

HARVEST HOUSE, NO. 126, CARHOLME ROAD, LINCOLN

**SCHEME OF ARCHAEOLOGICAL MONITORING
AND RECORDING**

NGR:	SK 9652 7156
CLC planning ref.:	2011/1080/F
PCAS Job No.:	878
Site code:	LHHM 12
Archive acc. code:	2012.711

Report prepared for
John Roberts Architects Ltd.
on behalf of Carecall Ltd.

by

R. D. Savage

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Pre-Construct Archaeological Services Ltd
47, Manor Road
Saxilby
Lincoln
LN1 2HX

Tel. (01522) 703800
e-mail info@pre-construct.co.uk

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Summary

Archaeological monitoring and recording was carried out during the excavation of service trenches associated with the construction of an extension and associated alterations to the Harvest House care home on Carholme Road in the city of Lincoln.

The development site lies near the western edge of the modern city of Lincoln, between Carholme Road and the Foss Dyke, which have both been important transport routes in and out of the city since the Middle Ages or earlier; there is also a possibility that the area was in use during the Roman period, as it lay within the Roman city's hinterland. The site is not known to have been developed until the later 19th century, when it was in industrial use.

The watching brief recorded a possible clay extraction pit, which had been back-filled in the 19th century, probably in advance of the industrial development of the site. The fertiliser works which occupied the site from the late 19th to the mid-20th century was represented by the remains of a railway track identifiable from historic mapping.

The watching brief otherwise recorded only layers of made ground and possible demolition layers, probably associated with the construction of sequential phases of the factory.



Figure 1: Location plan of the site at scale 1:25,000, with an enlarged extract at scale 1:10,000: the position of the site is shown in red on both plans. OS mapping © Crown copyright. All rights reserved. PCAS licence no. 100049278.

1.0 Introduction

Pre-Construct Archaeological Services Ltd. (PCAS) was commissioned by John Roberts Architects Ltd., on behalf of Carecall Ltd., to carry out a scheme of archaeological monitoring and recording on all development groundworks associated with the construction of a three-storey extension to an existing care home; and associated external alterations including an internal courtyard.

The development site lies near the western edge of the modern city of Lincoln, between Carholme Road and the Foss Dyke, which have both been important transport routes in and out of the city since the Middle Ages or earlier; there is also a possibility that the area was in use during the Roman period, as it lay within the Roman city's hinterland. The site is not known to have been developed until the later 19th century, when it was in industrial use. A programme of archaeological monitoring during construction was therefore required as a condition of planning permission.

2.0 Site Location and Description (figs. 1 & 2)

Harvest House is situated near the western edge of the modern city of Lincoln, approximately 1km to the west-south-west of its historic core. It lies on the south side of Carholme Road (the A57), which runs westward out of the city, broadly paralleling the course of the Foss Dyke watercourse further to the south.

The site covers an area of c. 0.17 hectares and is centred on NGR SK 9652 7156. It comprises an L-shaped piece of land situated on the south side of Carholme Road at the junction with Roman Wharf. Harvest House (no. 126, Carholme Road) occupies the northern part of the L-shaped land parcel. The site is bordered to the west by Roman Wharf (formerly Sutton Street); to the north by Carholme Road; to the north-east by an adjacent residential property at no. 124 Carholme Road; and to the south-east by Carr Street. Further residential properties border the site to the south.

The site lies across the border of the Fosdyke North and Carholme Road Character Areas. The northern portion, containing the existing building of Harvest House, falls within the Carholme Road Character Area, described in the Townscape Assessment as *'predominantly a residential townscape lying on the west side of Lincoln either side of Carholme Road, the main western entrance to the city'*. The assessment notes that *'Much of the townscape is Late Victorian/Edwardian in character; however, several small areas have been re-developed during the Modern Period. Buildings in the area form part of a Late Victorian/Edwardian gateway in the west of the city, and have defined part of the transition between the city and its rural setting since the early 19th century. Carholme Road is the dominant road in the Character Area, and the comparatively larger scale and more ornate residential properties along it, as well as a number of shops and services, reflect its prominent status'* (CLC, 2008a). The remainder of the site falls into the Fosdyke North Character Area: the Townscape Assessment notes that *'The majority of the area consists of a medium-to-high density of modern residential housing including a private development of terraced houses and bungalows, as well as a number of earlier public apartment blocks and rows of houses. Housing developments correspond to areas of previously undeveloped land or plots formerly occupied by early Victorian terraced housing or industry. Modern housing is arranged within a series of small irregular urban blocks defined by a curvilinear pattern of unconnected cul-de-sacs, which is poorly connected to Carholme Road. Houses within the most recent development at Roman Wharf consist of short rows of two- to three-storey terraced houses and detached bungalows'* (CLC, 2008b).

