

**UNIT 3, VALENTINE PARK SOUTH, LINCOLN  
ARCHAEOLOGICAL MONITORING AND RECORDING REPORT**

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Prepared for

John Roberts Architects Ltd

by

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July 2017



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## Illustrations

**Figure 1:** Site location plan at scale 1:25,000. OS mapping © Crown copyright. All rights reserved. PCAS licence no. 100049278.

**Figure 2:** Proposed site plan (1:1000).

**Figure 3:** Plan (1:250) and representative sections (1:20) of monitored ground works.

## Plates

**Plate 1:** Foundation trench (looking SW).

**Plate 2:** Foundation trench (looking NE).

**Plate 3:** Foundation trench (looking NW).

**Plate 4:** Foundation trench (looking NW).

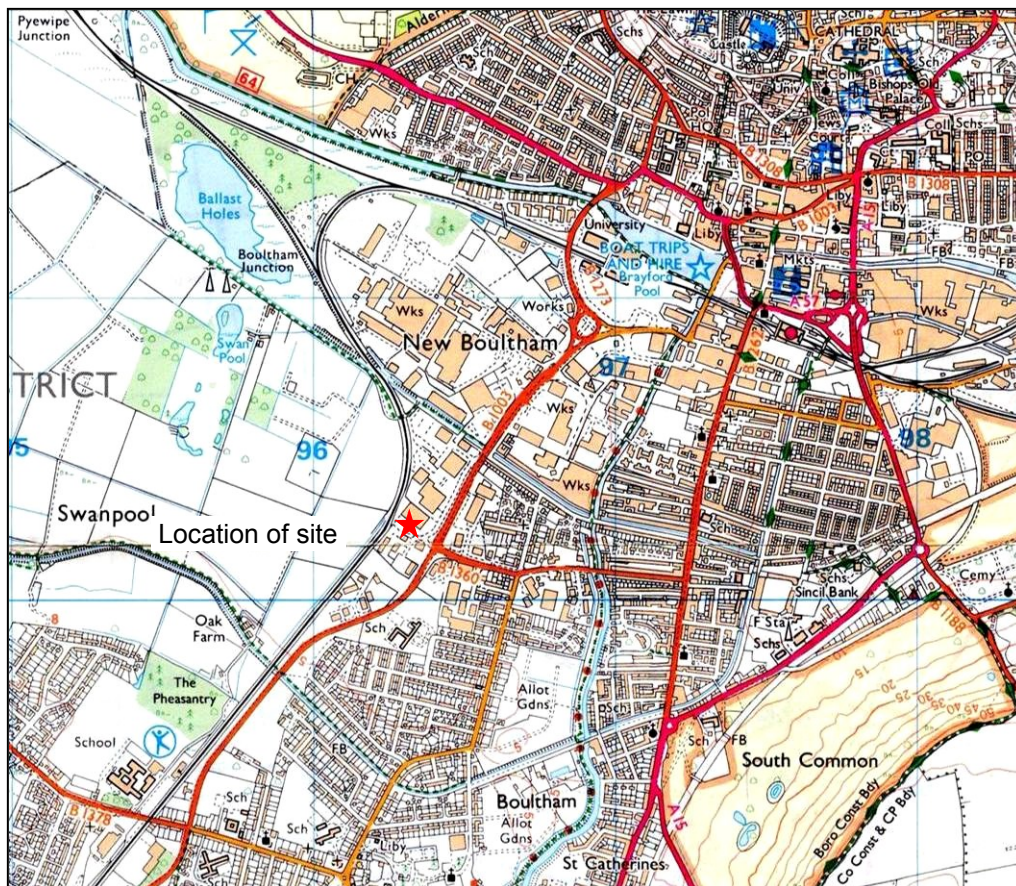
**Plate 5:** Representative section of foundation trench (looking S).

## Summary

Archaeological monitoring and recording took place during construction groundworks associated with a commercial development at Valentine Park South, Lincoln.

Valentine Road lies within the Tritton Road Industrial Character Area, the former industrial zone to the south-west of Lincoln city centre. Prior to the Industrial Revolution, this land was largely undeveloped wetland within the base of the valley of the River Witham; part of a landscape that may have been exploited for its natural resources and have formed a focus of ritual activities from the Bronze Age onwards. The area may preserve valuable archaeological remains from any period pre-dating the drainage and enclosure of the land in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries.

During excavations, four deposits were identified, with much of the site being heavily disturbed by modern activity and groundworks excavations often not penetrating modern overburden.



**Figure 1:** Site location plan at scale 1:25,000. The site is marked in red. OS mapping © Crown copyright. All rights reserved. PCAS licence no. 100049278.

