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Grimsby Riverhead, Grimsby, Lincolnshire

Archaeological Evaluation Interim Report



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April 2014



**Grimsby Riverhead,
Grimsby, Lincolnshire**

Archaeological Evaluation Interim Report

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Grimsby Riverhead, Grimsby, Lincolnshire

Archaeological Evaluation Interim Report

Contents

Summary.....	iii
Acknowledgements.....	iv
1 INTRODUCTION.....	1
1.1 Project background	1
1.2 The Site.....	1
2 HISTORICAL BACKGROUND.....	1
2.1 Introduction	1
2.2 Medieval.....	1
2.3 Post-medieval and modern	2
3 METHODOLOGY.....	2
3.2 Aims and objectives	2
3.3 Methodology	3
3.4 Hand excavation	3
3.5 Recording.....	3
3.6 Specialist strategies	3
4 ARCHAEOLOGICAL RESULTS.....	4
4.1 Introduction	4
4.2 Trench overburden.....	4
4.3 Results	4
5 DISCUSSION.....	6
5.1 Summary.....	6
5.2 Conclusions	7
6 STORAGE AND CURATION.....	8
6.1 Museum	8
6.2 Archive	8
6.3 Discard policy.....	8
6.4 Security copy	8
7 REFERENCES.....	9
7.1 Bibliography	9
8 APPENDICES.....	10
8.1 Trench context listings	10
8.2 Appendix 2: OASIS form.....	13



Figures

- Figure 1: Site and trench locations
- Figure 2: Trench 1 – plan and section
- Figure 3: Trench 2 – plan and section
- Figure 4: Trench 3 – plan and section



Grimsby Riverhead, Grimsby, Lincolnshire

Archaeological Evaluation Interim Report

Summary

Wessex Archaeology was commissioned by North East Lincolnshire Council to carry out an archaeological evaluation at the former Riverhead Bus Station site at Freshney Place, Grimsby (NGR: 527011 409438). The evaluation fieldwork was undertaken between the 17th and 21st of March and was required to inform a mitigation strategy for archaeological excavation prior to the submission of a planning application prior to the redevelopment of the Site.

This interim report assesses the archaeology of the Site prior to the assessment and reporting undertaken on the artefactual evidence.

A total of three trenches were excavated across the Site targeted on the projected line of the former medieval waterfront and wharf sides.

The natural geology was found to lie at a minimum depth of 1.32m below ground level (bgl) and deposits associated with the infilling of the former channel were revealed. Archaeological features and deposits of note were revealed in all trenches.

The results of the evaluation revealed substantial alluvial deposits below heavily truncated probable medieval structures and layers. Evidence of early post-medieval walls and posts was revealed below the partial remains of 19th century buildings that fronted the former Haven and South Dock Streets. The evaluation also revealed that substantial demolition and ground reduction, up to at least 1.2m deep, had taken place during the construction of the current road surfaces.

The project archive is currently held by Wessex Archaeology under the project code **102410** and will be transferred to the will be transferred to the Fishing Heritage Centre Museum, Grimsby under accession number GRIMS.2014.009.



Grimsby Riverhead, Grimsby, Lincolnshire

Archaeological Evaluation Assessment Report

Acknowledgements

Wessex Archaeology was commissioned by North East Lincolnshire Council and is grateful to Claire Bradbury and Cofely in this regard. The fieldwork was directed by Neil Dransfield with the assistance of Jonathan Buttery. The project was managed for Wessex Archaeology by Chris Swales. Wessex Archaeology would also like to thank Hugh Winfield, North East Lincolnshire Council Planning Archaeologist for his involvement in the project.

The report was compiled by Neil Dransfield. The illustrations were prepared by Chris Swales.



Grimsby Riverhead, Grimsby, Lincolnshire

Archaeological Evaluation Assessment Report

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by North East Lincolnshire Council to carry out an archaeological evaluation at the former Riverhead Bus Station site at Freshney Place, Victoria Street, Grimsby (hereafter 'the Site'). The Site lies between the Freshney Place shopping centre and the River Freshney centred on NGR: 527011 409438 (**Figure 1**). The evaluation fieldwork was required to inform a mitigation strategy for archaeological excavation prior to planning application.

1.1.2 A Written Scheme of Investigation (WSI – APS 2013) was produced which set out the strategy and methodology by which Wessex Archaeology would implement the archaeological evaluation. The WSI was in line with national guidelines (English Heritage 2006, IfA 2008) and was prepared and approved in advance of fieldwork commencing. This report outlines the results of the evaluation.

1.2 The Site

1.2.1 The site lies towards the eastern edge of the historic core of Grimsby, at the centre of the modern town, adjacent to the dock basin known as the Riverhead. The site is currently used as the town's bus station.

1.2.2 The site lies at c. 3m OD on level ground. Underlying deposits consist of made ground and deep marine alluvial deposits overlying the solid geology of Flamborough Formation Chalk (BGS 50000 scale digital geology).

2 HISTORICAL BACKGROUND

2.1 Introduction

2.1.1 The following summarises information provided in the WSI (APS 2013) and information gleaned from historic maps of the area.

2.2 Medieval

2.2.1 The area known as The Riverhead marks what was once the furthest navigable extent of Grimsby Haven. Until the excavation of West Haven in c.1341 the Riverhead was the principal area of quays and wharfs for the town and the focus of much of the Borough's trade and commerce.

2.2.2 Previous excavations just to the north of the Site in 1986 uncovered the remains of several wooden waterfronts associated with both The Riverhead and West Haven (HAP 1986). The waterfront had drifted east over time causing successive waterfronts to be



buried behind their successors. Among the timbers were re-used elements of a medieval boat/ship which are of national significance. Despite modern disturbance in the form of road construction etc. the investigations had indicated a high level of preservation.

2.3 Post-medieval and modern

2.3.1 The Riverhead is expected to have suffered significant disturbance over the years having been occupied by industrial buildings with access roads and quaysides until the later 20th century.

2.3.2 Ordnance Survey maps from 1887-9 and 1902 show that the Site had been developed by several large buildings and probable terraced houses in a pocket between Haven Street to the west and South Dock Street to the east. Two smaller streets, Rattan Row and New Biggin define the northern and southern limits respectively. The Goad fire insurance plan shows warehouses probably belong to D. A. Blows to the eastern, Quay side and terraced houses to the west, fronting Haven Street.

