

Site Code: BIN 06
NGR: TF 2111 9369
Planning Application no: N/017/00994/06

**No.5, South Rise, Binbrook,
Market Rasen, Lincolnshire**

Archaeological Watching Brief

Nicola Smith Archaeological Services

for

East Lindsey District Council

on behalf of

Mr & Mrs A. Wright

Report No. 102

September 2007

Every effort has been taken in the preparation and submission of this document in order to provide as complete a report as possible within the terms of the brief, and all statements and opinions are offered in good faith. Nicola Smith Archaeological Services can not accept responsibility for errors of fact or opinion resulting from data supplied by any third party, or for any loss or other consequences arising from decisions or action made upon the basis of facts or opinions expressed in this report and any supplementary documents, howsoever such facts and opinions may have been derived, or as a result of unknown and undiscovered archaeological and historical data.

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Summary

Nicola Smith Archaeological Services (NSAS) carried out a watching brief in July 2006 at no.5, South Rise, Binbrook, Market Rasen, Lincolnshire (NGR TF 2111 9369; Figures 1 - 3). Archaeological monitoring of all stages of ground works was undertaken in accordance with the requirements of planning permission for the erection of a house with integral garage on the site. Ground works comprised the breaking up and removal of a surface layer of concrete and tarmac which lay across the front (southern half) of the site and the subsequent removal of demolished building material and earth to a maximum depth of about 2.0 metres below the original ground level. During the watching brief the foundations of a brick warehouse structure (which was built as part of a bus depot around 1960) were exposed, together with several associated modern features. No archaeologically significant features, stratigraphy or artifacts were recorded.

1.0 Introduction

1.1 Project Background

- 1.11 An application for planning permission (no. N/017/00994/06) was submitted to East Lindsey District Council by Mr and Mrs A. Wright on 19.04.06 with respect to proposals for development at no.5, South Rise, Binbrook. The proposal comprised the 'erection of a house with an integral single garage on the site of the remains of the existing building'. It was also proposed that existing vehicular access would be blocked up and new vehicular access constructed (Figure 4).
- 1.12 Full Planning Permission for the proposed development was granted by East Lindsey District Council on 13.06.06 subject to certain conditions. One of these conditions was that an archaeological watching brief should be undertaken during all stages of the development which involved ground disturbance, in accordance with a scheme to be submitted to, and approved by the Authority before development commenced. The reason for the archaeological condition was 'to ensure that satisfactory arrangements (were) made for the investigation, retrieval and recording of any possible archaeological remains on the site in order to comply with Policy C6 of the East Lindsey Local Plan Alteration 1999', (*Full Planning Permission* document, *Part II – Particulars of Decision*, item 6, dated 13.06.2006; *Appendix C*).
- 1.13 A large area of Binbrook is designated a Conservation Area by East Lindsey District Council, and as such, a greater emphasis is placed upon matters of design when planning a new development within its bounds. No.5, South Rise, however, lies just outside and to the east of the presently designated Conservation Area boundary (Figure 5).

1.2 Site Location and Description

- 1.21 The village of Binbrook lies in a hollow in the Lincolnshire Wolds (within East Lindsey) and is surrounded by rolling chalk uplands. The area was designated an Area of Outstanding Natural Beauty by the Countryside Commission in 1973. The two north-facing valleys dissect the parish with the Wolds rising to heights of 460 feet (140 metres) to the south. It is an agricultural landscape of fields growing mainly cereals, with straight enclosure hedges, few woods or hedgerow trees.

- 1.22 Plot no.5, South Rise, the site of the proposed development, is situated on the southern side of the village and on the site of a former bus depot, at NGR TF 2111 9369 (Figure 6). Adjacent to the east lies no.7, South Rise, which was built in the year 2000 (Plate 1). Adjacent to the west there is a modern bungalow and a garage, no.3 (Plate 2).
- 1.23 At the time of development plot no.5 comprised an area of derelict land. A warehouse building, originally part of the bus depot, formerly stood within the southern (front) half of plot no.5. Subsequent to the closure of the bus depot, this building was used as a garage and then as a pine and pottery workshop until it was demolished around 1998 (Mrs A. Wright, present owner of the property). It was on the site of this former building (the area still covered by the old concrete floor surface at the start of works), where the new house and garage were to be built. This area, as well as the area of tarmac between the concrete floor surface and the road, was machine excavated and also subject to archaeological monitoring (Plates 3 - 5). The northern end of plot no.5 was not subject to a watching brief since it was to be left relatively undisturbed (Plate 6).