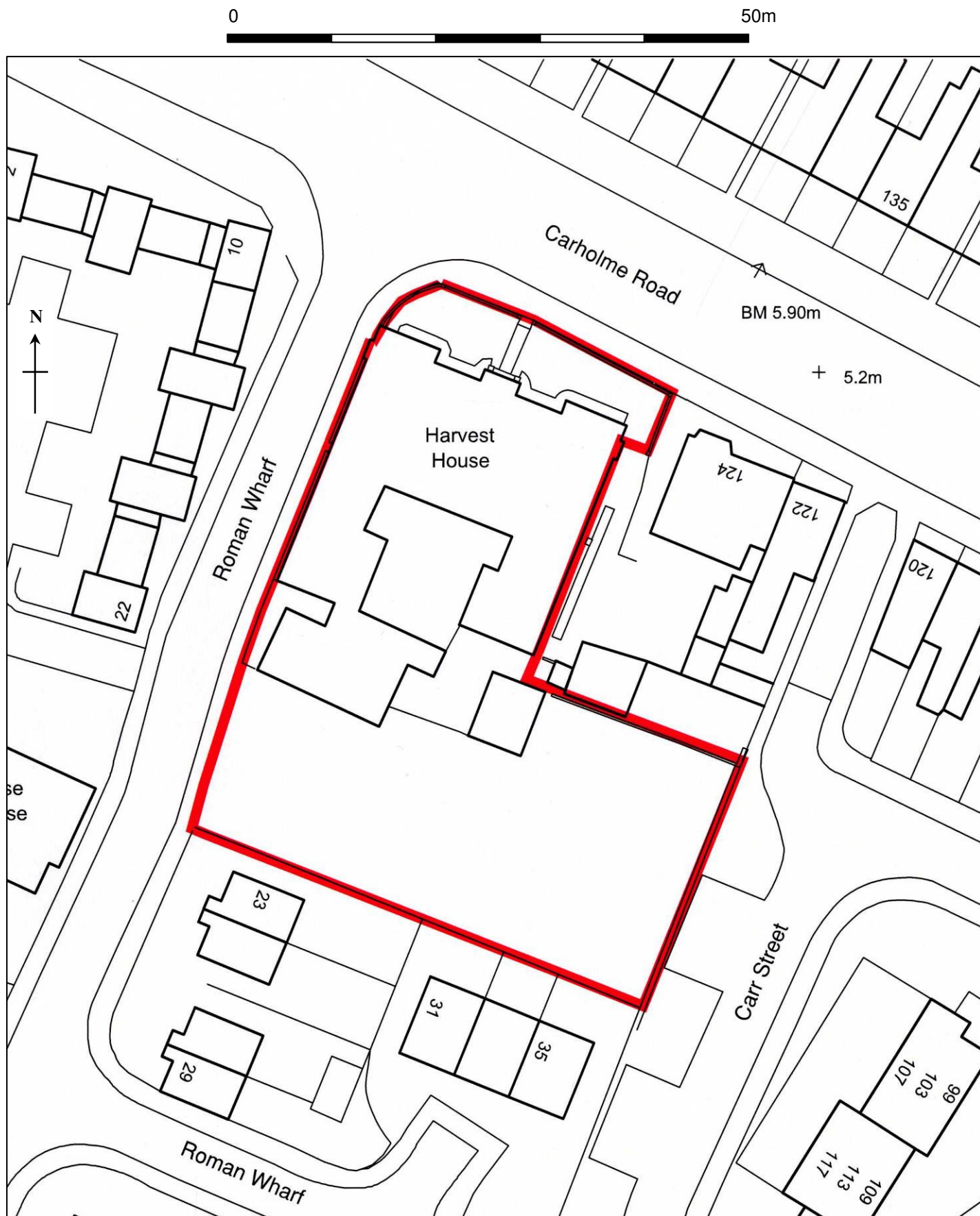


Figure 2: Plan of the site before construction works commenced, at scale 1:500. The application area is outlined in red. Plan supplied by client.

3.0 Topography and Geology

The site lies at the foot of the west-facing slope of the Lincoln Edge, near the point where the Foss Dyke Navigation enters Lincoln from the north-west to join the River Witham at the Brayford Pool. The site is on level ground at an approximate Ordnance Datum height of 5.5m above sea level.

The drift geology on and around the site is alluvium laid down along the course of the Foss Dyke. The underlying solid geology is Lower Lias clay with shale and rare limestone (BGS, 1973).

4.0 Planning Background

Full planning permission was granted by City of Lincoln Council for the construction of a part single-, part two- and part three-storey extension to the existing care home, and the refurbishment of the original with associated external alterations, including an internal courtyard (planning ref. 2011/1080/F).

Conditions 3 and 4 of the planning permission required the implementation of an appropriate programme of archaeological work prior to development, including fieldwork, post-excavation analysis, report writing and the deposition of a report with the City Council's Heritage Team and the site archive with The Collection (City and County Museum).

5.0 Archaeological and Historical Background

It is probable that from as early as the Roman Military Era land in both the Fosdyke North and Carholme Road Character Areas was part of the early city's *territorium*, a swathe of land surrounding major Roman fortresses in which agricultural production and services were dedicated to the service of the legion. The area may have been a focus for small-scale open quarrying, especially around any limestone, ironstone, gravel and clay outcrops that occur along the escarpment slope (CLC, 2008a and 2008b).

The Foss Dyke watercourse, to the south of the site, may have been canalised as early as the Roman Colonia period, although there is as yet no definitive evidence for this. The construction of the canal, which involved the straightening and re-routing of the River Till to connect the Witham to the Trent, had certainly been completed by the later Middle Ages, and it continued to function as a commercial transport route into the 20th century (*ibid.*).

Both Character Areas probably remained undeveloped throughout the Early Medieval Era, when Lincoln experienced a period of economic decline relative to the Roman era. It is likely that land continued to be used for the extraction of materials as well as for agriculture. Towards the end of the Early Medieval Era or during the High Medieval Era land in the area formed a part of West Common, an area of land farmed and used for grazing by inhabitants of Lincoln who possessed common rights to make use of the open land. Low-lying land in the Character Areas would have been wetland, particularly during the wetter seasons, and would most likely have been water-meadows used for grazing animals, wildfowling and for the gathering of natural materials such as reeds (*ibid.*). The site falls into the City of Lincoln Research Agenda Zones 9.8.1 and 10.8.1, 'Enclosures West of Newland', for the later medieval and early modern periods, with particular reference to the possibility of encountering the boundary ditches of a zone of small enclosures and potentially identifying the dating sequence of the enclosure.

Carholme Road (the name derives from the Scandinavian words for 'marsh' and 'island', indicating that it ran through wetland) was probably established during the later medieval

period, and would have been significant in Lincoln's development as a market centre. During the later Middle Ages and the post-medieval period, land within both Character Areas appears to have been divided up through a series of piecemeal agreements. The small enclosures were probably used for a variety of functions, such as paddocks, orchards, and market gardens. The alignments of several of the former enclosure boundaries are retained in the townscape, including the rear plot boundaries of 59-65 Roman Wharf. The plot boundaries follow the line of a field boundary that divided a field to the north and osier beds to the south (CLC, 2008a and 2008b); the osier beds were probably for growing coppiced willow to make baskets and other products.