2.3.3 Photographic evidence shows these buildings probably still extant by c.1960 and subsequently demolished and replaced by a single rectangular building at the southern end of the plot by c.1974. The area was subsequently re-developed as the town's bus station.

3 METHODOLOGY

3.1.1 The following summarizes the methodologies set out in full in the WSI (APS 2013) and Method Statement (Wessex Archaeology 2013).

3.2 Aims and objectives

3.2.1 Generally, the work aimed to gather sufficient information for the archaeological curator to be able to formulate a policy for the management of the archaeological resources present on the site and to address regional research objectives as laid out in the East Midlands Research Agenda (Knight et al. 2012, 99) for further study of the role of ports in the medieval period.

3.2.2 The aims of the project were:

- *To establish the depth of modern overburden on the site and the extent of compaction on underlying deposits by buses and heavy goods vehicles;*
- *To establish the presence and location of historic waterfront/quayside structures, particularly any relating to those found during the 1986 excavations just to the north;*
- *To determine the construction method and date of any historic waterfront/quayside structures, adding to the dendrochronological data from the 1986 excavations where possible;*
- *To determine the nature and/or character of the interface between the Haven basin and the dry land;*
- *To determine broad periods of use for each waterfront, if found, using recovered artefacts;*



- *To assess the likely impact of a new building upon any archaeological deposits known to be on the site and produce, in liaison with other bodies, recommendations for limiting the impact of any new construction on underlying deposits.*

3.3 Methodology

- 3.3.1 The archaeological evaluation work comprised the excavation of one 20m by 2m trench (Trench 1) and two 5m by 10m trenches (Trenches 2 and 3). Trench 1 had to be shortened by 8m from the eastern end to avoid cutting off vehicular access to commercial premises and 1m from the western end to avoid truncating a live electricity cable. Trench 2 was re-located 1m further to the north to avoid on-Site obstacles.
- 3.3.2 All trenches were machine excavated to the first archaeological horizon under strict supervision of a suitably qualified archaeologist. Deeper central steps were excavated in Trenches 2 and 3 to achieve the objectives of the project. The trenches were then hand cleaned prior to hand excavation and recording.
- 3.3.3 A further machine sondage was undertaken following on-Site discussions with the local authority Planning Archaeologist to clarify deep stratigraphical depositional sequences in Trench 3.

3.4 Hand excavation

- 3.4.1 All archaeological features were hand cleaned to aid recording and to establish archaeological interpretation. Necessary hand excavation was undertaken to clarify extents of features.

3.5 Recording

- 3.5.1 All recording was undertaken using Wessex Archaeology pro forma recording sheets and a continuous unique numbering system. A stratigraphic matrix was compiled to record the relationships between features and deposits.
- 3.5.2 All trenches were located in relation to the OS grid, and other plans, sections and elevations of archaeological features and deposits were drawn as necessary at 1:10, 1:20 and 1:50 as appropriate.
- 3.5.3 Colour slide and black and white photographs were taken of all trenches and natural and archaeological features to produce a photographic record which was supplemented by digital images to a resolution of at least 10 megapixel.

3.6 Specialist strategies

- 3.6.1 All finds were treated in accordance with relevant industry guidance (UKIC 2001; MGC 1991; English Heritage 2005, 2006).
- 3.6.2 All artefacts from excavated contexts were retained and taken to Wessex Archaeology offices in Sheffield for further work and analysis.
- 3.6.3 All artefacts were recorded by context, with summary listing of artefacts by category to provide simple quantification.



4 ARCHAEOLOGICAL RESULTS

4.1 Introduction

4.1.1 This interim report provides an assessment of the stratigraphic archaeological results prior to an assessment of the artefactual evidence by a recognised material culture specialist. The artefactual material has been processed in the Wessex Archaeology offices and is awaiting inspection, assessment and reporting by the artefactual specialist. The final assessment report to follow this interim will include both elements of assessment in a synthesized document.

4.1.2 A total of three trenches were excavated across the Site (**Figure 1**).

4.1.3 The archaeological layers and features and are described stratigraphically by trench below. Trench and context numbers are emphasized in bold font and a full trench context listing is provided in **Appendix 1**.

4.2 Trench overburden

4.2.1 The overburden within the former road surface area in **Trenches 1 and 2** was similar with a depth of c.1.2-1.3m below ground level (bgl) to the upper archaeological horizon. The tarmac upper (**101, 211**) consisted of three layers, some 0.32m thick which overlay a 0.1m thick layer of blast furnace slag **102** and hard-core crush (**103, 212**) some 0.25m thick. Below the crush was a highly tenacious layer of concreted blast furnace slag (**104, 213**) which was over 0.4m thick. The deposit could not be fully excavated in the central parts of the trenches due to health and safety concerns regarding trench depth.

4.2.2 **Trench 3** was located below the former pedestrian zone and the overburden consisted of the upper brick surface bedded on sand **301** over a 0.32m thick levelling layer consisting of demolition rubble **302**. The demolition rubble immediately overlay the upper post-medieval archaeological horizon.

4.3 Results

Trench 1

4.3.1 **Trench 1 (Figure 2)** measured 10m x 2m and was excavated to a maximum depth of 1.75m and was halted due to health and safety considerations.

4.3.2 The earliest deposits in the trench was a clean, brownish orange natural sandy clay **106** which was exposed towards the western end of the trench at a depth of 1.32m bgl and was at least 0.45m thick (**Figure 2**). The natural was overlain by a 0.22m thick layer of dark orange brown silty clay **105** with small fragments of shell and coal, possibly indicating a living ground surface. It is possible that the positioning of the underlying natural at this level and location represents the western edge of the former waterfront channel. The location certainly fits well with the postulated western edge line of the former water channel. The base of the trench to the east of this location was filled by the tenacious blast furnace slag **104 (Figure 2)** which may have been an attempt to consolidate this softer in-fill of the former channel prior to the construction of the road surface.