1.3 Historical and Archaeological Background

- 1.31 The settlement of Binbrook has its origins in the Anglo-Saxon period. The name Binbrook originates from the Old English, and the village is mentioned in the Domesday Book as *Binnibroc*. The name means 'the brook associated with or named after Bynna' (Cameron, 1992, 2-3).
- 1.32 According to the Domesday Book, in 1086 Binbrook had a population of 83 and possessed four mills, three manors, two churches and a priest. There has been no regular market in the village since the 17th century, when it was supposedly moved to nearby Caistor. The enclosure of Binbrook was carried out in two stages, the first enclosure act was implemented between 1737-1747 and allotted nearly 543 acres as cow pasture. This was common land to be used by all the inhabitants of Binbrook. Between 1804-1806 this cow pasture land was enclosed and the land divided amongst the main landowners of the village at that time (LCC Monument Report, 2006).
- 1.33 During the 19th century the population of Binbrook grew from 498 in 1801 to 1334 in 1861, before falling back to 922 people by the end of the century (Rawding, 1989, 5). The Market Place acted as a focal point for village activities, and the majority of the tradesmen and shopkeepers were to be found there or along the High Street. The mid-19th century probably marked the high point in Binbrook's fortunes in terms of the number of trades and services which were operating in the village. At the beginning of the 1800s much of the poorer property in the village would have comprised mud and stud construction. By the middle of the century, new building work in Binbrook was predominantly undertaken using brick and tile, and by 1900 only a few mud and stud or chalk buildings remained (Rawding, 1989, 8-9). After this time, there was a long decline as town-based industries, trades and services captured much of the rural market. RAF Binbrook, situated one mile from the village, dominated the social and economic life of the village for 40 years until it closed in 1988. Since then, Binbrook has had to adjust to the new economic circumstances caused by the closure. Today, the population of the village rests at about 950 (Rawding, 1989, 5-7).
- 1.34 Map evidence indicates that at the end of the 19th century (Figure 7) a row of houses, almost certainly of brick construction, was situated along the north side of South Rise

(then known as Back Lane). This terrace was built right across plot no.5. The row of houses appears to have been demolished prior to 1956, however, as it is not shown on the six inch Ordnance Survey map of that date (Figure 8). A photograph dating to 1953 (in the possession of the mother of Mr A. Wright, present owner of plot no.5), shows the area now under development to comprise only kitchen garden. According to a local resident (Mrs Betty Lowe of Binbrook), the construction of 'Marfleets' bus depot on the site began around 1960 and the depot operated successfully until 1982.

- 1.35 There are numerous prehistoric, Roman, medieval and post medieval settlement and field system remains recorded as cropmarks and earthworks around the present settlement of Binbrook: these include barrows, enclosures, ridge and furrow, linear features, ponds, buildings and hollow ways. Artefact scatters dating to the 13th and 14th centuries have also been recorded to the northeast of the village.
- 1.36 Aerial photographs taken of the southern half of Binbrook as part of the National Mapping Programme (stored at Lincolnshire County Council [LCC], Historical Environment Record [HER] offices) which include the area around South Rise, show late medieval cropmarks and earthworks in close proximity to plot no.5 (LCC, HER Report, settlement of Binbrook). None of these cropmarks or earthworks, however, are contained within or actually cross this plot.
- 1.37 Immediately to the northeast of plot no.5 lie two parallel (probably late medieval), linear boundary earthworks (HER, TF 2117 9376). Further to the east (near Airey Cottages), lies an L-shaped (also probably late medieval) boundary earthwork feature (HER, TF 2130 9374). To the south lie cropmark and earthwork remains of probably late medieval enclosures and buildings (HER, TF 2125 9350 and HER, TF 2136 9354) and also a hollow way (HER, TF 2126 9352). (See Figure 5).

1.4 Aims and Scope of the Watching Brief and Report

- 1.41 The principal purpose of the watching brief was to formally observe and appropriately record archaeological features or deposits affected by or revealed during ground disturbance at plot no.5, South Rise. Archaeological work investigated, described and recorded relationships between features and archaeological deposits uncovered and identified and clarified chronological and structural relationships.
- 1.42 This report presents the findings of the archaeological investigations and contains an analysis and interpretation of the data gathered. Maps, plans and photographs accompany the document in order to provide supplementary information and clarification to the text. Structural and chronological relationships between features and archaeological deposits uncovered during this investigation are discussed, together with the historical development and basic phasing of the targeted area.