## 1.0 Introduction

PCAS Archaeology Ltd was commissioned by John Roberts Architects Ltd to undertake a scheme of archaeological monitoring and recording during the groundworks associated with the construction of a new retail development at Valentine Park South, off Valentine Road in the city of Lincoln.

Valentine Road lies within the Tritton Road Industrial Character Area, the former industrial zone to the south-west of Lincoln city centre. Before the Industrial Revolution, this land was largely undeveloped wetland within the base of the valley of the River Witham, part of a landscape that may have been exploited for its natural resources and have formed a focus of ritual activities from the Bronze Age onwards: the area may preserve valuable archaeological remains from any period pre-dating the drainage and enclosure of the land in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries. From the mid-19<sup>th</sup> century on, industrial development spread across the Character Area: the neighbourhood of the Valentine Retail Park is of particular significance to the industrial and military history of the city, as it lay within the proving ground on which prototype tanks were tested during the First World War.

The WSI followed current best practice and appropriate national guidance including:

- NPPF, National Planning Policy Framework, 2012;
- CIFA Code of Conduct (2014 as revised);
- CIFA Standards and Guidance for Archaeological Watching Briefs (2014);
- Lincolnshire Archaeological Handbook (Lincolnshire County Council, 2016).
- Management of Research Projects in the Historic Environment (MoRPHE ver. 1.1, 2009)

## 2.0 Location and description (Figs. 1 and 2)

Valentine Road lies within the Tritton Road Industrial Character Area, the former industrial zone to the south-west of Lincoln city centre. The townscape assessment of the Character Area describes it as *'a large edge of city centre mixed-use area that extends either side of Tritton Road, one of the main arterial roads into and out of the city. It is a flat area bounded to the north by the University, to the east by the River Witham, to the south by residential areas and to the west by the railway line'*, and notes that *'The area's former rural and wetland character was initially superseded by 19<sup>th</sup>-century industrial growth... Little of the area's rural character survives, and the majority of 19<sup>th</sup>-century industry has been overwritten by modern commercial and residential development... Along Tritton Road itself, retail units now dominate and include four retail parks on the eastern side of the road, plus Morrison's, B & Q and another retail park on the western side. These sites are located immediately off the road in order to advertise their presence and provide easy access'* (CLC, 2009). It does not fall within any of the city's Conservation Areas (CLC, 2012).

The Valentine Retail Park is situated towards the south side of the Character Area, on land between Tritton Road (B1003) and the railway line that runs south-westwards out of the city: Tritton Road forms its south-east boundary and the railway its north-west, while to the north-east it is bounded by the Main Drain, which flows into the River Witham; the south-east end of the retail park is marked by the Nosey Parker public house. It is accessed by Valentine Road: a small, sinuous access road off the north side of Tritton Road, opposite its junction with Dixon Street (B1360). The Valentine Park South development occupies the south end of the retail park, and currently consists of two large retail units: the current development will form a third unit on the south-west side of the existing buildings (post code LN6 7BH).

### **3.0 Topography and Geology**

The Valentine Road retail park is built on low-lying, artificially drained and reclaimed ground at the base of the valley of the River Witham, whose modern course passes the site some 600m to the east. The site lies below the 5m OD contour line, which broadly corresponds to the historic fen-edge.

Valentine Park stands on a drift deposit of undifferentiated river terrace sand and gravel laid down at the confluence of the River Witham and the Foss Dyke. The underlying solid geology is Lower Lias clay and shale with rare limestone (BGS, 1973).

### **4.0 Planning Background**

Planning permission was granted by the City of Lincoln Council in May 2014 for the construction of a retail warehouse – Unit 3 – on land adjacent to Unit 1 at The Range in Valentine Park South, off Valentine Road in the City of Lincoln. This permission was granted subject to conditions, of which Condition 11 requires the implementation of an appropriate programme of archaeological work in accordance with a Written Scheme of Investigation approved by the City of Lincoln Council as Local Planning Authority.

### **5.0 Archaeological and historical background**

From the Bronze Age until the beginning of the 19<sup>th</sup> century, the majority of the Character Area was wetland, being part of an extensive floodplain to the south of the Fossdyke and to the west of the River Witham. The river valley would have been occupied by numerous braided channels between pools and meres at the time, with peat layers forming between sand islands. As well as providing resources (such as fish, waterfowl and reeds) and transport links, the wetland landscape was of ritual significance, with numerous votive deposits made in its pools and channels during the Bronze and Iron Ages (CLC, 2009).