4.3.3 At the far eastern end of the trench were two layers of soft loose alluvial sands **107** above **108 (Figure 2)** which were revealed to a depth of 1.6m+ bgl. It is possible that these sands formed part of the proposed (APS 2013) eastward drift of the initial waterfront. No artefacts were recovered from the deposits.

4.3.4 The archaeological layers were overlain by the road construction overburden.



Trench 2

- 4.3.5 **Trench 2 (Figure 3)** measured 10m x 5m and was excavated to a maximum depth of 1.85m bgl in the central sondage. The entire eastern half of the trench was filled by the immovable and tenacious blast furnace slag **213** to a depth of 1.2m+ bgl.
- 4.3.6 The earliest features revealed in this trench probably related to the 19th century terraced houses evident from the 1887 mapping. At the western end of the trench was a small rectangular brick structure **201** measuring 1.72m x 1.61m butting against the heavily truncated remains of a north-south aligned wall **202 (Figure 3)**. From their location in relation to the historic map evidence it is likely that the wall formed part of the rear wall of the former terraced houses and structure **201** was the drain manhole, presumably fed from a down pipe from the roof of the houses.
- 4.3.7 To the east of the wall and manhole was a dark brown silty clay **209** which was interpreted as a garden soil. An L-shaped remnant wall **204** was revealed with no obvious cut it was assumed that the feature was trench cut into the soil. A remnant of timber shuttering **208** to the northern side of the structure (**Figure 3**) would seem to support this. The wall **204** was bedded on a two course, 0.15m thick, foundation **205** of red brick, tile and rounded cobbles (**Figure 3**). Wall **204** measured 1.1m (north-south) x 0.7m (west-east), was double skinned with seven courses of extruded unfrosted red brick. A remnant soil **207** contained pottery and clay pipe of probable post-medieval date and was partially revealed below 0.11 grey mortar floor surface **206 (Figure 3)**. It seems likely that the structure was located with the garden area of the terraced houses and may have been part of an outside privy or out-building.
- 4.3.8 The entire eastern half of the trench (**Figure 3**) appeared to have been 'grubbed out' to remove any former structural evidence. Dating evidence, in the form of a Styrofoam MacDonald's box from backfill **214**, indicates that this event was very recent, probably relating to the creation of the current road surface. The blast furnace slag **213** poured into this area represents an attempt to stabilize the area prior to the road surface.

Trench 3

- 4.3.9 **Trench 3 (Figure 4)** measured 10m x 5m and was excavated to a maximum depth of 3.5m bgl.
- 4.3.10 The earliest deposits in this trench were various soft loose alluvial deposits to a depth of 3.5m+ bgl (**Figure 4**). The lower deposit **326** (0.4m+ thick) was a brown sand/clay with a gradual interface with a black wet, sticky sandy clay **325** (0.6m thick) above. Deposit **324** (0.5m thick) consisted of a lighter yellow brown wet, sticky clay, formed under slower water movement, below a black wet sandy silt **323** (0.1m thick) containing very small fragments of shell. The upper horizon of deposit **323** was revealed at 2m bgl. No artefacts were recovered from these deposits.
- 4.3.11 Overlying the alluvial deposit **323** was a sticky greyish blue, probably alluvial, clay **305 (Figure 4)**, 0.5m thick, which may have formed a more stable ground surface. The layer was cut by a 0.45m wide shallow linear **319** exposed in the central sondage in the trench (**Figure 4**). **319** contained a single course of large rounded cobbles **316** which had been robbed out at the eastern extent. Abutting the northern extent of the cobbles was the partial remains of a thin brick/tile surface **317** pushed into an apparent yellow brown clay **318** possible floor surface (**Figure 4**). The cobble linear had been robbed out at the eastern end and had suffered heavy truncation. The cobbles may have previously formed the foundations of a wall. The location of a thin line of bricks pushed into an imported clay surface may indicate a floor surface to the immediate north of the putative wall.



- 4.3.12 To the immediate south of the cobbles **316** was the heavily truncated remains of an oval pit **309 (Figure 4)**. The pit measured 0.76m x 0.58m x 0.05m deep and contained possible medieval artefacts in the fill **310**.
- 4.3.13 A 0.5m thick deposit of dark yellowish grey sandy clay **304** covered the entire trench at a depth of 1.05m, effectively sealing the features and deposits mentioned above. The deposit contained a variety of artefacts, possibly of medieval date. Overlying **304** was a lighter yellowish grey sandy clay **303** with a gradual interface between the two deposits (**Figure 4**). The upper 0.05m of the 0.36m thick deposit **303** contained considerable amounts of clinker and some datable artefacts.
- 4.3.14 Truncating deposit **303** was the heavily truncated line of a west-southwest to east-northeast aligned wall cut **311**. Only six *in-situ* bricks (**312**) were located at the western end (**Figure 4**). The unfrosted bricks appeared to be handmade and were bonded by a white lime mortar containing charcoal flecks. It appeared that the majority of the eastern portion of the probably double skinned wall had been robbed out leaving the mortar bedding within the surviving cut. A short segment of heavily truncated single skinned wall **313**, aligned north-south, was revealed to the immediate south of wall **312 (Figure 4)**. There was not enough archaeological survival to establish a chronological relationship; however, the differing alignments suggests that the two walls were not contemporary.
- 4.3.15 A single post hole **306** and an *in-situ* post **322** were also uncovered at this level (**Figure 4**). The lower fill **307** of the 0.44m diameter x 0.33m deep post **306** contained a large quantity of small ceramic building material (cbm) chunks and a sherd of possible medieval pot, which may have been intrusive from deposit **304** situated below deposit **303**. The *in-situ* post **322** measured 0.16m in diameter and was at least 0.3m long. The post had survived well, and included the bark and sapwood. The two posts were located 0.3m from both faces of wall **312** and may have related to it. The brick typology of wall **312**, and similar levels to the features, were indicative of a date preceding wall **315** (see below). From its location relating to the late 19th century Goad map it is possible that the wall may relate to the partition between the Lime and Hides rooms of D.A. Blows' warehouses.
- 4.3.16 Running east-west, across the trench was a substantial, possibly triple skinned, red brick wall **315 (Figure 4)** with extruded unfrosted red bricks of late-19th/early-20th century type. Three courses of the wall had survived; however, further examination was hampered due to a live electricity cable running to the immediate north of the structure. It is possible that this wall indicated a substantial re-development of the building fronting South Dock Street.
- 4.3.17 The demolition of wall **315** was evident as layer **302** which overlay the trench immediately below the modern overburden.

