographical extent of Post-

medieval gardens

- to establish the nature, date, state of preservation and geographical extent of industrial remains and evidence of gravel quarrying
- to prepare a detailed mitigation strategy for further work if appropriate

Method

Archaeological recording was carried out by a team of 2 experienced archaeologists, including a Site Director. 3 trenches were excavated as detailed in Fig. 2. These comprised one 10m x 4m at the north end of the site, and two measuring 25m x 2m in the centre and south end of the site.

All concrete and underlying makeup removal was carried by the site contractors prior to commencement of the evaluation excavations. The trenches were then machine-excavated to the top of the first recognisable archaeological horizon. They were hand-cleaned to reveal features in plan, and carefully selected cross-sections through the features will be excavated to enable sufficient information about form, development date and stratigraphic relationships to be recorded without prejudice to more extensive investigations should these prove to be necessary.

A full written (single context) and photographic record was made of the site, to include site plans at a scale of 1:50 or 1:20, as appropriate, and section drawings at 1:10. A plan of each trench will be made with section drawings of at least one side. In addition, further plans and sections will be made of individual features, or groups of features, as appropriate. A full photographic record was made during the progress of the excavation to cover each feature together with general site shots. NFAC operates a standard context recording system, developed by its staff over the past 20 years based on MOLAS and CAS models.

A temporary bench mark was established from a spot height, 16.95m OD, located on Lombard Street, opposite Christ Church.

Results (Fig. 3)

Trench 1

Trench 1 was situated at the north end of the site, close to the modern street frontage on Lombard Street (Pl. 2). The stone paving slabs and underlying crushed limestone bedding (**100**) were 0.25-0.30m thick, and overlay a layer of made ground comprising lenses of black and grey sands and concrete (**101**). This made ground of presumed 20th century date overlay the natural orange sands and gravels, **102**.

Beneath **101** at the north end of the trench, were two gullies which were dug into the natural. Gully **106** crossed the full width of the trench. It was 0.30m wide and 0.08m deep with shallow, sloping sides (Pl. 3). Gully **104** lay 1.60m south of, and parallel to, **106**. It extended westwards for 2.3m into the trench and had a rounded terminal. It was 0.60m wide and 0.50m deep with sloping sides (Pl. 4). The fills of these gullies, 105 and 103 respectively, were a dark grey-brown sand; there were no finds in either feature. A small sondage was dug at the north end of the trench in order to confirm that the deposits encountered were in fact natural.

Trench 2

Trench 2 was situated on the west side of the bus station in the centre of the site. Excavation to a depth of 1.25m failed to penetrate modern make-up deposits. These comprised the

crushed limestone hardcore beneath the concrete (**200**) and a mixed deposit of limestone cobbles and brick rubble (**201**) which was a minimum of 0.90m thick. The excavation did not penetrate the base of this deposit (Pls 5 and 6).

Trench 3

Concrete pads and underlying crushed limestone, **300**, was removed to reveal remnants of a dark greyish brown silty soil topsoil **301** which extended over the area of Trench 3 at the south end of the bus station site (Pl. 7). It was 0.20m thick and removed by machine to reveal a soft brown sand subsoil **302** also 0.20m thick. Three features were recorded in this trench. At the south end of the trench was gully **304** which crossed the full width of the trench (Pl. 8). It was 0.60m wide and 0.20m deep with a shallow rounded base. Its fill **303** was a brown sand and gravel. There were no finds. Towards the centre of the trench on west side was pit **306**. It measured 0.75m x 0.90m and was also 0.20m deep. Its fill **305** was a grey sand and gravel and it contained no finds (Pl. 9).

To the north of **305** and on the east side of the trench was an oblong pit **308** (Pl. 10). It extended 1.30m into the trench and was 0.75m wide and 0.75m deep. Its dark brown-grey silty sand fill **307** contained two pieces of pottery, a piece from a large brown glazed earthenware bowl of mid-18-19th century date and a fragment from a creamware drinking bowl of mid-late 18th century date (see Appendix 2). Both pieces of pottery were discarded after examination by the specialist.

Discussion

One of the aims of the evaluation was to identify the position of a Civil War ditch which, according to cartographic evidence, once crossed the car park and bus station. A truncated ditch, **203**, in the southern part of Trench 2 of the 2008 evaluation was thought to be the most probable candidate for this ditch but identification is not positive because it contained no dateable material in its primary fill (McDaid 2008). Unfortunately, there was no evidence for this ditch in the bus station area.