The 1842 20" to the mile Padley Plan of Lincoln shows the plot of land where Harvest House would eventually stand as lying across two fields on the south side of the 'Saxelby Road', separated from the Foss Dyke by a plot of cultivated osiers. The boundary between the fields appears to correspond to the north-eastern side boundary, which runs along the east side of Harvest House: the larger portion of the site falls within the western field, while the south-eastern portion, to the rear of nos. 122 and 124, falls within the eastern field. The site lay at a considerable distance from the edge of the city at the time, with three more fields lying between it and the advancing edge of urban development (Mills and Wheeler, 2004).

By the time of the 1851 revision of the Padley Plan, the plot containing the western portion of the site had been partially developed, although it still lay well outside the western edge of the city. The field was bisected north to south by a track leading from Carholme Road to a complex of buildings occupying its south-western quadrant. The size and layout of these buildings indicates that they were industrial premises, although they are not labelled: it seems most likely that this was the ropeworks recorded as operating here before the construction of the fertiliser works. A small rectangular building, parallel and close to the road and with a small outhouse to its rear, stood in the north-east corner of this field: the position of this building probably lies between the road and the present street frontage of Harvest House. The eastern field remained undeveloped (*ibid.*). The ropewalk falls into the Research Agenda Zone 11.39, 'Textile Industries', which notes that there were many ropewalks in Lincoln by the mid-19th century, and states that *'Most of these establishments seem to have been open-air walks with structures located at either end of the rope for winding and platting the threads. It is not clear from the map whether any of the winders were mechanised and, indeed, little research seems to have been done on the development and mechanisation of rope manufacture. We should be interested in the techniques of rope-winding and how and when that process became mechanised'*.

The 1868 revision of the Padley Plan shows the western side of the site as substantially developed, with a large complex of industrial buildings, labelled 'Jekyll & Co. Manure Works', occupying some two-thirds of the plot. The northern side of the plot remains largely undeveloped, although a single building at the north-east corner of the works may have extended into the development site, and the small building adjoining Carholme Road also appears on this map. No development had yet taken place in the eastern plot. The layout of the fertiliser works had changed by the final revision of the Padley Plan in 1883, with the buildings being consolidated into larger blocks; the free-standing building that might have extended into the development site no longer appears. Between these two plan revisions, residential development had extended as far as the site along both sides of the Carholme Road, and the majority of the western plot had been developed for housing: Saul Street and Sutton Street had been laid out, but development did not extend to the west side of Saul Street, and did not intersect the Harvest House development site (Mills and Wheeler, 2004). The Research Agenda 11.43, 'Chemical Industries', notes that the site *'was occupied c.1837-1850s by William Singleton and John Jekyll, but it is not clear what work was undertaken at this early date. Further research on this site should address the question of whether or not these two investors began working in chemicals here, or whether the site was used for other purposes. From 1867 to 1920 the site was occupied by Jekyll, Glasier and Pratt, who produced feed-cake and calf meal as well as such agricultural chemicals as sheep dip under*

the "Anchor" trade-mark and other pest sprays and treatments. In 1920 the works were operated by Doughty Richardson Fertilisers Ltd. and in c.1950 this company became part of Fisons. The early development of the chemicals industry is closely related to the growth of fertiliser production and it is quite likely that works such as Singleton and Jekyll would represent an early example. Presumably the site was originally supplied with raw materials such as potash via the canal, although, given the suggestion that potash might have been produced in the woodlands south-west of the city in earlier Eras we might ask if some of their supplies were local. Any information about the beginnings of chemical production here will be of great interest, nationally as well as locally. We should also be interested in the development of chemical and fertiliser production here... The role of fertilisers in the dramatic growth of Lincolnshire's arable agriculture is yet to be fully explored by archaeologists, but it is clear that fertiliser was an extremely important commodity. This means that, by linking developments at the factory site to developments in the county's arable production, we may be able to tell whether this plant was producing for a local, national or international market. It is clear, for example, that the railways also became important for the plant, as much for exporting their products as for importing raw materials, and by c.1920 the factory was connected to the rail network by a private siding passing over the Fosdyke by a drawbridge. An industrial building of c.1850 still stands and this must be recorded during the process of repair and alteration, with the main aim of understanding its role in the process, which is not understood at present'.

The layout of the fertiliser works continued broadly similar into the early 20th century. The 2nd edition Ordnance Survey map of 1907 (fig. 3) shows much the same complex of buildings as the Padley Plan of 1883: the northernmost edge of the largest building may have intersected the southern edge of the site, but the site was otherwise occupied only by the access and yard of the works: even the small building adjoining Carholme Road had been removed. Housing development had spread further westwards along the north side of Carholme Road, but little further development had taken place on the south side, and the eastern portion of the site remained undeveloped.

The greatest changes to the site took place in the first half of the 20th century. The 1932-8 3rd edition OS map (figure 4) shows the distinctive footprint of the existing Harvest House fronting on to Carholme Road, with several ancillary buildings to the rear, while the fertiliser works has been extended and amalgamated into two very large blocks of buildings, apparently with a third, rectangular block occupying the majority of the west side of Saul Street (although the 3rd edition mapping does not shade buildings and it is possible that this apparent structure is in fact a property boundary); the eastern portion of the site falls within it. The works possessed an internal railway, whose tracks are shown on the map: they crossed the Foss Dyke to join the railway line to the south. A northern branch of this internal railway extends into the site. Harvest House appears to form part of the works complex, and may originally have been built as an administrative block for it.