1.5 Methodology

- 1.51 Plot no.5 was approximately 41 metres in length (north to south), but only the southernmost (front) 29 metres of the plot was subject to ground works and archaeological monitoring. The northern end of the plot remained unexcavated; this area was to be landscaped into garden and was not built upon. Prior to the start of works, NSAS took numerous hand measurements of plot no.5 to check the accuracy of the architect's scaled drawing of the site. This plan was used as a base plan for archaeological recording during the machine excavation of the site (Figure 9).

- 1.52 In accordance with the methods and procedures set out in section 6.0 of the Project Design (*Appendix D*), NSAS undertook a general photographic survey of plot no.5 prior to the start of works. A photographic record was also made of all areas of the site both during and after ground works. Specific finds and features revealed during the excavation and removal of material from the site were also photographically recorded (*Appendix B & Appendix E*).
- 1.53 NSAS first monitored and recorded the breaking up and removal of the old concrete warehouse floor of the former bus depot and also the area of tarmac which lay between the concrete floor surface and South Rise road. This was undertaken by Welton Quarries using a JCB digger. The rubble was removed from site by the ground works contractor and dumped at Binbrook airfield. NSAS subsequently monitored and appropriately recorded the excavation and removal (up to a maximum depth of approximately 2.0 metres below the original ground level) of demolished building material and earth from the area of the site subject to development works.
- 1.54 All machine-excavated soil was visually searched for archaeological finds. Any significant deposits found or features uncovered were examined and recorded in accordance with the methods and procedures set out in section 6.0 of the Project Design (*Appendix D*). Both the sides and base of machine-dug trenches were also examined and recorded as appropriate.

2.0 Results

2.1 Introduction

- 2.11 The following section of the Report records observations and findings resulting from archaeological monitoring undertaken during ground disturbance at plot no.5, South Rise, carried out as part of the development works. Figure 10 and Plates 1 - 34 are intended to supplement and clarify the text and it is recommended that they be referred to whilst reading this section of the Report.

2.2 Tarmacked access driveway

- 2.21 The tarmacked area at the southern (front) end of plot no.5 sloped upwards from South Rise road until it met the concreted floor surface and brick foundations of the former warehouse building, which lay 13 metres north of the road. To the west, the tarmac was bounded by a hedge which separated the driveway from plot no.3. To the east, the tarmac was partially bounded by a low concrete wall which supported a raised area (Figure 10; Plates 1 & 2).
- 2.22 Following the excavation and removal of the tarmac (an area measuring approximately 13 x 7.5 metres), the material lying immediately below was seen to be disturbed; it comprised hardcore / loose rubble (primarily concrete, modern brick and roof tile). No finds, features or deposits of archaeological significance were encountered during the excavation of the tarmac and the area beneath (Plate 7).

2.3 Raised concrete area

- 2.31 In the southeastern corner of plot no.5 lay a flat, raised area which was covered with concrete. This area measured approximately 4.5 x 13 metres. To the north lay the

remains of the warehouse structure, to the west lay the tarmacked driveway which sloped up northwards from the road towards the former warehouse, and to the south lay South Rise road. The raised area was supported and bounded by a wall of concrete breeze blocks to the south, east and west. The top of the breeze block wall to the east (which was built on top of an earlier, underlying boundary wall of bricks which represented the division between plots nos.5 and 7), lay flush with the raised concrete surface. To the south and west, the raised area was partially bounded by a course or two of still upstanding sections of breeze block walling (Figure 10; Plate 1). The height of the concreted surface of the raised area above the level of South Rise road was 1.0 metre (Plate 8).

- 2.32 During levelling, the raised area was found to be built up almost entirely of post-medieval and modern hardcore (largely brick, tile and fragments of concrete. No finds, features or deposits of archaeological significance were encountered during its excavation (Plates 9 - 10).