The recorded features in Trenches 1 and 3 were very shallow and were revealed only after the removal of a thick layer of overburden that may have been modern levelling material. The absence of and medieval finds suggests that the ground was cleared either in order to construct the bus station or at an earlier date. Trench 1 revealed no trace of any buildings along the street frontage. There was no surviving evidence of any buildings in the excavated trenches and this is corroborated by maps of the town dated 1750 and 1829 which show the land as either gardens or allotments. All trace of later buildings had been completely removed.

Conclusion

Evaluation has established that the elevated position of the bus station was because the ground was raised probably at the time when the bus station was constructed in the 1970s. Beneath the modern makeup there was very little by way of surviving archaeology and the ground was probably truncated at an earlier date, just as the car park to the east had been. The redevelopment of the site for the new bus station is unlikely to encounter any significant archaeological remains.

Naomi Field
January 2011

Acknowledgements

NFAC would like to thank the site team was Gavin Glover and Chris Caswell. Figs 1 and 2 were prepared by Naomi Field and Fig. 3 by Jacqueline Churchill, based on site plans by G. Glover and C. Caswell.

References

Brown, Cornelius 1904 *A History of Newark-on-Trent*, (2 volumes) published by S. Whiles (Newark), republished by Nottinghamshire County Council in 1995.

McDaid, M. 2008 *Potterdyke Centre, Lombard Street, Newark, Notts. Archaeological Evaluation* LAS Report No. 1054

Contents of the Site Archive

21 Context sheets

3 Plans + 3 Sections 5 sheets of A3 drawing film.

Correspondence

Client's site survey

Photographs: NFAC film nos. 10/33 images 1-12; 10/34 negs 1-21

Specialist's Archive list

Finds 2 pieces of pottery - not retained

APPENDIX 1: POTTERY ARCHIVE

Pottery Archive for The Bus Station, Newark, Notts. (NBS 10)

Jane Young

context	cname	full name	sub fabric	form type	sherds	vessels	weight	part	description	date
307		Earthenware		large bowl	1	1		BS	discarded	M18th-19th
307		Creamware		drinking bowl	1	1	2	BS	discarded	M18th-L18th

APPENDIX 2: CONTEXT SUMMARY

Context	Type	Description	Interpretation	Length	Width	Depth/Thickness	Pot
Trench 1							
100	Layer	paving slabs and crushed limestone base				0.28m	
101	Layer	mixed dark soil lenses overlying concrete	above 102			0.46m	
102	Layer	mid orange sand and gravel	natural				
103	fill	mid and dark brown sand	Fill of 104				
104	Cut	E-W gully		4m min.	0.72m	0.12m	
105	fill	Dark greyish brown sand	Fill of 106				
106	Cut	E-W gully		2.30m min	0.30m	0.10m	
Trench 2							
200	Layer	Concrete slab and crushed limestone base				0.35m	
201	Layer	Water worn pebbles and cobbles, brick fragments	modern build-up			0.90m min.	
Trench 3							
300	Layer	concrete slab and crushed limestone base				0.40m	
301	Layer	Dark grey-brown silty sand				0.20m	
302	Layer	brown sand at SW end of trench				0.20m	
303	Fill	brown sand and gravel	Fill of 304				
304	Cut	gully		2m min.	0.60m	0.20m	
305	Fill	grey sand and gravel	Fill of 306				
306	Cut	pit in centre of trench		0.90m min.	0.75m	0.20m	
307	Fill	Dark brown grey silty sand	Fill of 308				2
308	Cut	Pit at NE end of trench		1.3m min.	0.75m	0.75m	
309	Layer	mid grey gravel and concrete frags	made ground			0.30m	
310	Layer	mid orange sand and gravel	natural				
311	Layer	mid brown sand and gravel	made ground			0.35m	