The fertiliser works site has now been completely redeveloped for housing, and is chiefly occupied by the Roman Wharf development. Areas of the late Victorian and Edwardian housing have also been redeveloped, and Saul Street has been obliterated, although its line can still be seen between nos. 120 and 122, Carholme Road, running along the east side of the site and the west side of the modern Carr Street (fig. 2).

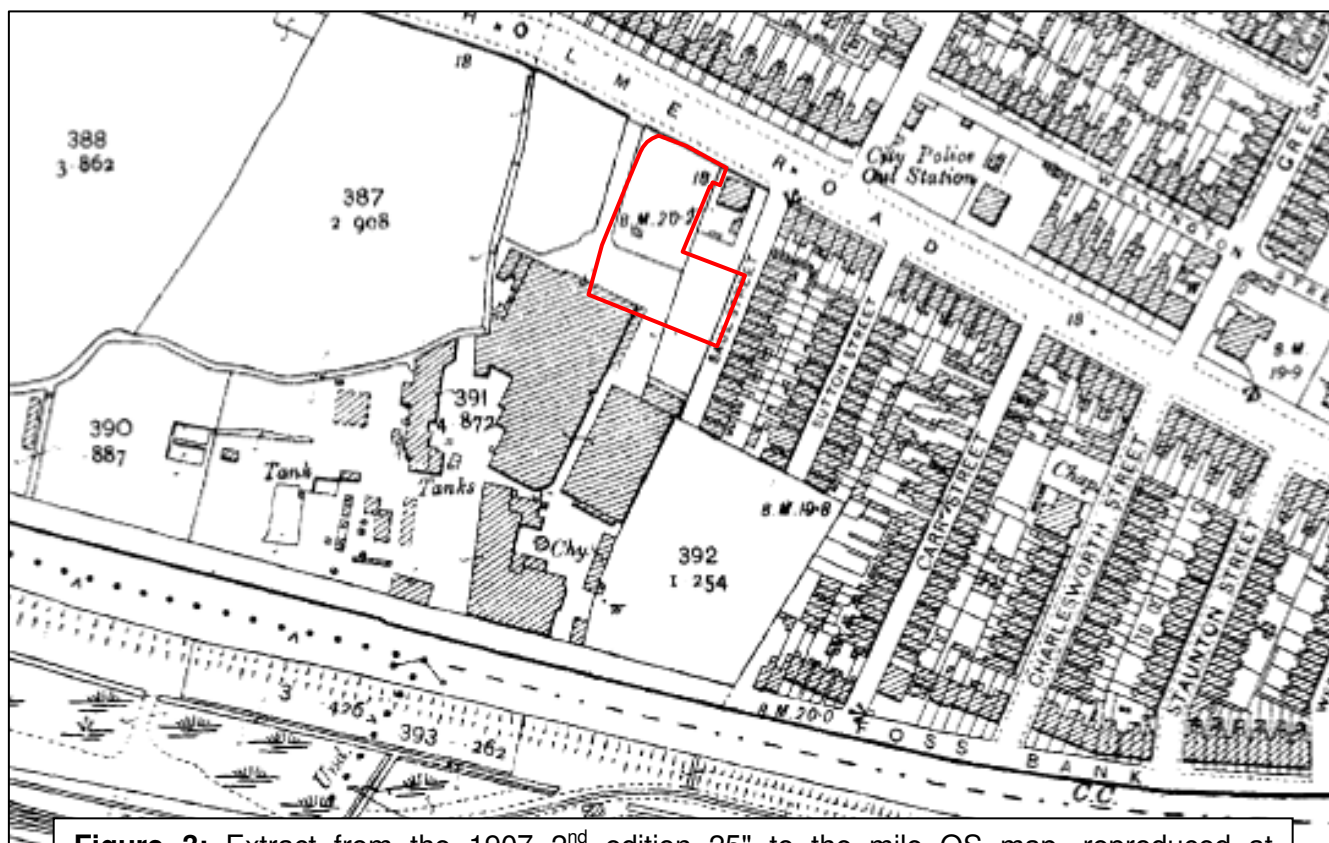


Figure 3: Extract from the 1907 2nd edition 25" to the mile OS map, reproduced at approximately 1:2500. The approximate position of the Harvest House site is shown in red.