5 DISCUSSION

5.1 Summary

- 5.1.1 An archaeological evaluation on the Site was required to inform a mitigation strategy for archaeological excavation prior to a planning application. The archaeological evaluation consisted of three trenches which were excavated across the area. The trenches were located to assess the postulated route of a former medieval waterfront and to assess any associated structures and deposits along the wharf sides. Some reduction in size and minor movement of **Trenches 1** and **2** was required due to on-Site obstructions to achieve the aims of the evaluation.



- 5.1.2 The trenches were excavated to reveal the natural geology in the approximate location of the western bank of the postulated former water channel. Alluvial deposits were revealed to a depth of 3.5m bgl to the east of the natural geology which probably indicated the eastward drift of the channel's line.
- 5.1.3 A potential medieval wall foundation and a floor surface were revealed at a depth of 1.5m bgl, above earlier alluvial deposits. A further 0.85m of alluvial soil had built up over the earlier remains into which were constructed a single and double skinned wall from different phases of activity. A post hole and in-situ post were probably associated with the walls and the alignment of the double skinned wall appears to align with buildings evident cartographically from 1887. A later, more substantial wall revealed substantial re-development of this building.
- 5.1.4 The evaluation also demonstrated differential survival of the archaeological horizons. The depth of disturbance beneath the pedestrian zone was at 0.6m bgl, as opposed to that beneath the current road surface at a depth ranging between 1.05m-1.2m+.

5.2 Conclusions

- 5.2.1 **Trench 1** was located to examine the postulated line of the former water channel revealed from excavations undertaken in 1986 (HAP 2006). The trench revealed the only convincing natural deposit of clean orange clay at a depth of 1.32m-1.76m+ bgl towards the western end of the trench. Alluvial sand layers were revealed at the far east of the trench at similar levels. The area between the natural and the sand had been filled with tenacious blast furnace slag in order to stabilize the ground conditions prior to the laying of the current road surface. From its location in relation to the postulated river channel, it is possible that the natural formed part of the former channel's western edge. The sand located to the east of this line probably related to the in-filling of this channel and its shift eastwards over time. No artefacts were recovered from the sands.
- 5.2.2 Similar sandy clay alluvial deposits were revealed in **Trench 3**, to the southeast. The deposits were revealed to extend to at least 3.5m bgl. Overlying these deposits was a 0.5m thick layer of clay which may have formed a more stable land surface at a depth of 1.5m bgl. In the upper surface of this deposit **Trench 3** revealed a partially robbed out line of cobbles with a thin line of flat tiles pressed into an imported clay to the immediate north. The features were interpreted as a heavily truncated southern wall foundation and possible floor surface to the north. A heavily truncated pit to the immediate south contained artefacts which possibly dated to the medieval period. The features were sealed by a 0.4m thick layer of grey sandy clay indicating a considerable make up of ground, probably due to periodic flooding. The deposit contained artefacts which have yet to be assessed, but may possibly be of the medieval date. The presence of possible medieval structures overlying alluvial deposits indicated that by this period the former river channel had moved over 10.25m to the east from the former position denoted by the orange natural in **Trench 1**.
- 5.2.3 **Trenches 2 and 3** revealed structures associated with the buildings evident on cartographic evidence from at least 1887. **Trench 2** revealed part of the rear terraced house wall and a brick manhole which probably collected water from the house roof. The features were revealed at a depth of 1m bgl. The terraced houses fronted the former Haven Street to the west of the Site. The trench also revealed a heavily truncated section of L-shaped wall with an internal mortar floor surface. The feature was interpreted as an outside privy or outhouse which was trench built through the garden soils and shuttered by a thin timber fence. Pottery and clay pipe recovered from a small patch of undisturbed soil beneath the floor probably date to the post-medieval period. Remnants of walling and



two posts (one *in-situ*) were also revealed in **Trench 3** at a depth of 0.8m bgl. From their location it is possible to suggest that the larger double skinned wall and posts related to the divisions between separate warehouses within one building which fronted South Dock Street and the current River (Freshney) Head. These buildings were evident on the 1887 OS map of the area and are defined as belonging to D.A. Blows on the Goad Fire Insurance plan. The results from **Trench 3** also indicated that a depth of probable flood silt material 0.4m thick overlay the possible medieval layer before re-development, probably in the late-18th/early-19th century.

- 5.2.4 The evaluation results also indicated that there was less modern disturbance below the current pedestrian area compared to substantial truncation below the current road surfaces. The archaeological horizon below the pedestrian area was encountered at a depth of 0.8m bgl as opposed to the below road disturbance to a depth of 1.2m bgl. The evaluation also encountered impenetrable concreted blast furnace slag used to stabilize the ground conditions here to a depth well below the 1.2m bgl, presumably to consolidate softer ground conditions.

6 STORAGE AND CURATION

6.1 Museum

- 6.1.1 The project archive resulting from the evaluation will be deposited with the Fishing Heritage Centre Museum, Grimsby. The Museum has agreed in principle to accept the project archive on completion of the project, under accession number GRIMS.2014.009. Deposition of any finds with the Museum will only be carried out with the full agreement of the landowner.

6.2 Archive

- 6.2.1 The complete site archive, which will include paper records, photographic records, and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material by Worcestershire County Museum, and in general following nationally recommended guidelines (SMA 1995; IfA 2009; Brown 2011; ADS 2013).
- 6.2.2 All archive elements will be marked with the site/accession code, and a full index will be prepared. The physical archive comprises one file document case of paper records.

6.3 Discard policy

- 6.3.1 Wessex Archaeology follows the guidelines set out in Selection, Retention and Dispersal (Society of Museum Archaeologists (SMA) 1993), which allows for the discard of selected artefact and ecofact categories which are not considered to warrant any future analysis. Any discard of artefacts will be fully documented in the project archive.
- 6.3.2 The discard of environmental remains and samples follows nationally recommended guidelines (SMA 1993; 1995; IfA 2009).