APPENDIX 3: PHOTOGRAPHIC REGISTER

Digital Film			
Film No	Site code	Jpeg	Description
10-33	NBS 10	1	Trench 1, looking north. Scales 2m
10-33	NBS 10	2	Gully 104, looking south. Scale 1m
10-33	NBS 10	3	Gully 106, looking south. Scale 1m
10-33	NBS 10	4	Trench 2 looking north
10-33	NBS 10	5	Trench 2 looking north
10-33	NBS 10	6	Trench 2 general sequence of deposits. Scale 1m
10-33	NBS 10	7	Trench 2 general sequence of deposits. Scale 1m
10-33	NBS 10	8	Trench 3 , looking south-west (north point incorrectly positioned)
10-33	NBS 10	9	Gully 304. Scale 1m
10-33	NBS 10	10	Pit 306. Scale 1m
10-33	NBS 10	11	Pit 308. Scale 1m
10-33	NBS 10	12	General view of site during demolition, looking north
Black and White			
Film No.	Site Code	Neg	Description
10-34	NBS 10	1	Trench 1, looking north. Scales 2m
10-34	NBS 10	2	Trench 1, looking north. Scales 2m
10-34	NBS 10	3	Trench 1, looking north. Scales 2m
10-34	NBS 10	4	Gully 104, looking south. Scale 1m
10-34	NBS 10	5	Gully 104, looking south. Scale 1m
10-34	NBS 10	6	Gully 106, looking south. Scale 1m
10-34	NBS 10	7	Gully 106, looking south. Scale 1m
10-34	NBS 10	8	Trench 2 looking north
10-34	NBS 10	9	Trench 2 looking north
10-34	NBS 10	10	Trench 2 general sequence of deposits. Scale 1m
10-34	NBS 10	11	Trench 2 general sequence of deposits. Scale 1m
10-34	NBS 10	12	Trench 3 , looking south-west (north point incorrectly positioned)
10-34	NBS 10	13	Trench 3 , looking south-west (north point incorrectly positioned)
10-34	NBS 10	14	Trench 3 , looking south-west (north point incorrectly positioned)
10-34	NBS 10	15	Gully 304. Scale 1m
10-34	NBS 10	16	Gully 304. Scale 1m
10-34	NBS 10	17	Gully 304. Scale 1m
10-34	NBS 10	18	Pit 306. Scale 1m
10-34	NBS 10	19	Pit 306. Scale 1m
10-34	NBS 10	20	Pit 308. Scale 1m
10-34	NBS 10	21	Pit 308. Scale 1m

APPENDIX 4: OASIS SUMMARY

OASIS DATA COLLECTION FORM: England

[List of Projects](#) | [Manage Projects](#) | [Search Projects](#) | [New project](#) | [Change your details](#) | [HER coverage](#) | [Change country](#) | [Log out](#)

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OASIS ID: naomifie1-90969

Project details

Project name	Bus Station, Lombard Street, Newark, Notts
Short description of the project	Three evaluation trenches excavated on the site of the Lombard Street bus station revealed substantial truncation of archaeological remains by post-medieval activity. No archaeological remains predating the 19th century were encountered. Evaluation of the car park to the south in 2008 had revealed heavily truncated medieval ditches but no trace of the Civil War ditch thought to cross the site was found. The bus station evaluation also proved to be negative. The evaluation showed that the elevated height of the bus station site, c. 1m higher than the car park to the east, were due to levelling up for its construction rather than being an area which preserved undisturbed medieval remains. There was more than 1.2m of modern overburden in the centre of the site and there was no evidence for any buildings along the street frontage. It was concluded that due to truncation of the site the archaeological potential is very low and any development of the site will not disturb significant archaeological remains.
Project dates	Start: 27-10-2010 End: 29-10-2010
Previous/future work	Yes / Yes
Any associated project reference codes	NBS10 - Sitecode
Type of project	Field evaluation
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	GULLY Post Medieval
Significant Finds	POTTERY Post Medieval
Methods & techniques	'Targeted Trenches'
Development type	Urban commercial (e.g. offices, shops, banks, etc.)
Prompt	Direction from Local Planning Authority - PPG16

Position in the planning process After full determination (eg. As a condition)

Project location

Country England
 Site location NOTTINGHAMSHIRE NEWARK AND SHERWOOD NEWARK Bus Station Lombard Street
 Study area 3750 Square metres
 Site coordinates SK 79662 53678 53.0740830739 -0.810795650057 53 04 26 N 000 48 38 W Point
 Height OD / Depth Min: 12.67m Max: 15.6m

Project creators

Name of Organisation Naomi Field Archaeological Consultancy
 Project brief originator Consultant
 Project design originator Naomi Field
 Project director/manager Naomi Field
 Project supervisor Gavin Glover
 Type of sponsor/funding body Developer
 Name of sponsor/funding body Asda Stores Ltd/MF StrawsonLtd/Simons Developments Ltd