2.4 Remains of warehouse structure

- 2.41 The concrete floor surface of the former warehouse building (which once belonged to Marfleet's Bus Depot) measured approximately 9.20 x 9.5 metres. At the time of excavation the concrete floor was bounded to the south, north and east by brick foundations. To the south the concrete floor was met by the driveway tarmac and to the west the floor extended across as far as the wall of the garage which was located within plot no.3 (Plates 11 & 12). The top of the warehouse foundation walls lay flush with the surface of the concrete floor and also with the levelled earth surface further north. A few sections of demolished warehouse brickwork were recorded lying out of situ on top of the concrete floor (Figure 10; Plates 13 & 14).
- 2.42 Following the breaking up and removal of the brick foundations and concrete floor (found to be 12 centimetres thick) during ground works, the underlying material was excavated out to a maximum depth of approximately 2.0 metres (Plate 15). Immediately beneath the concrete floor, a 30 - 45 centimetre deep band of hardcore (concrete, brick, tile) and general building demolition debris was recorded. Beneath the rubble lay an undisturbed layer of red clay subsoil and immediately below the clay, an underlying band of natural chalk (Plates 16 - 20). No finds, features or deposits of archaeological significance were identified during the removal of the concrete floor and excavation of the area immediately beneath. Similarly, nothing of archaeological interest was discovered during the removal of disturbed material from the area which lay between the eastern side of the warehouse structure and the wall which divided plot no.5 from plot no.7.
- 2.43 Sunk into the western side of the concrete floor of the warehouse a rectangular, brick-lined pit was exposed following the removal of back-fill and a covering layer of earth and loose building debris (Figure 10; see section 2.5 below).

2.5 Brick-lined pit

- 2.51 During the digging up of the warehouse floor and removal of underlying material, a rectangular, brick-lined pit measuring 8.0 metres in length, 1.4 metres in width and with a depth of 1.60 metres, was discovered sunk into the floor of the warehouse structure to the west (Figure 10; Plate 21).

2.52 The pit was found to be back-filled with rubble and building debris which almost certainly derived from the demolition of the warehouse itself. Besides containing dumps of concrete, bricks and tiles, rusted pieces of corrugated iron, bus exhaust pipes, tyres and other vehicular rubbish, the pit also produced an iron diesel tank (Plate 22 & 23).

2.6 Circular pit

2.61 Approximately 1 metre north of the remains of the warehouse structure a roughly circular pit (approximately 2.5 metres in diameter) was exposed during machine excavation. The lower reaches of the pit were cut through the red clay subsoil and also into the underlying natural chalk, to an approximate depth of 1.40 metres (Figure 10). The fill of the pit comprised modern rubble and building debris, rubber tyres and miscellaneous pieces of modern ironwork. Black, oily stains and deposits were recorded within the backfill material (Plate 24).

2.7 Wall dividing plot no.5 and plot no.7

2.71 At the start of the survey, a partly demolished wall comprising concrete breeze blocks (one course thick) overlay an earlier, red brick wall which divided plot no.5 from plot no.7 (Figure 10; Plates 14, 18, 19). As part of the programme of development, the southernmost 20 metres or so of the dividing wall was demolished (Plates 25 - 27).

2.72 The difference in ground level between plot no.5 and the lower ground level of plot no.7 prior to ground works, was very approximately 1.80 metres. Following the excavation of plot 5 and the considerable lowering of the ground level prior to building development, the ground level of both plot no.5 and no.7 was seen to be similar once the dividing wall had been removed (Plates 28 - 29).

3.0 Interpretation & Conclusions

3.1 No finds, features or deposits of archaeological significance or historical interest were identified throughout the entire programme of archaeological monitoring during ground works (Plates 30 - 33). No stratified archaeological evidence was identified for the former brick terrace which is known to have been located across the site until the mid-twentieth century.

3.2 The tarmac belonging to the access driveway was likely to have been laid down after the closure of Marfleet's Bus Depot and probably during the 1990s, when the warehouse structure was still standing and used as a garage and subsequently as a pine and pottery workshop before its demolition in 1998.

3.3 The raised area covered with concrete once served as a bus washing bay for Marfleet's Bus Depot according to several local residents. Its hardcore make-up may have partly comprised demolition material from the former brick terrace of houses which is known to have been located on the site in the late 19th century, and which was demolished around the middle of the twentieth century (see section 1.34). Building rubble from the demolished brick terrace may also comprise part of the underlying hardcore for the concrete floor of the former warehouse building (see section 3.4 below).