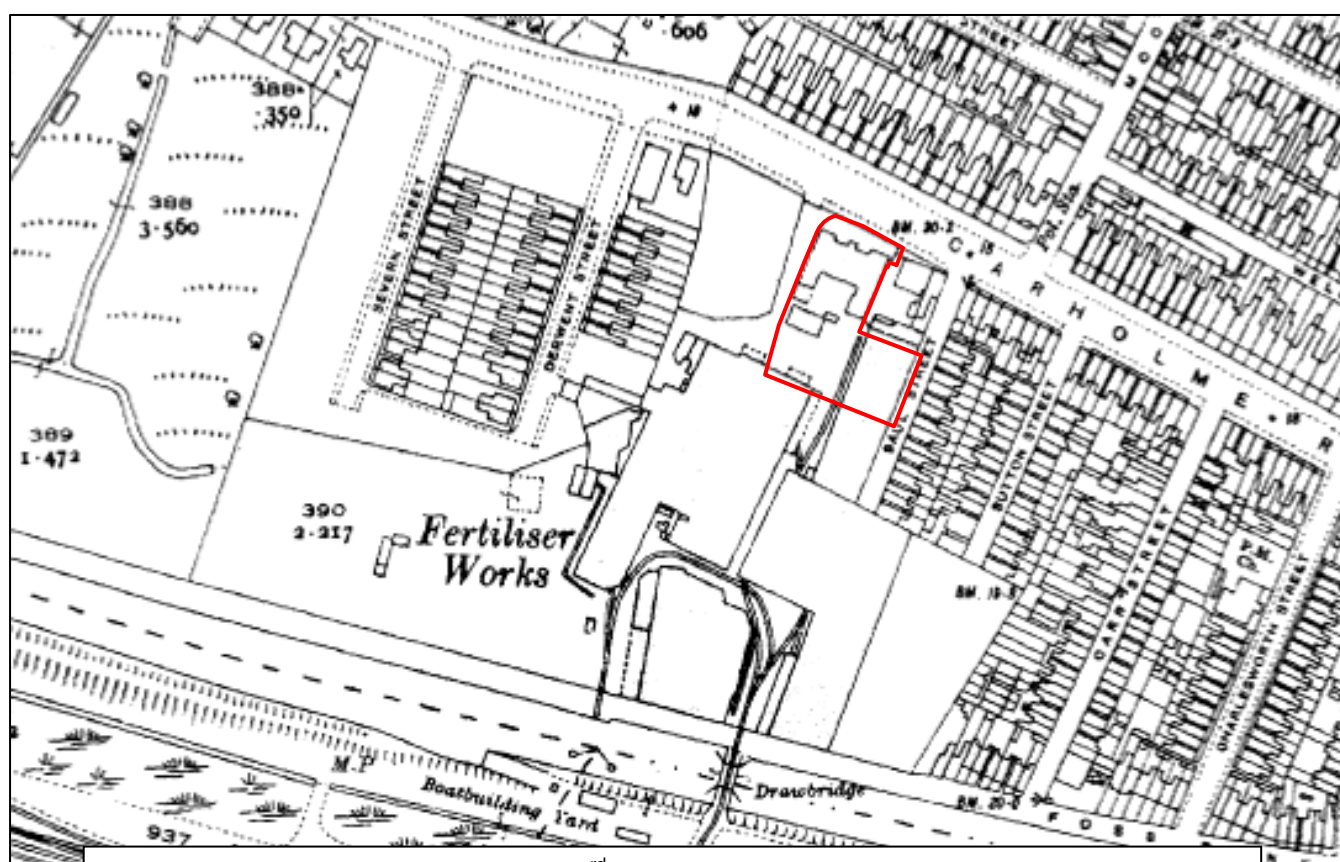


Figure 4: Extract from the 1932-8 3rd edition 25" to the mile OS map, reproduced at approximately 1:2500. The approximate position of the site is shown in red: Harvest House has been built, and the railway lines of the fertiliser works run across the site.

6.0 Methodology

The footings trenches for the extensions to Harvest House were erroneously excavated without archaeological supervision; archaeological monitoring commenced with the excavation of the drains and other service trenches on the site.

Excavation was carried out using a 360° excavator, fitted with a variety of buckets according to the width of the trench or pit to be excavated; due to the presence of tarmac, concrete and compacted rubble layers on the site, the majority of the work had to be carried out with toothed buckets (plates 1 and 2).

All features and deposits seen were recorded on standard PCAS context recording sheets, and the progress of the groundworks noted on standard PCAS site diary sheets. Significant features were drawn in plan and section at scale 1:20; in other areas, sample sections were drawn at intervals along the excavated trenches. All drawn sections were plotted on a base plan. A colour slide and digital photographic record was maintained: a selection from this is reproduced as Appendix 1.

The archaeological monitoring began on 11th June 2014 and was completed on 21st July; monitoring was carried out by Leigh Brocklehurst, Ben Wheeliker and James Coles. Weather conditions were favourable throughout.

7.0 Results (figs. 5 and 6)

Natural silty sand 115 was encountered at the base of a large soakaway pit excavated near the southern edge of the site; it was overlain by mottled grey and yellow clay 111, which was probably also natural alluvium. Between these two layers across part of the south-facing section and extending into a very small part of the north-facing section was peat deposit 113/4. Sand deposit 104, in the trench nearest to the extension buildings, and clay 122 at the base of the longest central trench may also have been natural alluvial deposits: neither layer was penetrated at full working depth and neither contained any inclusions.

The only feature that could confidently be identified and dated was a railway line, encountered at the eastern extent of a trench running eastwards from the soakaway pit. A single railway sleeper, timber 130, was exposed, supporting two metal rails, jointly recorded as context 127 (plates 3 and 4). The railway was oriented north to south, and can be identified as part of the northern extent of the fertiliser works' internal railway line, depicted on the 3rd edition OS map (fig. 4). The western rail had been overlaid by brick structure 126: a single row of dry-laid bricks lay directly on the rail, suggesting that it had been utilised as a secure footing for a makeshift structure after it had gone out of use (plate 3; section drawings O-P and Q-R). The railway was laid on a series of compacted made ground deposits – 128, 129 and 131 – none of which could be dated except by their relationship to the track.

Apart from brick structure 126, no other structural remains were encountered. A possible cut feature was observed in the sides of the large soakaway pit: feature **116** was cut into potentially natural clay 111. It was extremely irregular in depth and profile, and it seems likely that this was a small clay extraction pit (plate 5; section drawings I-J and M-N). Feature fill 110, which extended as a spread to either side of the feature it filled, produced the majority of the finds assemblage for this project, including a single sherd of late medieval to post-medieval pottery, a number of sherds of post-medieval to modern pottery, chiefly 19th-century, fragments of bottle glass and a fragment of clay tobacco pipe (Appendices 3-5), suggesting that the pit was probably back-filled as part of the ground raising and consolidation process when either the ropewalk or the fertiliser works were constructed.

The watching brief otherwise recorded only layers of made ground and possible demolition layers, none of which produced any dating evidence apart from a single sherd of 19th to 20th-century pottery from deposit 106, near the base of the service trenches at the western side of the site (sections C-D, E-F and G-H).

8.0 Conclusion

With the exception of a single sherd of late medieval to post-medieval pottery, which was almost certainly residual within a context otherwise well dated to the 19th century, no finds or features pre-dating the industrial period were identified during the watching brief, although it is possible that the putative clay extraction pit **116** lay open for some time before being filled in during the preparation of the site for the construction of either the ropewalk or the later fertiliser plant. The railway track 127/130 can be identified from historic mapping as forming part of a later phase of the fertiliser plant's development, in the first half of the 20th century.