Project archives

Physical Archive Exists? No
 Physical Archive notes 2 pieces of pot discarded after ID
 Digital Archive recipient Naomi field Archaeological Consultancy
 Digital Archive ID NBS 10
 Digital Contents 'none'

Digital Media available 'Images raster / digital photography','Spreadsheets','Text'
Paper Archive recipient Newark and sherwood DC store
Paper Archive ID NBS 10
Paper Contents 'none'
Paper Media available 'Context sheet','Correspondence','Drawing','Photograph','Plan','Section'

Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)
Title Bus Station, Lombard St, Newark, Notts. Archaeological Evaluation
Author(s)/Editor(s) Field, N.
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THE FIGURES

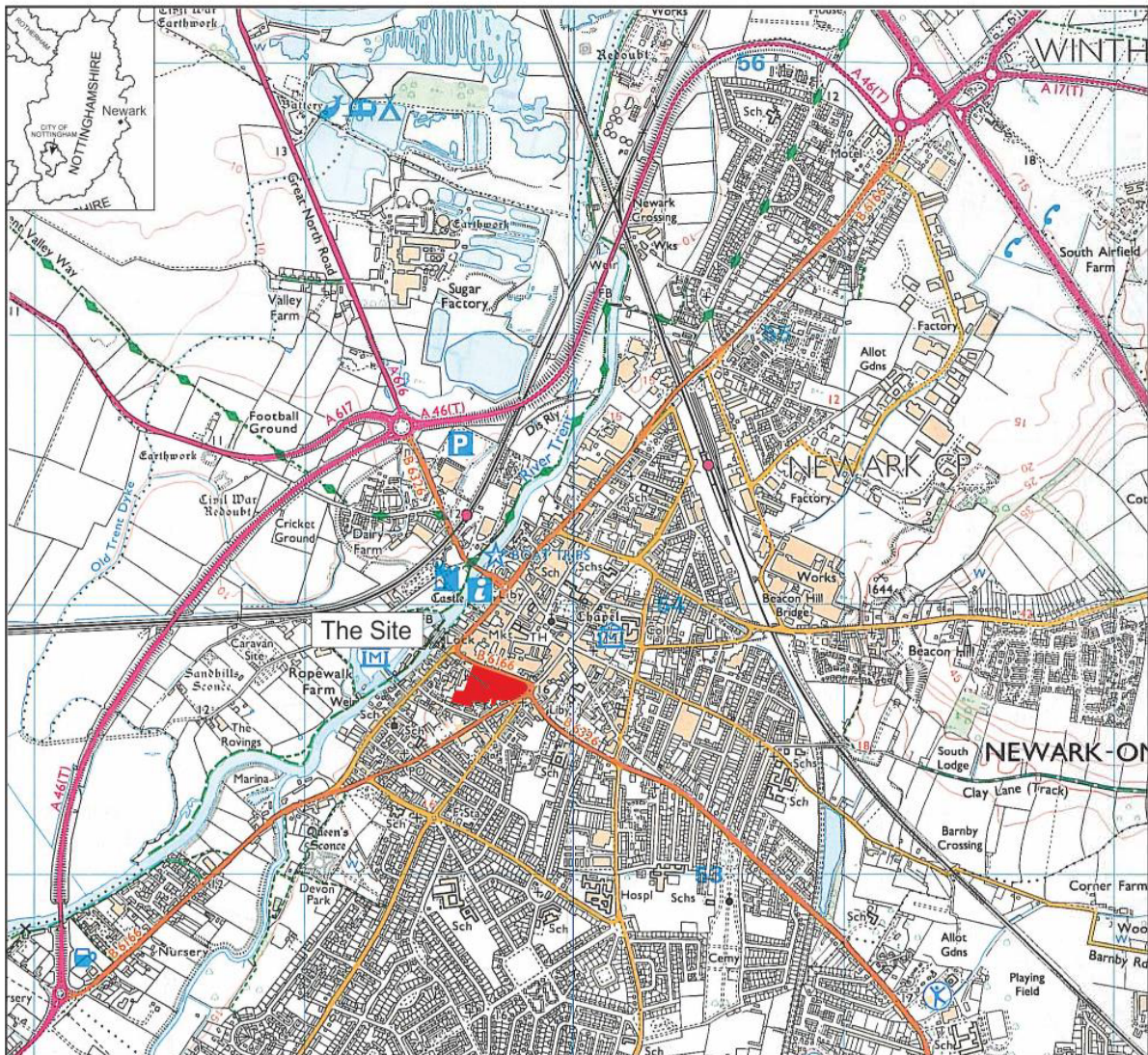
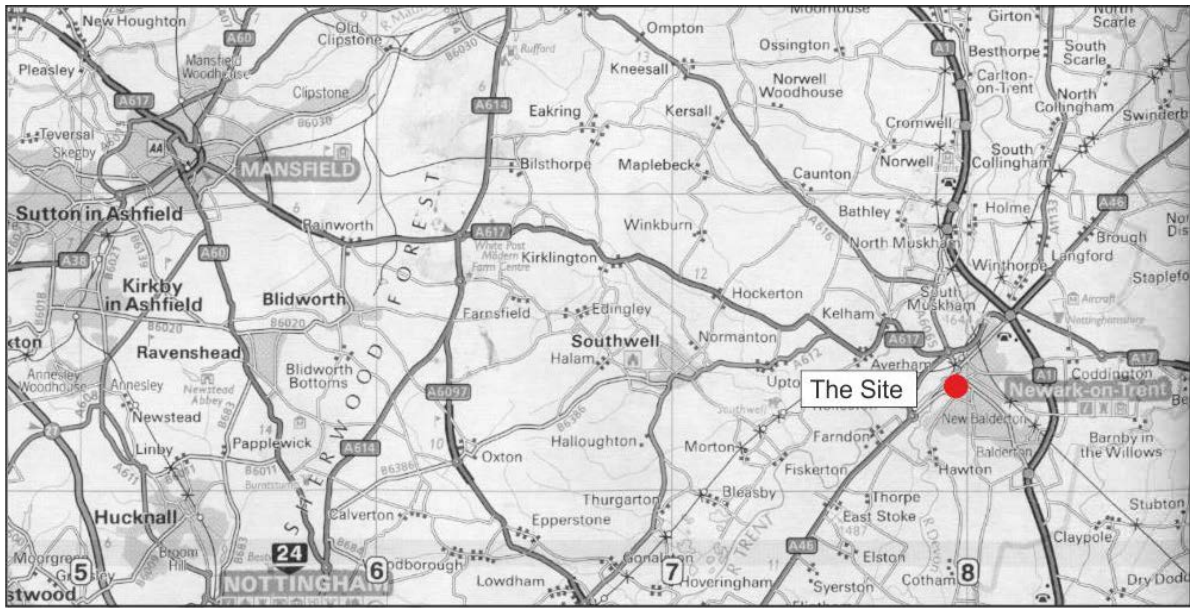
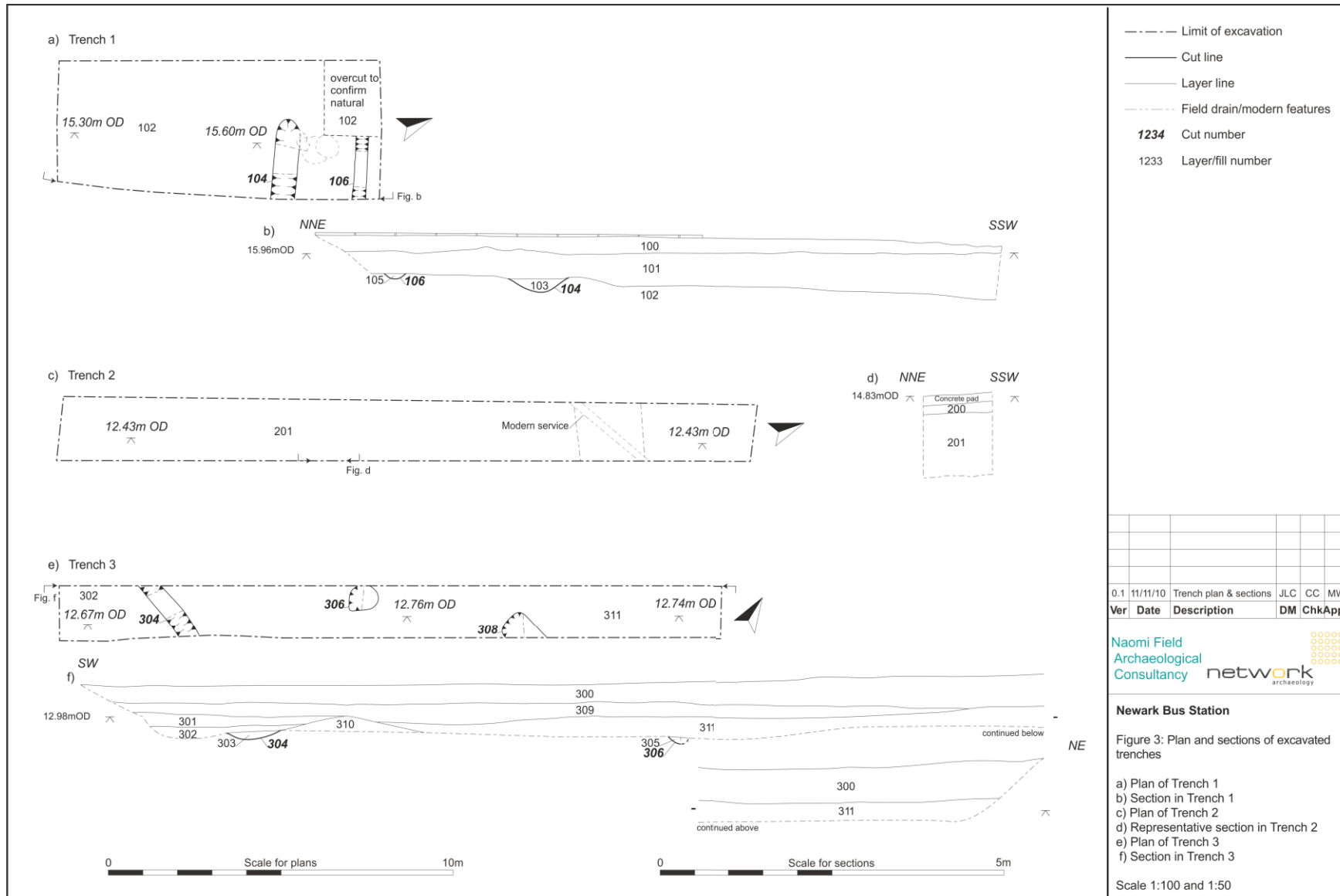