6.4 Security copy

On completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file, in line with current best practice (e.g. Brown 2011). PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the



digital preservation of electronic documents through omission of features ill-suited to long-term archiving.

7 REFERENCES

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8 APPENDICES

8.1 Trench context listings

Trench 1		Dimensions: 9.3 x 01.4m Max depth: 1.25m
Context	Description	Depth (m)
101	Tarmac and brick structure making up the current road and bus station (with sand below the bricks).	0-0.3
102	Thin layer of blast furnace slag used to level the area.	0.3-0.4
103	Type 1 crush of creamy limestone chunks in orange sand.	0.4-0.65
104	Thick layer of blast furnace slag overlying the whole trench base. Possibly deeper in the central part of the trench (possibly in the postulated channel in this area, though unable to confirm due to depth).	0.65-1.05+
105	Soil: dark orange brown silty clay with very small fragments of shell and coal.	0.1-1.32
106	Possible natural: clean brownish orange silty clay.	1.32-1.76+
107	Alluvial sand: loose orange sand with occasional grey and black streaks and patches. Quite possible that this deposit formed in the postulated channel and clay surface (natural), 105 to the west may have indicated a former ground surface at that location, making this alluvium more likely to be estuarine.	1.05-1.3
108	Black alluvial sand: loose black sand typical of periodic silting. Possibly indicates the silting of the former inlet channel.	1.3-1.6+

Trench 2		Dimensions: 8.64 x 3.8m Max depth: 1.85m
Context	Description	Depth (m)
201	Square red brick manhole, worn and damaged. Brick bonded by sandy mortar. Formed of one course per side, with one side with two skins.	1.02
202	Linear red brick wall, formed of one course of stretchers on bed and bonded by sandy mortar. Slightly worn and damaged. Unknown use, next to trench section.	1.02
203	Concrete raft, slightly damaged 3.86m x 0.73m. Possible foundation.	1.02
204	Red brick 'L' shaped wall, worn and damaged, with some re-use of brick. Un-frogged red brick, two skins and seven courses, Butted by mortar floor. Possible terrace house.	1.12
205	Foundation for 204, cobbles and tile foundation with red brick added to make it level. Similar to 316.	1.44
206	Triangular grey mortar surface between the walls of 204. Cut by modern demolition cut.	1.12
207	Deposit situated underneath 206, dark orangey brown silty sand, containing clay pipe, bone, glass	1.26



Trench 2		Dimensions: 8.64 x 3.8m Max depth: 1.85m
Context	Description	Depth (m)
	bottle fragments, bone and pottery.	
208	Wooden shuttering, approximately 0.7m x 0.03m x 0.2m. Worn and damaged, possibly used to keep 209 back during the laying of 204, or could be remnants of a garden fence.	1.18
209	Soil: dark brown clay containing charcoal. Possible soil for a garden for 204. Gardens and terrace visible on OS mapping.	-
210	Modern grey bricks and light yellow sand forming modern paved surface.	0-0.11
211	Greyish black tarmac, forming the former floor surface for the street.	0.11-0.45
212	Grey crush, forming levelling layer for tarmac.	0.45-0.75
213	Blast furnace slag.	0.75-1.17
214	Demolition rubble. Formed from black silty clay, with redbrick and building material inclusions	1.17-1.85