9.0 Effectiveness of Methodology

Although only a portion of the construction groundworks were monitored, the watching brief demonstrated that features associated with the former industrial use of the site were still present below existing ground level, as well as encountering potential evidence of utilisation of the site before its industrial development.

10.0 Acknowledgements

PCAS Ltd would like to thank John Roberts Architects Ltd. for this commission.

11.0 Site Archive

The project archive is currently held at the offices of PCAS Ltd. in Saxilby, Lincolnshire while being prepared for deposition, and will be deposited with the Lincoln City and County Museum ('The Collection') within 3 months of the completion of this report, with the exception of any finds to be discarded. Following deposition, the archive will be available for public consultation under the LCNCC accession number 2012.71

In line with the selection process summarised by the Society of Museum Archaeologists (Selection, Retention and Dispersal of Archaeological Collections, 1993), the ownership of all excavated material has been transferred to Pre-Construct Archaeological Services Ltd (index/19/1). The material recommended by the relevant finds specialists as suitable for retention will be archived at The Collection, Lincoln, as above; material which is modern, undiagnostic and of little statistical value, or from contexts of negligible archaeological significance, will be discarded during the archiving process.

12.0 Bibliography

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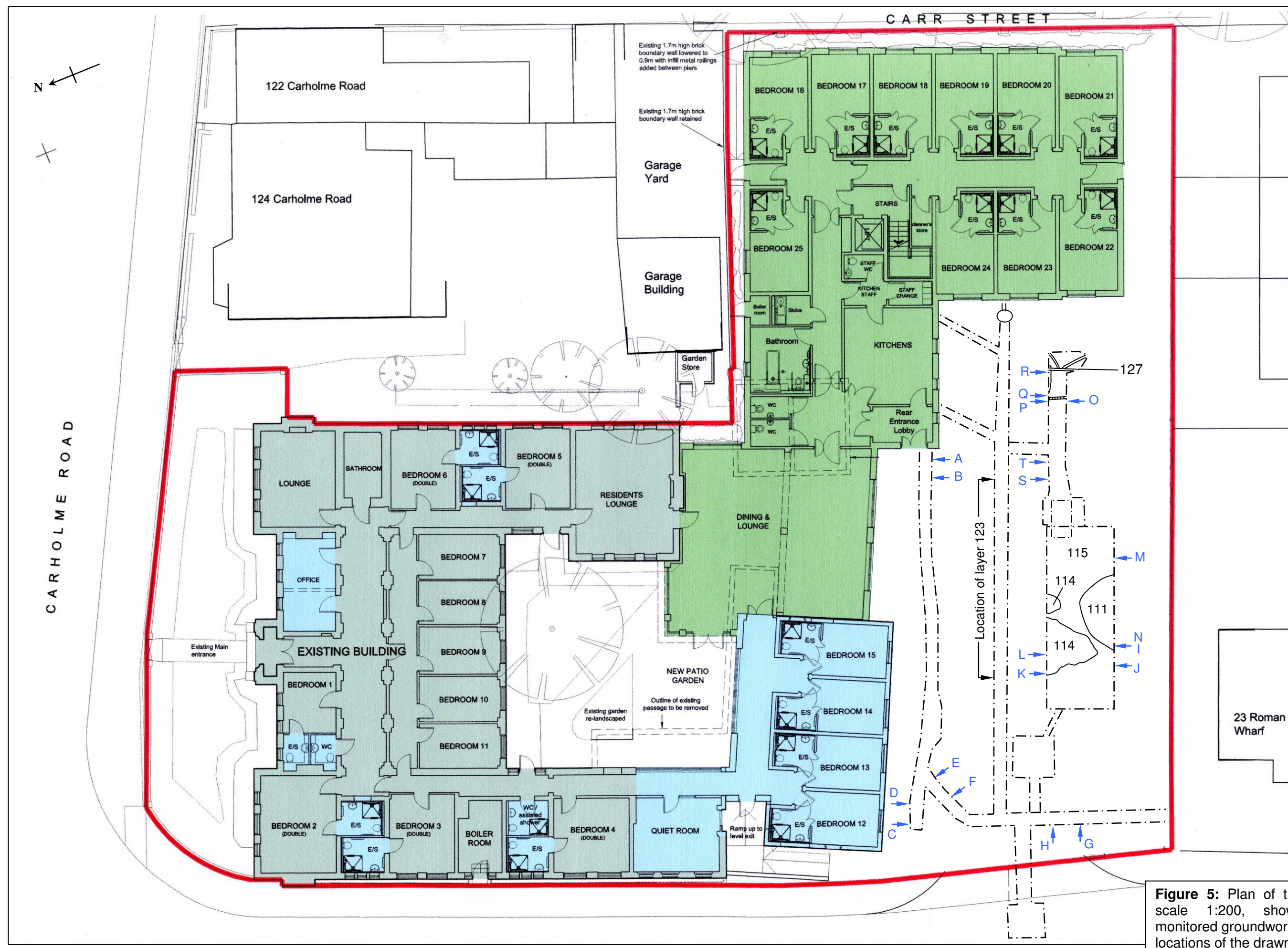


Figure 5: Plan of the site at scale 1:200, showing the monitored groundworks and the locations of the drawn sections.