Fig.1 Newark bus station and Asda store, site location. (C from 1:25,000 Ordnance Survey Explorer 271. Crown copyright, reproduced with the permission of the Controller of HMSO. NFAC Licence no. 1000049154).



Fig. 2 Newark bus station and Asda store. Evaluation trench locations. Base plan supplied by the client



THE PLATES



Pl. 1 General view of the bus station during demolition and clearance of the site, looking north



Pl. 2 Trench 1 looking north. Scales 2m



Pl. 3 Gully 106. Scale 1m



Pl. 4 Gully 104. Scale 1m



Pl. 5 Trench 2 looking north



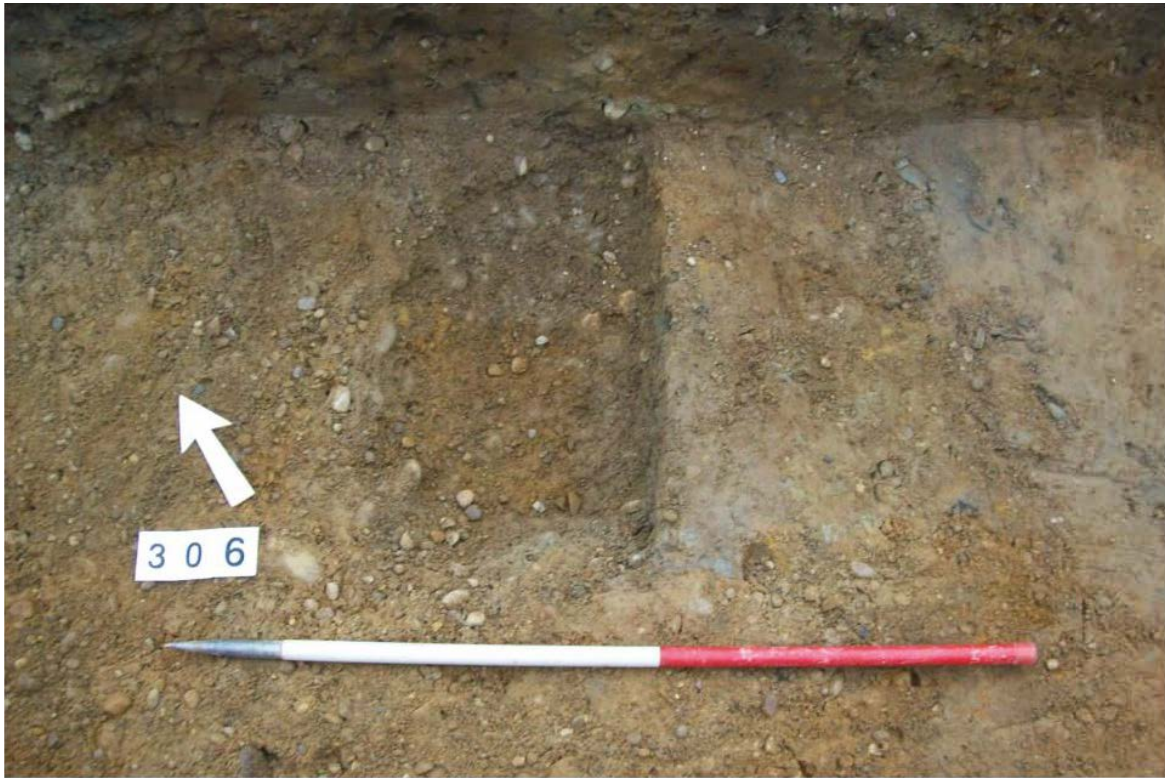
Pl. 6 Trench 2 typical sequence of deposits. Scale 1m