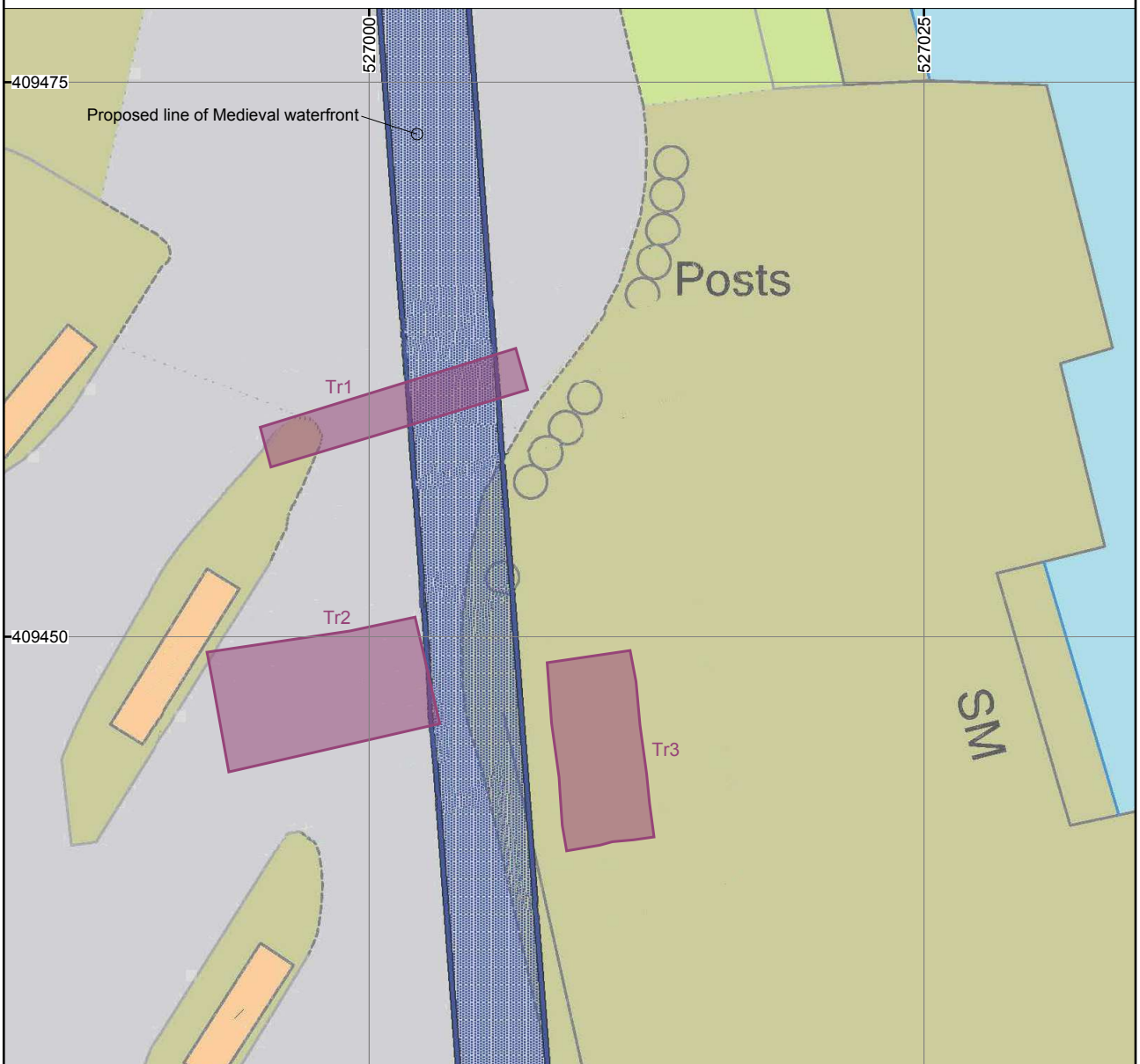
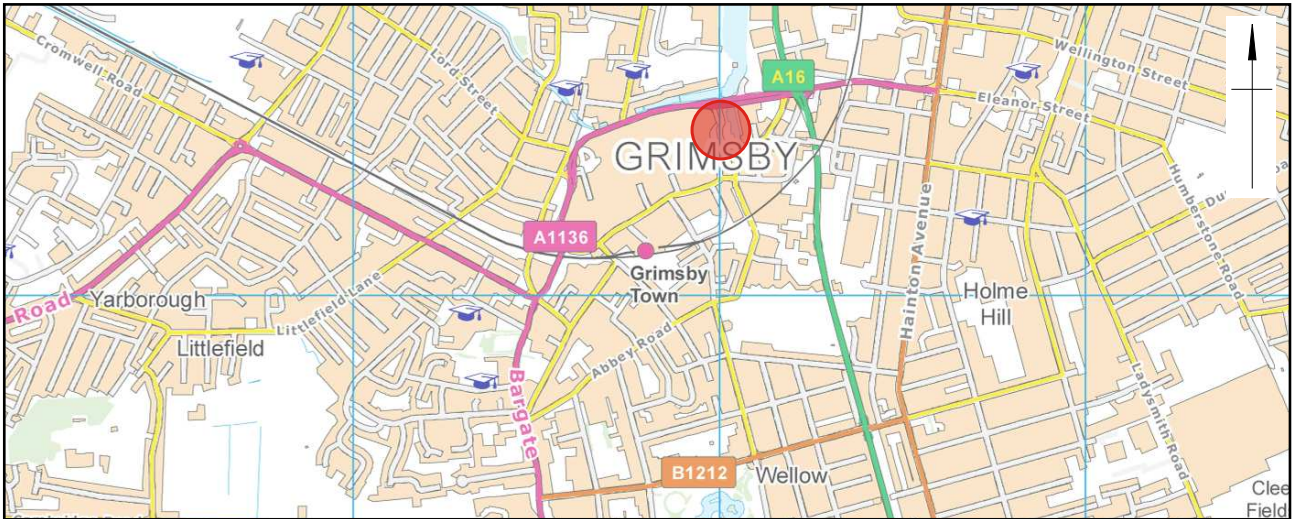
Trench 3		Dimensions: 100m x 5m Max depth: 1.55m
Context	Description	Depth (m)
301	Modern path and packing. Mixture of modern grey brick and yellow sand.	0-0.27
302	Demolition rubble primarily formed from red brick.	0.27-0.69
303	Mid yellowish grey sandy clay, with considerable amounts of clinking in the upper 0.05m, grading into 304 below.	0.69-1.05
304	Dark yellowish grey sandy clay, lensing into 303 above.	1.05-1.55
305	Natural: Greyish blue clay, very sticky - alluvium build up probably to east side of the supposed leet channel	1.5-2.0
306	Circular post-hole cut through 303, 0.44m in diameter & 0.33m in depth. Filled with 307 & 308.	0.8-1.15
307	Lower fill of post-hole 306. Light pinkish brown sand, with infrequent charcoal and red brick inclusions, fragments of pottery included.	0.9-1.15
308	Upper fill of post-hole 306. Dark greyish brown clay, with inclusions of red brick and medieval pot.	0.8-0.9
309	Shallow truncated circular pit, possibly medieval. 0.76m in diameter and 0.05m in depth.	1.5-1.56
310	Greyish brown clay with inclusion of shell, charcoal, nails, tile and bone. Secondary fill of pit 209.	1.5-1.56
311	Linear construction cut for wall 311 and filled with 321. Possibly demolished and placed by 315.	0.77
312	Linear red brick wall, possibly robbed out. Worn red bricks, bonded with lime mortar with 3 skins surviving at 2 courses.	0.62-0.73
313	Linear construction cut for possible internal dividing wall, 0.86m x 0.21m x 0.05m.	0.77-0.84
314	Linear red brick wall forming a possible internal	0.77



Trench 3		Dimensions: 100m x 5m Max depth: 1.55m
Context	Description	Depth (m)
	dividing wall. Red brick stretcher on bed, one course and bonded with lime mortar. Brick damaged and well worn.	
315	Linear and flat red brick wall or possible surface, bonded with lime mortar. 5m x 0.17m x 0.17m. Stretchers on bed, 2 courses and 3 skins visible.	0.59-0.81
316	Possible medieval cobbled wall, 1.23m x 0.45m x 0.09m. Damaged in places and capped by medieval pottery.	1.45m
317	Possible tiled floor surface, 2.12m x 0.5m x 0.05m, heavily worn and damaged, probable medieval date.	1.45m
318	Possible packing surface for tiled floor, brown clay infrequent charcoal and shell inclusions 2.12m x 0.95m, unknown depth.	1.45m
319	Linear construction cut for possible medieval cobble wall 316. 2.12m x 0.35m x 0.6m aligned east- west.	1.45m
320	Overburden fill of robber out wall cut 319. Greyish brown clay, with components of charcoal, shell, pot and bone.	1.45-1.53
321	Lime mortar fill of cut 311, probable bedding for wall 312.	0.77m
322	Probable wooden post , 0.29m in length and 0.16m in diameter. Above 303.	-
323	Alluvial sand: black wet sandy silt with very small shell fragments.	2-2.08
324	Alluvial clay: wet sticky light yellow brown clay-formed under slow water silting.	2.08-2.5
325	Alluvial clay/sand: black wet sticky sandy clay.	2.1-3.1
326	Alluvium: brown sandy clay, with a gradual interface with 326.	3.1-3.5+