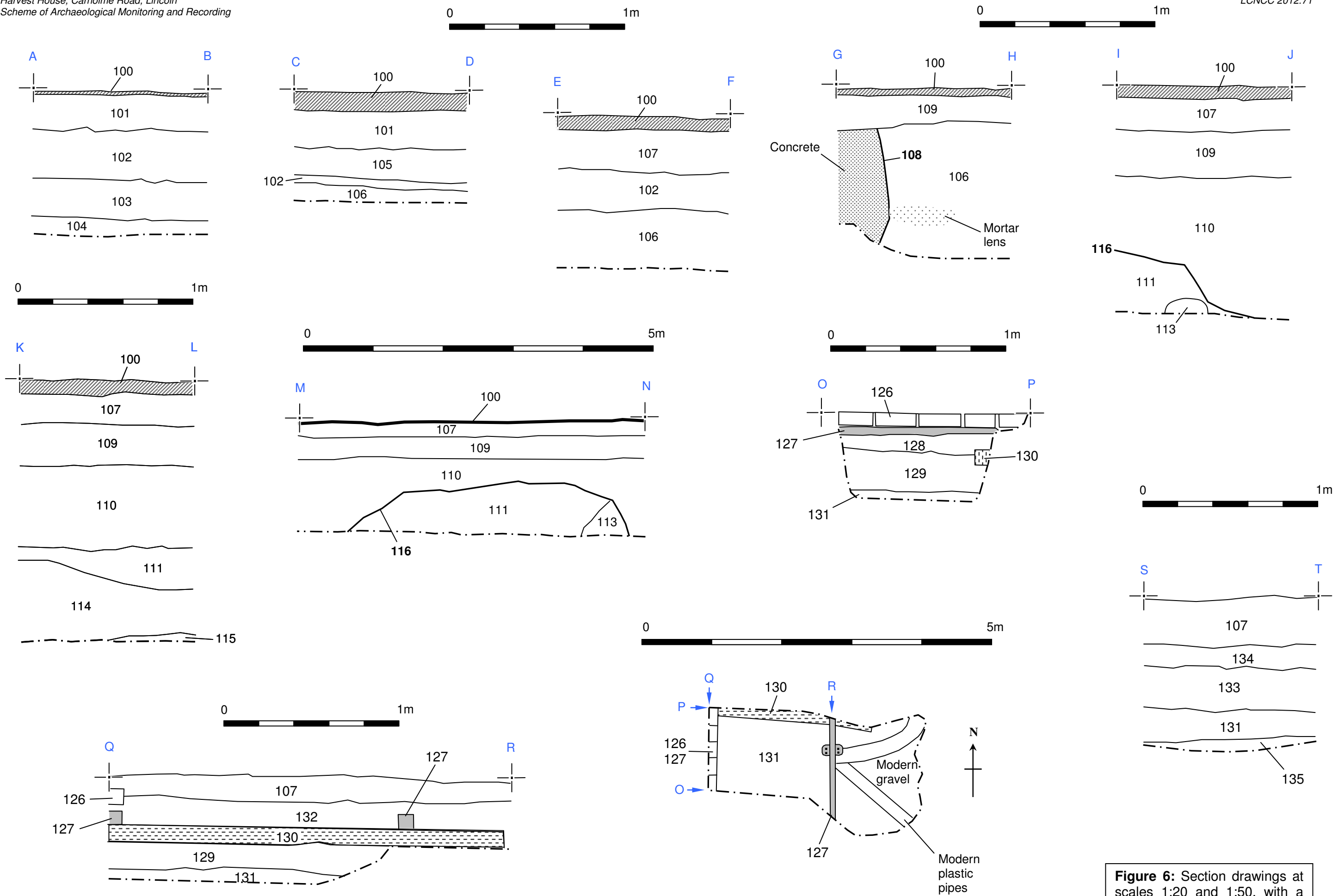


Figure 6: Section drawings at scales 1:20 and 1:50, with a detailed plan drawing at 1:50. All sections located on figure 5.

Appendix 1: Colour Plates



Plate 1: General shot of the site during groundworks, looking WNW across the rear of the site towards Roman Wharf (the two-storey building in the background is on the far side of Roman Wharf).



Plate 2: Working shot, looking E across the monitored area, showing the concrete and rubble that required the use of a toothed bucket for machining.



Plate 3: The railway exposed at the eastern extremity of the service trench, with brick structure 126 overlying one of the rails; timber sleeper 130 is exposed in the facing section. Photograph looking N.



Plate 4: The railway fully exposed after the removal of brick structure 126, looking N.



Plate 5: Possible cut feature 116 in the side of the large soakaway pit, looking S.

Appendix 2: Context Summary

Context No.	Type	Description	Finds/Dating
100	Layer	Existing tarmac surface, 0.12m deep.	Modern
101	Layer	Levelling layer for surface 100: gravel with stones and brick rubble, 0.20m deep.	Modern
102	Layer	Coarse gravel in a matrix of blackish-brown silty clay, extending across observed groundworks below layer 105; 0.26m deep.	
103	Layer	Very compact gravelly silt with occasional clay lenses, mixed orange, light brown and mid-brown, below layer 102; 0.22m deep.	
104	Layer	Light brownish-grey compact sand with no inclusions, below layer 103; not penetrated. Possibly natural.	Geological?
105	Layer	Dark brownish-grey compact gravelly clay with rare small angular stones and mortar flecks, 0.21m deep, below layer 101.	
106	Layer	Compact dark grey clay with brick rubble and lenses of mortar, below layer 102; not penetrated.	1 sherd modern pottery
107	Layer	Layer of concrete, 0.24m deep, between surface 100 and layer 102 on W side of site.	
108	Cut	Vertical-sided cut into deposit 106, containing a drain encased in concrete; continues below depth of excavation. Sealed by layer 109.	Modern
109	Layer	Compact deposit of coarse sand and pebbles, banded black, dark reddish-brown and whitish-yellow, 0.20m deep, overlying deposit 106 and modern concrete intrusion 108 , below concrete 107.	Modern
110	Layer/fill	Compact black to dark grey clay with abundant CBM and mortar inclusions, up to 0.80m deep, below layer 109; filling possible cut 116 .	1 sherd late to post-medieval pottery; post-medieval pottery and glass; CTP; animal bone
111	Layer	Compact clay with no inclusions, light grey mottled yellow, 0.34m deep, below layer 110.	
112		Void	
113	Fill	Black silty peat below layer 111 – appears to be a small, detached portion of layer 114.	
114	Layer	Black peat with visible organic material, below layer 111; increases in depth from S to N	
115	Layer	Natural compact silty sand, mottled light brown, mid-brown, grey and orange, below layer 114	Geological
116	Cut	Steep-sided cut, partially exposed, cutting 111 and filled by 110; irregular shape in profile, purpose uncertain.	
117	Layer	Brick rubble and medium pebbles in a matrix of cement, covering a modern pipe in pit extending W into Roman Wharf	Modern
118	Layer	Dark grey to black coarse sand with fragments of tarmac, covering layer 117 in pit extending W into Roman Wharf; below tarmac 100	Modern
119	Layer	Existing concrete surface in the area of in part of the central E-W service trench the central E-W service trench	Modern
120	Layer	Rubble and sand bedding layer below concrete 119	Modern
121	Layer	Compact black to dark grey silty clay with abundant CBM and mortar inclusions and modern refuse, 0.60m deep, below layer 120	Modern