- 3.4 The former warehouse structure with its concrete floor was originally built as part of Marfleet's Bus Depot around 1960 and was most likely used as the Depot garage. The rectangular, brick-lined pit revealed within the western side of the warehouse floor, almost certainly served as a vehicle inspection pit and appeared coeval with the building of the warehouse. Much of the backfill removed from the inspection pit during ground works very likely derived from the demolition of the warehouse itself. The rusted exhaust pipes, tyres, diesel tank and other vehicular rubbish removed from the pit most probably represent general Depot rubbish lying around the site at the time of the infilling of the pit.
- 3.5 The east wall of the upstanding garage in plot no.3 almost certainly represents the remains of part of western wall of the former Bus Depot warehouse. At the time of the watching brief, whitewash was clearly visible on the eastern side of the garage's east wall; this side of the garage wall was very likely once the internal side of the west wall of the Bus Depot warehouse (Plate 34).
- 3.6 The roughly circular pit discovered just north of the remains of the warehouse structure very probably represents a pit which once housed a diesel tank used by Marfleet's Bus Depot. An old diesel tank was recovered from within the backfill of the rectangular vehicle inspection pit located in the former warehouse structure (see section 3.4). The black, oily deposits and staining identified within the backfill of the circular pit very likely represents the remains of diesel spillage.
- 3.7 The date of the lower, brick reaches of the wall which divided plot no.5 from plot no.7 is uncertain; the bricks were certainly post-medieval in date. The brickwork appears to represent a boundary wall which very likely pre-dates the building of the Bus Depot. The concrete breeze block wall which was built directly on top of the brickwork is coeval with the construction of the Marfleet Depot's bus washing bay.

4.0 Archive

- 4.1 The project archive has been prepared in accordance with the guidelines outlined in Chapter 16 of the *Lincolnshire Archaeological Handbook*. It also generally conforms to the guidelines outlined within *Management of Archaeological Projects*, Appendix 3 (English Heritage, 1991). The archive contains all data gathered during fieldwork. This data has been quantified, ordered, indexed and is internally consistent.
- 4.2 The archive comprises all reports, fieldwork records, notebooks, plans, slides, photographic prints and negatives. The photographic archive includes all print-outs from digital material; these will be submitted to the receiving museum (City and County Museum, Lincoln) in an acceptable format and on an acceptable medium.
- 4.3 NSAS will submit for validation all required details of the archaeological watching brief to Lincolnshire County Council Historic Environment Record upon an official OASIS (Online Access to the Index of Archaeological Investigations) data entry form.

5.0 Acknowledgements

- 5.1 NSAS would like to thank Mr & Mrs A. Wright for their practical help and patient co-operation during the course of archaeological monitoring and compilation of the subsequent report. Thanks are also due to the principal contractor (Welton Quarries) for their assistance during fieldwork.
- 5.2 NSAS is very grateful to local residents of Binbrook (in particular Mrs Betty Lowe), who supplied information about plot no.5 in the form of aural memories when Marfleet's Bus Depot was operating successfully on the site.
- 5.3 Finally, the advice and assistance of Mark Bennet and Sarah Grundy (Lincolnshire County Council Historic Environment Record) has been much appreciated, as has also been the help and advice of Louise Jennings (Historic Environment Officer at East Lindsey District Council).