The wetlands were an important food resource for the city from at least as far back as Roman times, providing both fish and waterfowl. Consolidation of the wetland either side of the High Street, to the east of the Tritton Road Industrial Character Area, began during the Roman military occupation, and included the construction of a causeway to allow road traffic to approach the fort from the south. However, it is likely that much of the land within the Character Area remained undeveloped as part of the river's floodplain (*ibid.*). The Foss Dyke canal is reputed to have been constructed during the Roman period, but on the evidence available at present, there is little but tradition to support this interpretation: the topographical development of the Roman city and the distribution pattern of locally-made pottery suggest that there was no exit to the west from the Brayford Pool apart from along the rivers Witham and Till, and no navigable connection to the Trent. The ritual significance of the zone between land and water is believed to have been maintained into the Roman period, but it is possible that the Romans' interest in the sacred pool was focused on their temple complex along its northern shore; few artefacts of this period identifiable as votive deposits have so far been found elsewhere in the wetlands (RAZ 7.9).

At present, it is known that water levels in the Witham basin rose slowly between the 5<sup>th</sup> and 9<sup>th</sup> centuries and that this brought about a stagnant river with many pools. The riverside environment so defined would have continued to be useful for fishing and fowling, and finds of artefacts such as the two 8<sup>th</sup>-century finds from the river near Fiskerton – the silver hanging bowl and the 'Witham Pins' – suggest that ritual respects were still being paid to the wetland in the form of votive offerings (RAZ 8.5).

The documentary evidence suggests that the wetlands in the valley bottom continued to be of importance to the city economy in the later Middle Ages. The fish and fowl collected here

is likely to have been of some importance in the citizens' diet; furthermore, the fact that the city frequently gave river fish and fowl as presents to visiting dignitaries, such as the gift of 12 each of pike, tench and bream to Edward IV in 1461, suggests that these products were a local speciality (RAZ 10.7). Towards the end of the Middle Ages and into the post-medieval period, the wetlands gradually ceased to be a common resource, with fishing and fowling rights becoming the preserve of the wealthy elite (CLC, 2009).

Much of the Tritton Road Industrial Character Area was probably enclosed during the late 18<sup>th</sup> and 19<sup>th</sup> centuries. Between 1804 and 1816, wetland to the west of the river was drained by Lord Monson, who subsequently enclosed the land and established tenant farmers. The Lincoln West Drainage Scheme, as it was known, included the construction of the Main and Catchwater Drains as well as the raising of the banks along sections of the Fosdyke. The Main Drain, which forms the northern boundary of the Valentine Retail Park, remains an integral component of the area's drainage. Few of the field boundaries that were laid out during the Early Industrial Era survive in the current townscape, as much of the formerly rural area has been overwritten by later industrial development, although much of the length of Dixon Street within the Character Area follow the line of a former field boundary (*ibid.*).

The coming of the railways in the 1840s was the single most important development in the Industrial Era in Lincoln. Although the expansion of water communications during the previous century did have a substantial impact on the life of the city, the coming of the railways caused a revolution. Suddenly, all sorts of industrial activity, which had been undertaken for several generations in the new cities of the industrial north, became possible in Lincoln itself, and the city was not slow in capitalising on the opportunity. Most of the major industrial concerns of Edwardian Lincoln had been founded in the 1840s or 1850s (RAZ 11.11). As Lincoln prospered and grew during the Industrial Revolution, there was an increasing demand for land for industrial development. Although much of the area remained open until the late 19<sup>th</sup> or even the early 20<sup>th</sup> century, the Character Area was instrumental in providing an undeveloped access route into the centre of Lincoln for railways, and a number of railway lines and several sidings were constructed across open land in the area. Although the majority of the railway lines have been decommissioned, their orientations remain apparent in the current townscape; the course of Valentine Road follows the route of a former railway line, as does the orientation of the series of three warehouses along the south of Valentine Road. However, the Boultham Curve railway line, which forms the western boundary of Valentine Park, is a recent addition to the network, having been constructed in the 1980s to give rail access to the Central Station after the closure of St. Marks Station in 1985 and the decommissioning of the 19<sup>th</sup>-century Avoiding Line, which formerly ran through the Character Area (CLC, 2009).

During the First World War, the tank was developed at Wellington Iron Works in New Boultham. The prototypes of all the tanks produced in Lincoln between 1915 and 1918 were tested on a proving ground bounded by the railway on the west, the avoiding line on the north, Boultham Park Road on the east and the Catchwater Drain on the south: an area which includes the Valentine Park South retail estate. The proving ground consisted of a complex of earthworks and other obstacles over which the tank's performance was tested (RAZ 11.85.2).