Context No.	Type	Description	Finds/Dating
122	Layer	Compact clay with no inclusions, light grey mottled yellow, 0.15m ⁺ deep (not penetrated), below layer 121	
123	Layer	Possible demolition layer: brick rubble in a matrix of dark brown silt, 0.12m deep, between layers 120 and 121 in part of the central E-W service trench	Modern
124	Layer	Friable black silty coarse-sandy clay, 0.10m thick, between layers 120 and 121 in part of the central E-W service trench	Modern
125	Layer	Mixed, disturbed, very loose dark brown sandy silt with modern refuse, 0.85m ⁺ deep, occupying full depth of the central E-W service trench at E end.	Modern
126	Structure	Single line of dry-laid bricks laid on-bed; bricks plain, red, 210mm x 70mm x 110mm; oriented N-S; laid directly above W rail of railway track 127	Modern
127	Structure	Metal railway tracks, 1.5m apart, running N-S. Each track 70mm wide x 110m high. Tracks overlie wooden sleeper 130; below brick structure 126 and concrete layer 107.	Modern
128	Layer	Very compact coarse-sandy silt, black with veins of reddish-purple coarse-sandy silty clay, below railway tracks 127; 0.14m deep	
129	Layer	Mixed, compact deposit containing burnt stone fragments and charcoal, below layer 128	
130	Timber	Wooden railway sleeper below track 127; 2.80m long x 0.10m deep, full width not exposed.	Modern
131	Layer	Compact silty coarse sand, reddish-purple mottled with yellow, containing CBM rubble and burnt material, 0.26m deep, below layer 129	
132	Layer	Same as 128	
133	Layer	Compact layer of stone fragments below layer 134	
134	Layer	Dark brown to black silty layer with very rare CBM inclusions, sealed by concrete 107	
135	Layer	Compact silty clay, mottled dark grey, brown and black, with occasional CBM inclusions, below layer 131	

Appendix 3: Pottery archive

by Jane Young and Johanna Grey

context	cname	full name	sub	form	sherds	vessels	weight	decoration	part	action	description	date
106	TPW	Transfer printed ware		small plate/saucer	1	1	1	blue printed int	BS	discarded		19th to 20th
110	ENGs	Unspecified English Stoneware	grey	bottle	1	1	25		shoulder	discarded	burnt glaze	19th
110	ENGs	Unspecified English Stoneware	grey	bottle	1	1	28		shoulder		stamped P CARTLEDGE	mid 19th
110	ENGs	Unspecified English Stoneware	grey	bottle	2	1	194		shoulder		stamped R DAWBER LINCOLN	mid 19th
110	ENGs	Unspecified English Stoneware	grey	bottle	2	1	57		BS	discarded	fresh breaks with no joining sherds	19th
110	ENGs	Unspecified English Stoneware	grey	bottle	1	1	45		BS	discarded	fe deposit incl break	19th
110	ENGs	Unspecified English Stoneware	grey	bottle	1	1	297		base	discarded	fe deposit	19th
110	TOYII	Toynton Late Medieval ware		large jug	1	1	40		BS		unusual as wide ridged banding on lower body; not Toynton	mid 15th to mid 16th
110	WHITE	Modern whiteware		bowl ?	1	1	1		BS	discarded	fluted	19th to 20th
110	TPW	Transfer printed ware		small bowl	1	1	5	blue printed ext	rim	discarded		19th to 20th
110	PEARL	Pearlware		plate	1	1	1	blue shell edge	rim	discarded		late 18th to mid 19th

Appendix 4: Ceramic Building Material Archive

by Jane Young and Johanna Grey

context	cname	full name	fabric	frags	weight	action	description	date
106	BRK	Brick	coarse orange + fe	1	99	discarded	mortar	19th to mid 20th
110	BRK	Brick	coarse OX/R/OX	1	1440	discarded	handmade; local; common mudrock & fe inclusions;slop moulded; end; 110x58mm;mortar	18th to 19th

Appendix 5: Archive of other finds

by Charlotte Bentley

Context	Material	No.	Weight (g)	Description	Date	Action
110	O Shell	1	7g	1 shell		Discard
106	A Bone	1	12g	Vertebra frag, large mammal – cow/horse		Discard
110	A Bone	1	211g	Long bone frag, large mammal – cow/horse		Discard
110	C Pipe	1	2g	Stem fragment	E Mod	Discard
110	Fe	1	154g	strip 45mmx 310mm, 1.5mm thick. Gate/door furniture	E Mod	Discard
6g	Glass	1	6g	Dark Olive green bottle glass	E Mod	Discard
110	Glass	1	514g	Dark Olive green bottle base	E Mod	Discard

Appendix 6: OASIS summary