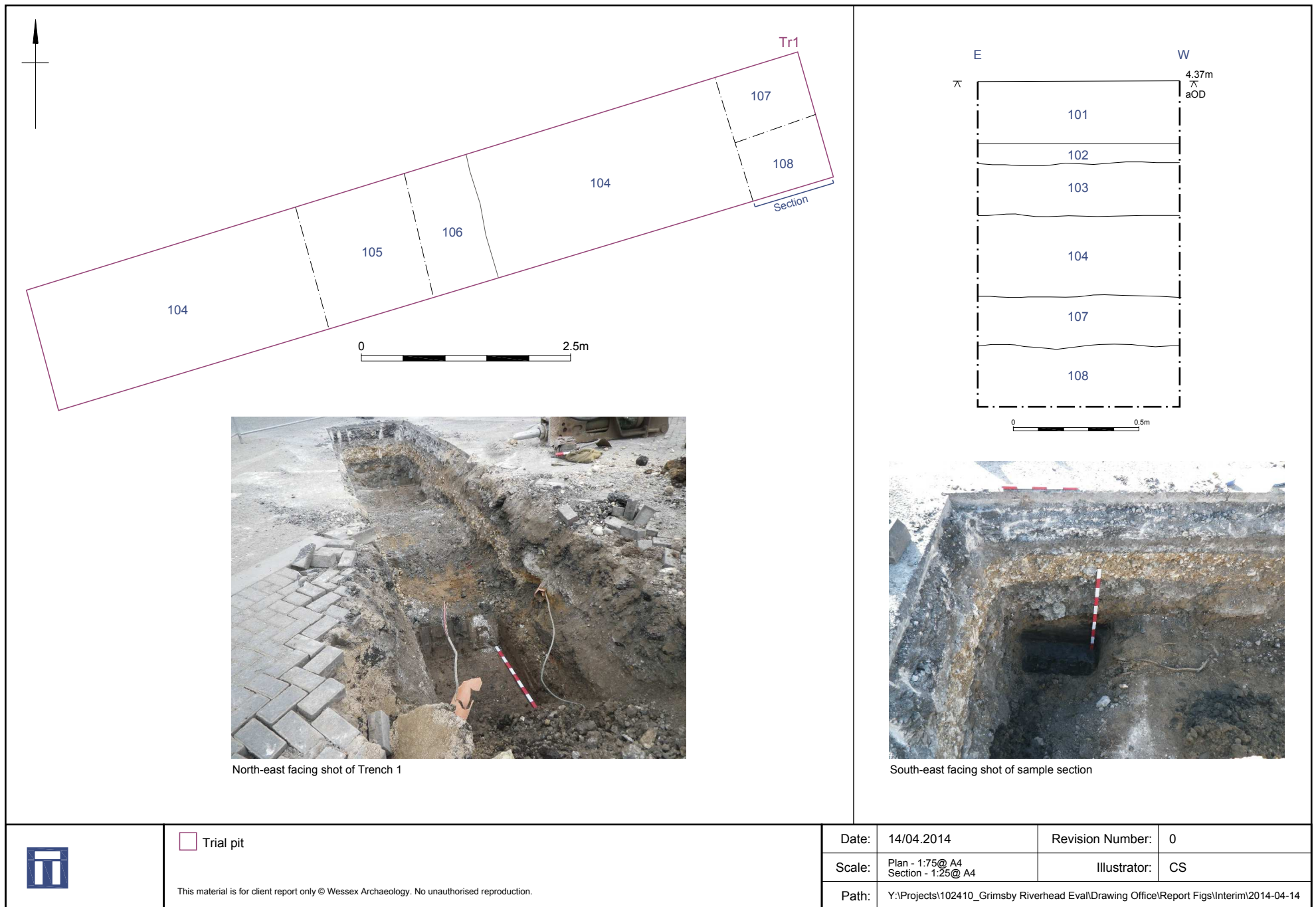
8.2 Appendix 2: OASIS form



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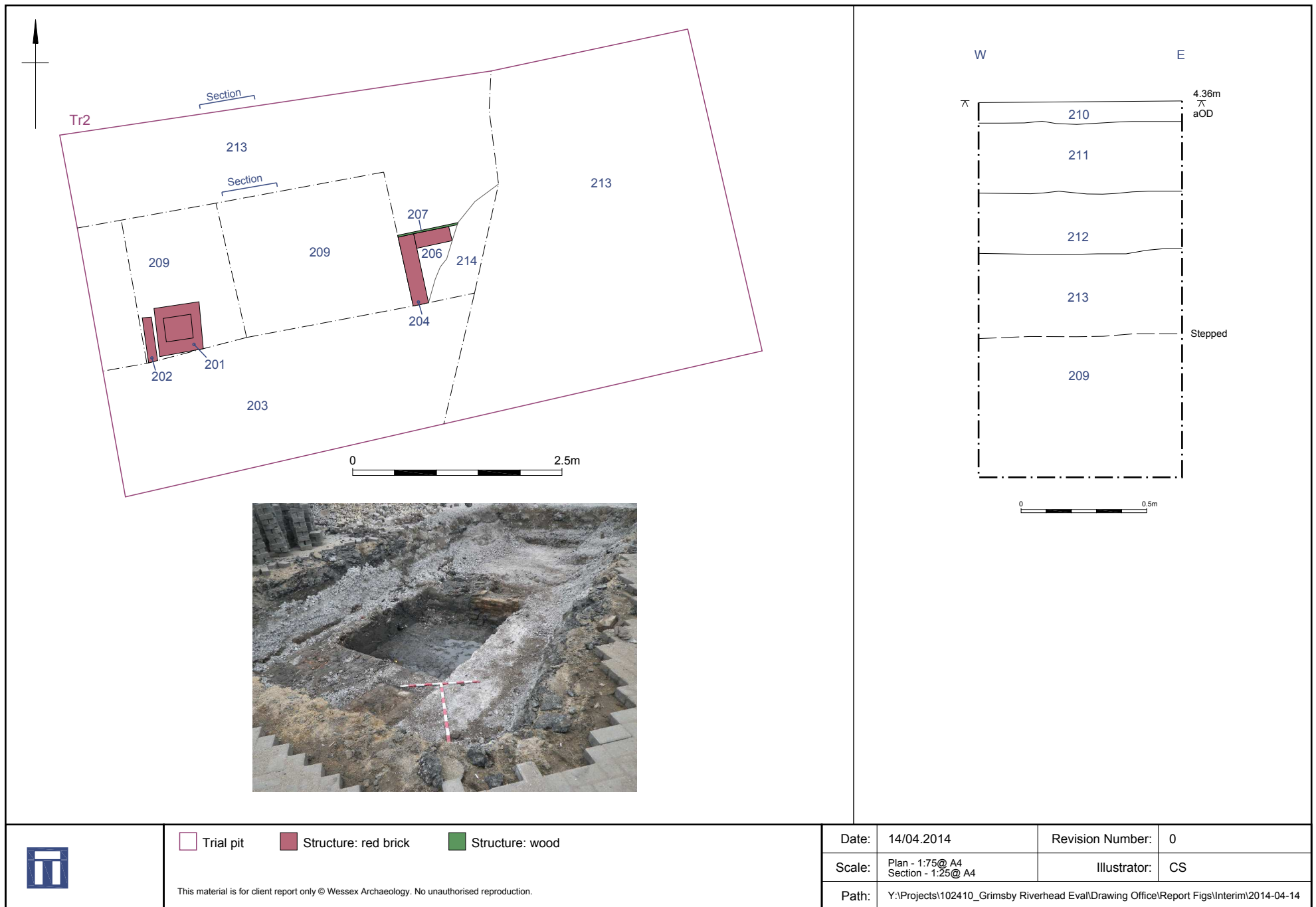
Site and trench locations

Figure 1



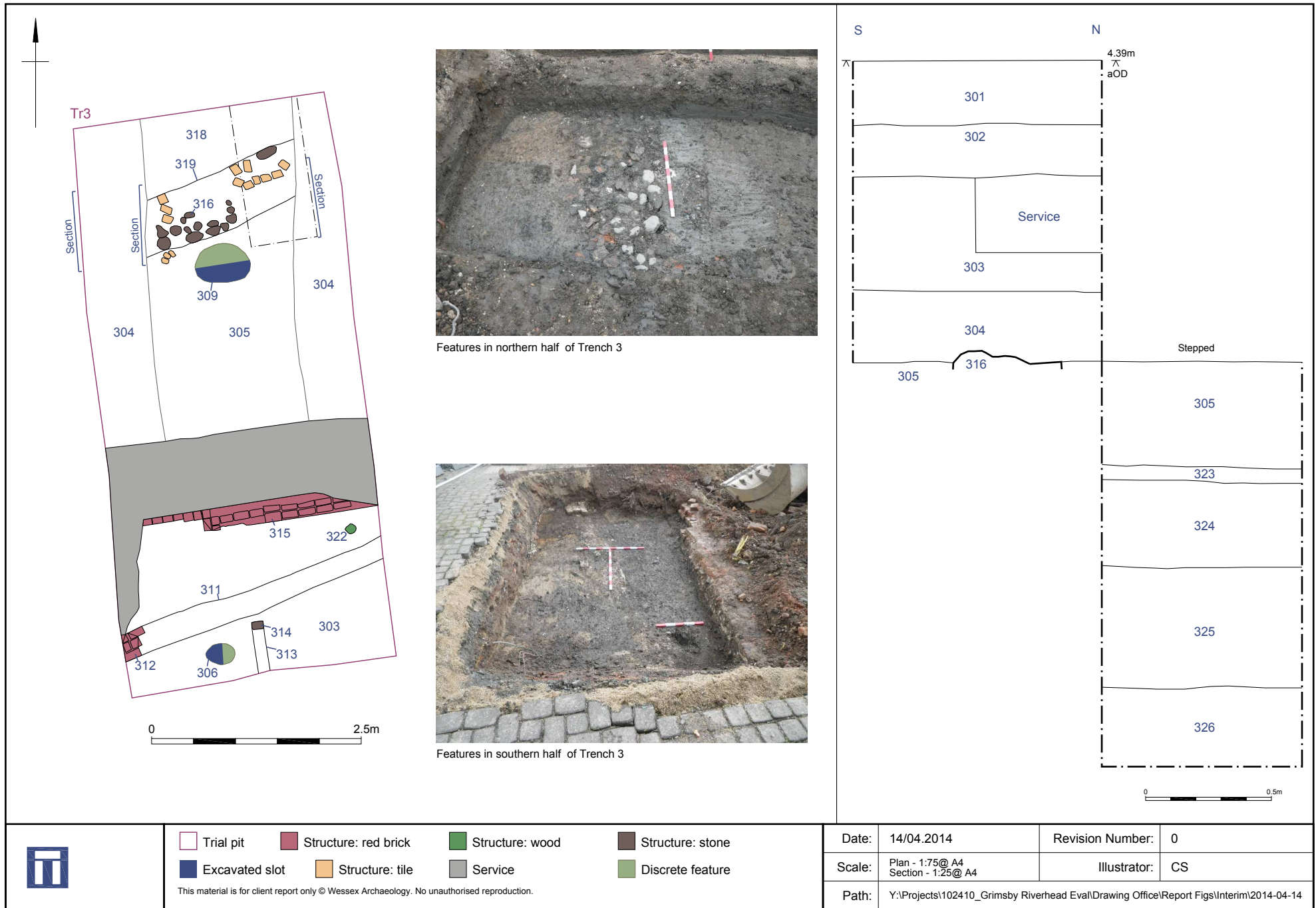
Trench 1: Plan and section

Figure 2



Trench 2: Plan and section

Figure 3



Trench 3: Plan and section

Figure 4



salisbury rochester sheffield edinburgh



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