From the mid-20<sup>th</sup> century onwards, open land in the south of the area was developed, and existing industrial sites were expanded. Tritton Road was built in 1967 creating a new 'spine' for development in the area, and emphasising the dominance of the transportation of goods by road: the area's proximity to the city centre has led to its regeneration in recent years, initially for large scale retail centres such as that at Valentine Road (CLC, 2009).

## **5.1 Lincoln City Research Agenda Zones**

### *5.1.1 Prehistoric Era (10,000 BC-AD 60): RAZ 5.8, Valley Floor Deposits.*

In the Prehistoric Era, as in all of the others which follow, one of the most important and informative archaeological deposits in the city is the large area of peat which fills the valley floor below the 5m contour, rich in waterlogged deposits which record the development of the landscape of the river valley and the ways in which that development was affected by human action. Among the questions to be answered are the courses of the river channels at various dates, with the dates and sequence of the flooding which resulted in the build-up of the peat deposits and the locations of the sand islands that were left isolated during these inundation episodes. In the Prehistoric Era particularly, but continuing right up into the High Medieval Era, Votive deposits made in the area of pools and meres which formed in the wetland landscape brought about by the late Bronze Age inundation were chiefly made in the Bronze and Iron Ages, but the practice continued through the Roman occupation and into the Middle Ages. Metalwork finds have so far received most of the publicity, but finds of bones (animal and human), wood, textile and leather also need to be plotted to obtain a satisfactory impression of the rituals being enacted here.

### *5.1.2 Roman Military Era (AD 60-90): RAZ 6.7, Valley Floor Deposits.*

As in RAZ 5.8, the water-borne silts and peat of the valley floor constitute an important archaeological resource and, in addition to ecofactual information, will contain artefacts relevant to this era. Environmental sampling in these areas should be aimed at understanding the lines of watercourses and the identification of islands, and possibly at identifying environmental changes brought about by the construction of the Wigford causeway across the wetlands into the Roman fortress, although the site lies some distance to the west of its projected south end.

### *5.1.3 Roman Colonia Era (AD 90-410): RAZ 7.9, Riparian Deposits.*

As in previous (and subsequent) periods, a large area of the valley floor contains waterlogged deposits that were originally laid down by the Rivers Witham and Till. Work on these deposits will reveal important information about such matters as the relative strength of flow of water in the main channel (which will be crucial in understanding any changes in river management in the 4th century) and the likelihood, or otherwise, that the Foss Dyke was constructed in the Roman period. These riparian deposits also contain a most important assemblage of finds identifiable as votive deposits, made to the spirits of the river and pools: so far, only a few of these finds have been of Roman date, but the peat is likely to contain further finds from the Roman Colonia Era, and their nature and the pattern of their deposition will tell us a great deal about the character of ritual practise at and around the pool during the Roman Era.

### *5.1.4 Early Medieval Era (410-850): RAZ 8.5, Riparian Deposits.*

At present, it is known that water levels in the Witham basin rose slowly between the 5th and 9th centuries and that this brought about a stagnant river with many pools. The precise rate of water-level rise and the extent of marginal areas flooded remain uncertain and further detailed palaeoenvironmental work will help here. The riverside environment so defined would have been useful for fishing and fowling, and some evidence for such forms of exploitation should also be sought, wherever an opportunity presents itself along all the boundaries of RAZ 8.5. Although ideologies are likely to have changed from the late Roman period onwards, it is also likely that the pool would continue to attract a measure of ritual respect: 'bog bodies' of this date are found on the continent, and finds from lower down the

Witham suggest that votive deposition was undertaken in this period, as it had been both before and afterwards.

#### 5.1.5 High Medieval Era (850-1350): RAZ 9.7, Wetlands.

As in earlier Eras, the wetlands in the valley bottom will have been of great importance to the city economy. In the High Medieval Era, however, there is more detailed evidence for the activities which went on here. River fishing, sometimes from boats and sometimes using traps, was an important source of employment and income. The Brayford wetlands provide an environment in which the remains of fish- and eel-weirs, traps and baskets will be preserved and the archaeology of these features in the Anglo-Scandinavian period is not well understood. We know that water fowl also played an important part in the diet and the Brayford wetlands will have been important for this activity also: fowling may have been undertaken with nets, but questions about techniques can be addressed through future archaeological work in this RAZ. In addition to these wetland industries, the anaerobic conditions prevailing here mean that the Brayford and its associated wetlands will preserve important archaeo-botanical information, from which a complete environmental history of the area during the medieval period can be produced. Similarly, rare and important artefacts of wood, leather and other organic materials may be preserved. Previous finds in the wetland have included valuable and important hoards of early metalwork in the vicinity of the Stamp End causeway, and further finds of this type should be expected.