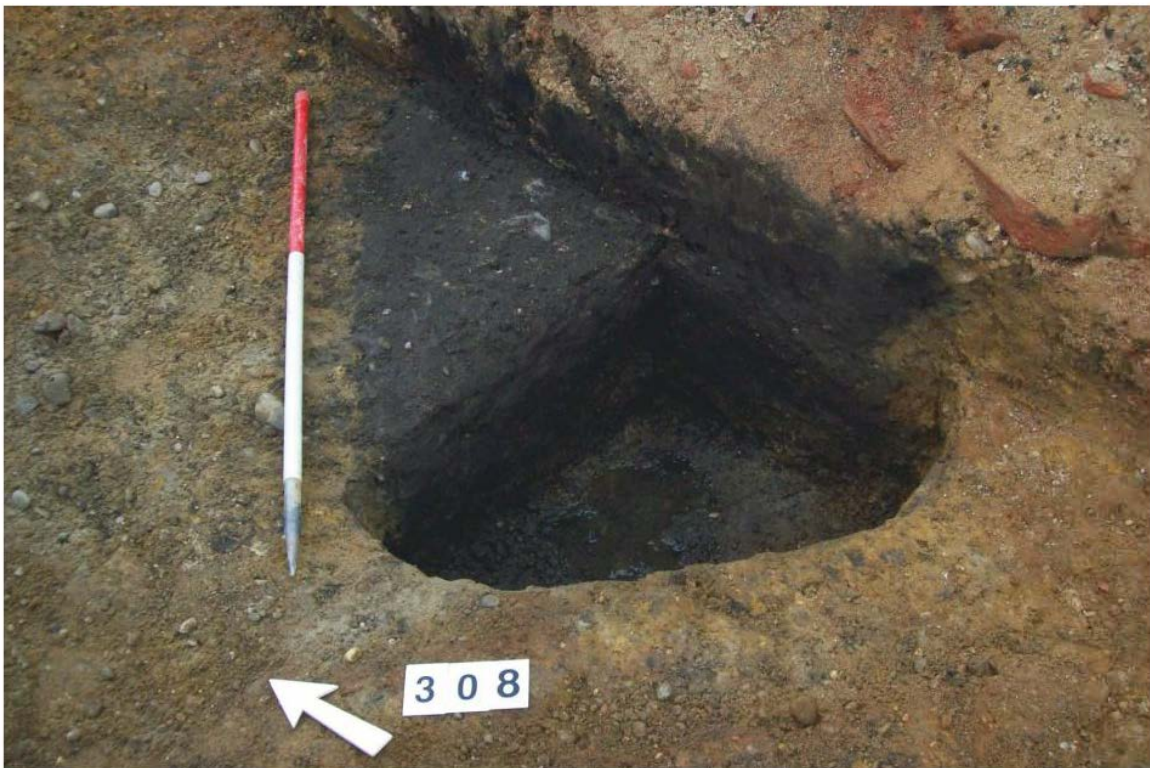
Pl. 7 Trench 3 looking south-west. Scale 2m



Pl. 8 Gully 304, looking north-west. Scale 1m



Pl. 9 Pit 306, Scale 1m



Pl. 10 Pit 308, Scale 1m