6.0 References

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Appendix A: Figures 1 – 10

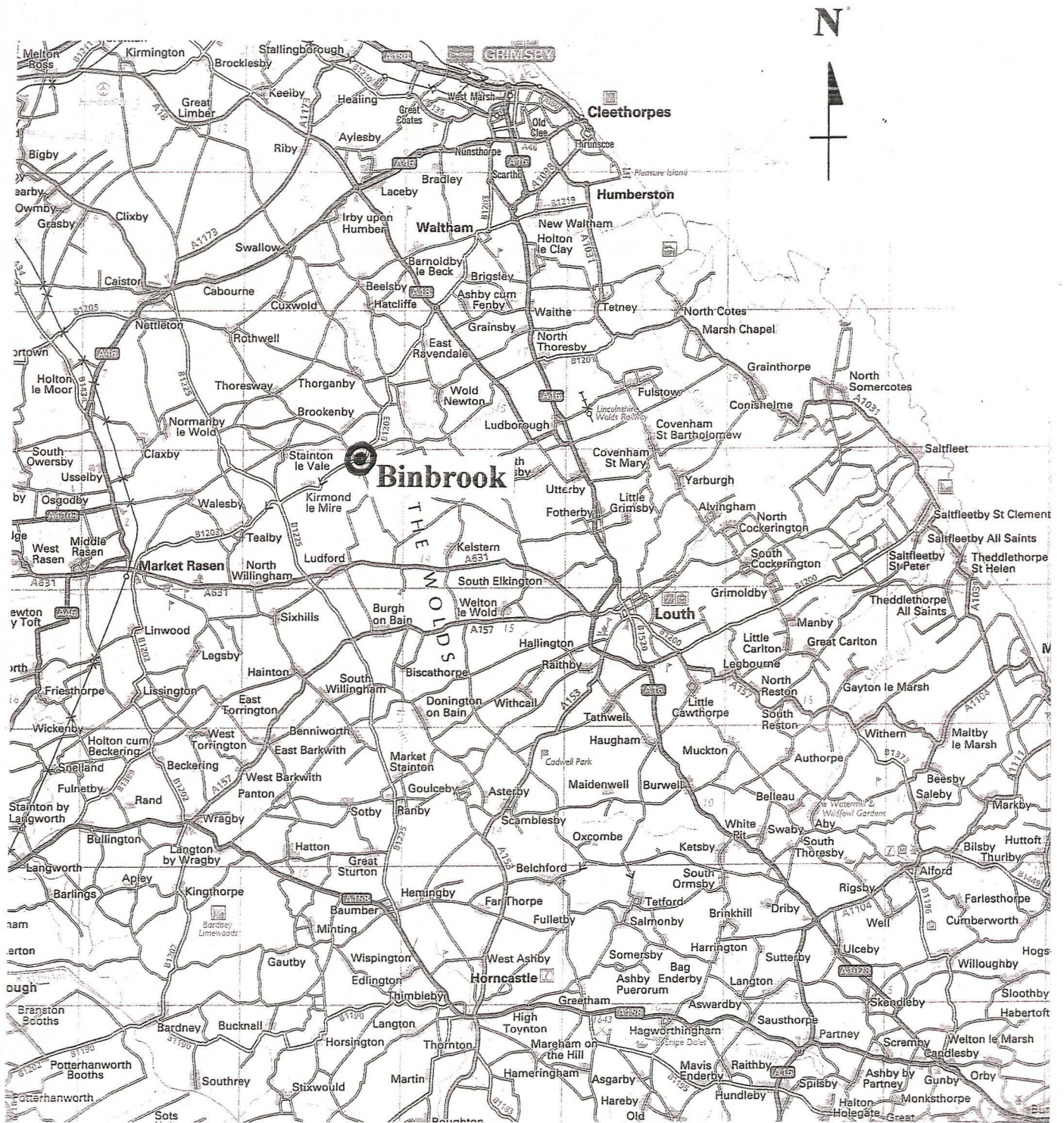
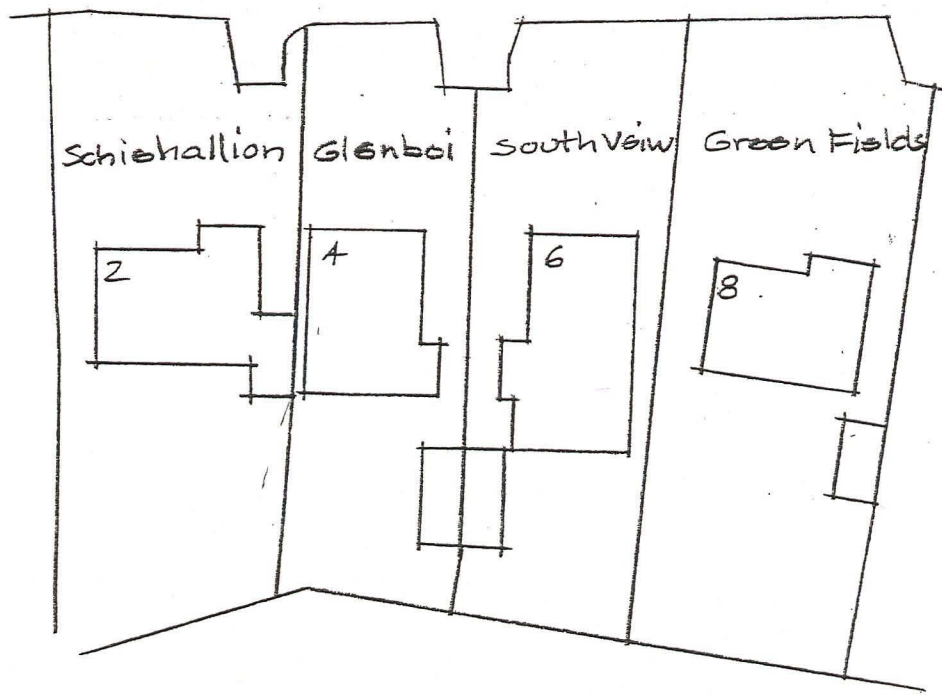
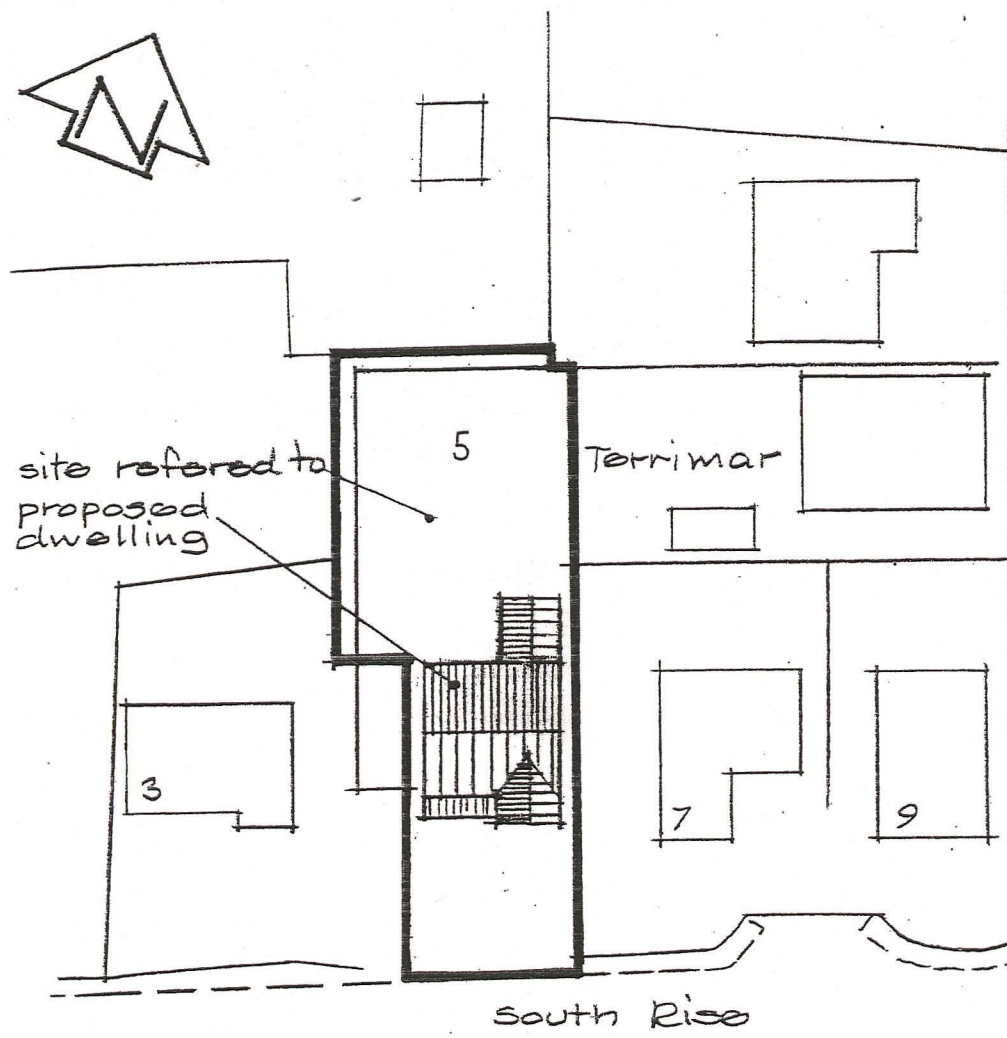