#### 5.1.6 Early Modern Era (1350-1750): RAZ 10.7, Wetlands.

The documentary evidence suggests that fishing and fowling in the wetlands in the valley bottom continued to be of importance to the city economy in the Early Modern Era. The Brayford wetlands provide an environment in which the remains of fish- and eel-weirs, traps and baskets will be preserved and it may be possible to investigate whether, with the fall in population in the 14th century, the scale of the fishery declined. It is possible that some of the pools in the wetlands have their origins in wildfowl decoys: when mapped in 1779, both Cuckoo Pool and Swanpool were shown with extensions which might have had their origins in the 'pipes' needed for a decoy of the type introduced from Holland in the 16<sup>th</sup> or 17<sup>th</sup> centuries to function. In addition to these wetland industries, the anaerobic conditions prevailing here mean that the Brayford and its associated wetlands will preserve important archaeo-botanical information, from which a complete environmental history of the area during the medieval period can be produced. Similarly, rare and important artefacts of wood, leather and other organic materials may be preserved. Previous finds in the wetland have included valuable and important hoards of early metalwork in the vicinity of the Stamp End causeway, and further finds of this type should be expected.

#### 5.1.7 Industrial Era (1750-1945): RAZ 11.13, The Wetlands.

The wetlands in the valley bottom were dramatically altered during the Industrial Era, and the important public resource which they had formerly represented was finally lost to private ownership. Between 1804 and 1816 much of the land south of the Fosdyke and Brayford Pool was drained by Lord Monson, who then enclosed the land and established tenant farmers. This process has its own archaeology; there is some interest in the type of land drains used and where they were made. It is possible that some of the pools in the wetlands have their origins in wildfowl decoys: when mapped in 1779, both Cuckoo Pool and Swanpool were shown with extensions which might have had their origins in the 'pipes' needed for a decoy of the type introduced from Holland in the 16<sup>th</sup> or 17<sup>th</sup> centuries to function. In the Industrial Era, however, such decoys were run as industrial concerns and the birds were frequently shipped long distances to city markets. This being the case we should be interested in evidence for the industrialisation of wildfowling, which might, for example, be provided by upgraded communications between the decoy pools and the railheads. In



addition to providing evidence for the wetland industries, the anaerobic conditions prevailing here means that the Brayford and its associated wetlands will preserve important archaeo-botanical information, from which a complete environmental history of the area can be produced. Such remains may well terminate in the early 19<sup>th</sup> century with the drainage and reclamation of the land, which may also have affected the remains of earlier periods adversely, but even so, archaeo-botanical studies should attempt to carry the environmental history of the city into the Industrial Era where possible.

#### *5.1.8 Industrial Era (1750-1945): RAZ 11.85.2, Tank Testing Ground West of Boultham Park Road.*

In 1915 Foster's began the development of the tank at its Wellington Iron Works in New Boultham. The prototypes of all the tanks produced in Lincoln between 1915 and 1918 were tested on a proving ground bounded by the railway on the west, the avoiding line on the north, Boultham Park Road on the east and the Catchwater Drain on the south. The proving ground consisted of a complex of earthworks and other obstacles over which the tank's performance was tested. Many of these features will survive as buried remains and any earthworks which might still survive in undeveloped corners will be of very great interest. A study of the depths of ditches and the sizes of other obstacles will give a precise idea of the early tank's capabilities and this technical information can then be compared with performance by other vehicles, both contemporary and later.

#### *5.1.9 Industrial Era (1750-1945): RAZ 11.11, Railway Transport Network.*

This RAZ includes the whole track-bed of the railway as depicted on the 1st edition O.S. map and a 10m wide extension on each side to accommodate buried features not mapped: the portion of the RAZ that covers the railway line to the north of the site therefore falls slightly outside the development area, but passes close enough to it that information for this RAZ is included here in case features associated with the railway are encountered. Set along the track bed, at locations identifiable on early O.S. mapping, will be the buried remains of a multitude of items of archaeological interest such as turntables for engines, signalling systems, water and coal supply systems and many other individual features. All such features are of interest and will merit recording prior to their removal or recovery.

## **6.0 Methodology**

A condition of the planning permission required a scheme of archaeological monitoring and recording to take place during all groundworks associated with the scheme of development to ensure that any archaeological remains encountered during the groundworks were not destroyed without record.

The objectives of the monitoring were:

- To determine the nature, depth, extent, significance and date of any archaeological features revealed within the development area;
- To determine the likely range, quality and quantity of artefactual and environmental evidence present within the monitored areas;
- To investigate, sample and record archaeological features, structures and deposits according to the methodology detailed in the WSI; and
- To preserve by record the archaeological remains impacted by the works.

Excavated archaeological features would be recorded by measured plan and section drawings at appropriate scales (1:20 and 1:10). The positions of features and drawn sections would be located on a base plan, derived from scale construction plans supplied by the

developer, and plotted with survey grade GPS (typically delivering centimetre accuracy); individual features and excavated sections would be plotted on to base plan with GPS or by means of triangulation or offsetting using tapes, as necessary. Ordnance Datum heights would be recorded by survey grade GPS or by levelling from datum heights previously set out by survey-grade GPS.

Each significant stratigraphic horizon and/or archaeological feature was assigned an individual context number and a written record was made on standard PCAS context recording forms. These were supplemented by a narrative account in the form of a site diary.

A digital photographic record was maintained during the course of the archaeological intervention.

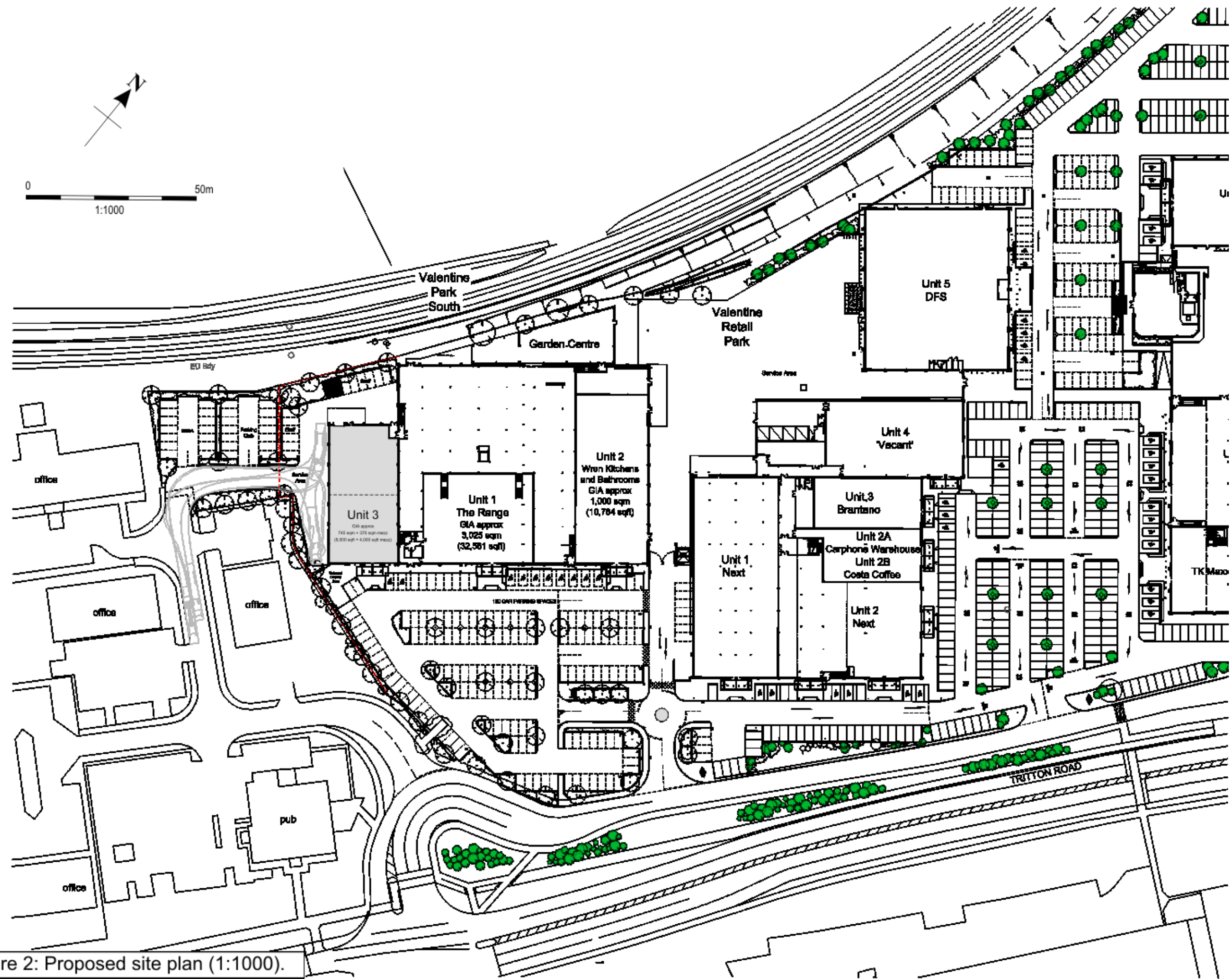


Figure 2: Proposed site plan (1:1000).

## 7.0 Results

Monitoring took place during May 2017.

Much of the groundworks monitored focussed on the footings for the retail unit. These were excavated under archaeological supervision. Foundation trenches for the unit were approximately 1m wide and were excavated to 1.1m below original ground level.

Excavations revealed a deep made ground, (102), which was a dark grey to black silty clay containing occasional brick, concrete, wire and other fragments of modern detritus. This was most likely formed during the demolition of the railway sidings which formerly stood on the site. In the western corner of the footings, excavations revealed a light grey to brown sandy silt, (103). This was most likely a natural fen edge silt, exposed beneath modern made ground (102).

No archaeological features were identified.



Plate 1: Foundation trench (looking SW).



Plate 2: Foundation trench (looking NE).



Plate 3 (above): Foundation trench (looking NW).

Plate 4 (right): Foundation trench (looking NW).





Plate 5: Representative section of foundation trench (looking S). See Fig. 3.

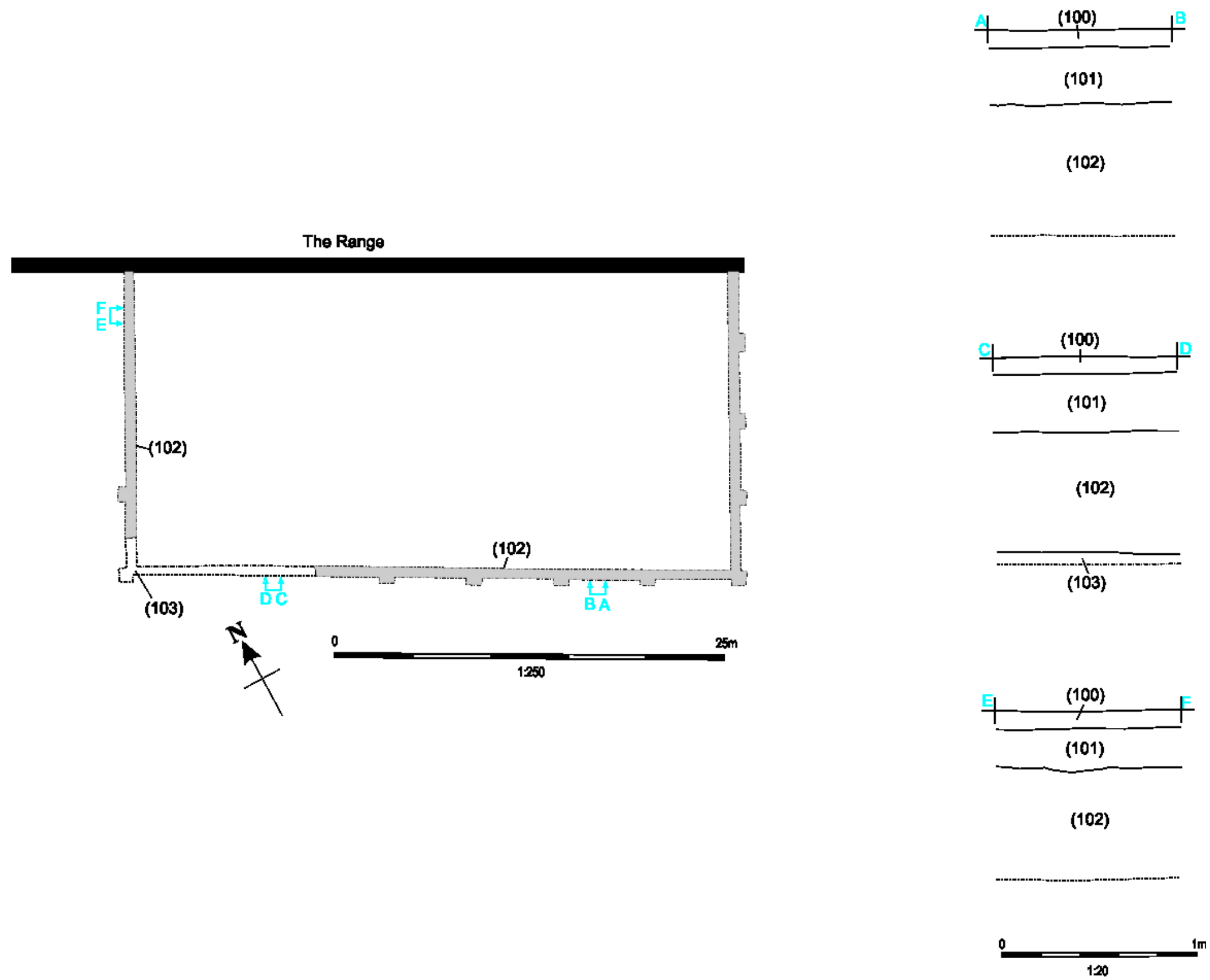


Figure 3: Plan (1:250) and representative sections (1:20) of monitored ground works

## 8.0 Discussion and Conclusions

The scheme involved excavations up to 1.1m below original ground level. This required the monitoring of footings trenches for the new retail unit. Excavations revealed a total of four deposits.

Of these four deposits, two were associated with the modern car park surface, one was a modern made ground and the other was a possible fen edge silt. The latter was the earliest deposit exposed, which was only observed in the western corner of the excavated footings.

No archaeological features were identified during the programme of monitoring and recording.

## 9.0 Effectiveness of Methodology

Archaeological monitoring and recording was effective as it demonstrated that the development had no impact on archaeological remains which, although could be present in some areas beneath the modern overburden, the absence of any artefactual evidence whatsoever would appear to indicate a relatively archaeological sterile area.

## 10.0 Acknowledgements

Pre-Construct Archaeological Services would like to thank John Roberts Architects Ltd. for this commission.

## 11.0 References

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Appendix 1 – Context Summary

<b>Context No.</b>	<b>Type</b>	<b>Description</b>	<b>Finds</b>
100	Layer	Tarmac surface of modern car park. 0.1m thick.	
101	Layer	Made ground beneath modern tarmac surface. Has been clearly used to level site during construction. Mid to light yellow brown. Moderately to firmly compacted sandy gravel. 0.3m thick.	
102	Layer	Made ground. Heavily disturbed layer of residual topsoil and subsoil mixed with modern industrial detritus. Presence of concrete railway sleeper within the deposit would indicate that this layer was formed once the railway sidings had gone out of use, most likely during their demolition. 0.7m thick.	
103	Layer	Natural fen-edge silts. Only identified in the western corner of the development area. Light grey to brown, moderately compacted, fine grained sandy silt. No inclusions. Located at base of exc. so depth unknown.	



## Appendix 2 – OASIS

### OASIS DATA COLLECTION FORM: England

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**OASIS ID: preconst3-290120**

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#### Project details

Project name           UNIT 3, VALENTINE PARK SOUTH, LINCOLN  
ARCHAEOLOGICAL       MONITORING       AND  
RECORDING REPORT

Short description of the project   Archaeological monitoring and recording took place during construction groundworks associated with a commercial development at Valentine Park South, Lincoln. Valentine Road lies within the Tritton Road Industrial Character Area, the former industrial zone to the south-west of Lincoln city centre. Before the Industrial Revolution, this land was largely undeveloped wetland within the base of the valley of the River Witham, part of a landscape that may have been exploited for its natural resources and have formed a focus of ritual activities from the Bronze Age onwards: the area may preserve valuable archaeological remains from any period pre-dating the drainage and enclosure of the land in the late 18th and early 19th centuries. During excavations, four deposits were identified, with much of the site having heavily disturbed by modern activity, with groundworks excavations often not penetrating modern overburden.

Project dates           Start: 01-05-2017 End: 30-05-2017

Previous/future work Not known / Not known work

Any associated project reference codes VPLM 17 - Sitecode

Type of project Recording project

Site status None

Current Land use Industry and Commerce 3 - Retailing

Monument type NONE None

Significant Finds NONE None

Investigation type "Watching Brief"

Prompt Planning condition

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### Project location

Country England

Site location LINCOLNSHIRE LINCOLN LINCOLN UNIT 3,  
VALENTINE PARK SOUTH, LINCOLN

Study area 0 Square metres

Site coordinates SK 9631 7025 53.220272893447 -  
0.557367052317 53 13 12 N 000 33 26 W Point

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### Project creators

Name of PCAS Archaeology Ltd.  
Organisation

Project brief Local Authority Archaeologist and/or Planning  
originator Authority/advisory body

Project design PCAS Archaeology Ltd.  
originator

Project Will Munford  
director/manager

Project A. Slater  
supervisor

Type of Developer  
sponsor/funding body

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## Project archives

Physical Archive No  
Exists?

Digital Archive The Collection, Lincoln  
recipient

Digital Contents "none"

Digital Media "Images raster / digital photography","Text"  
available

Paper Archive The Collection, Lincoln  
recipient

Paper Contents "none"

Paper available Media "Context sheet", "Diary", "Drawing", "Map", "Notebook - Excavation", ' Research', ' General Notes', "Photograph", "Plan", "Report", "Section"

Entered by Leigh Brocklehurst (leigh.brocklehurst@pcas-archaeology.co.uk)

Entered on 12 July 2017

## OASIS:

Please e-mail [Historic England](#) for OASIS help and advice

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