Figure 1: Binbrook, Lincolnshire.



Figure 2: Location of no.5, South Rise, Binbrook, Market Rasen, Lincolnshire, NGR TF 2111 9369. (Drawing based upon 1974 Ordnance Survey Sheet TF 2094 - 2194, scale 1:2500; GIS Ordnance Survey 2006 digital map data; Architect's Plans, scales 1:200 & 1:500; and field survey undertaken by NSAS in July 2006).



block plan scale 1:500

Figure 3: Plot nos.2 - 9, South Rise, Binbrook: Existing block plan layout. (Architect's Plan, scale 1:500).

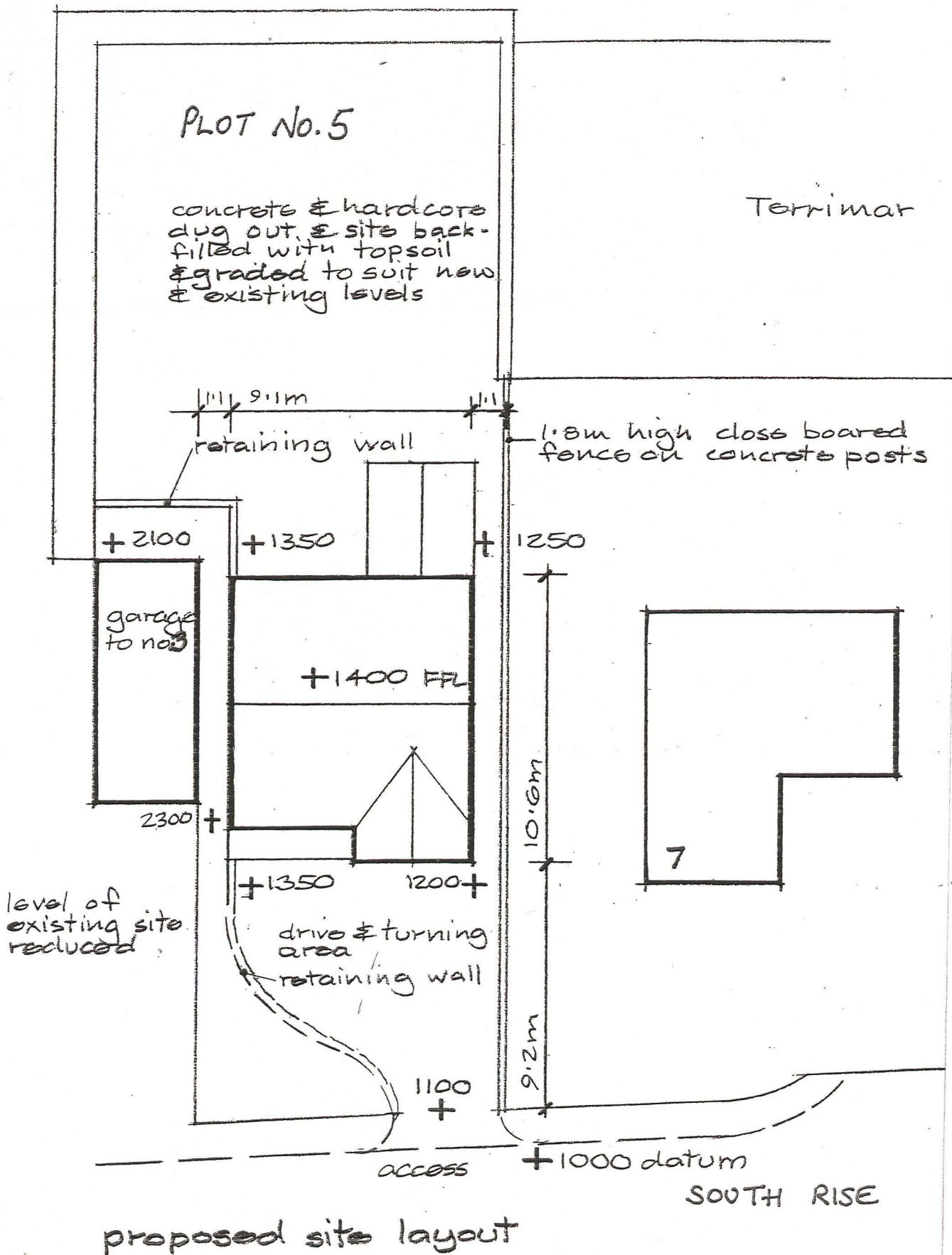


Figure 4: Plot no.5, South Rise, Binbrook: Proposed layout of development (Architect's Plan, scale 1:200).

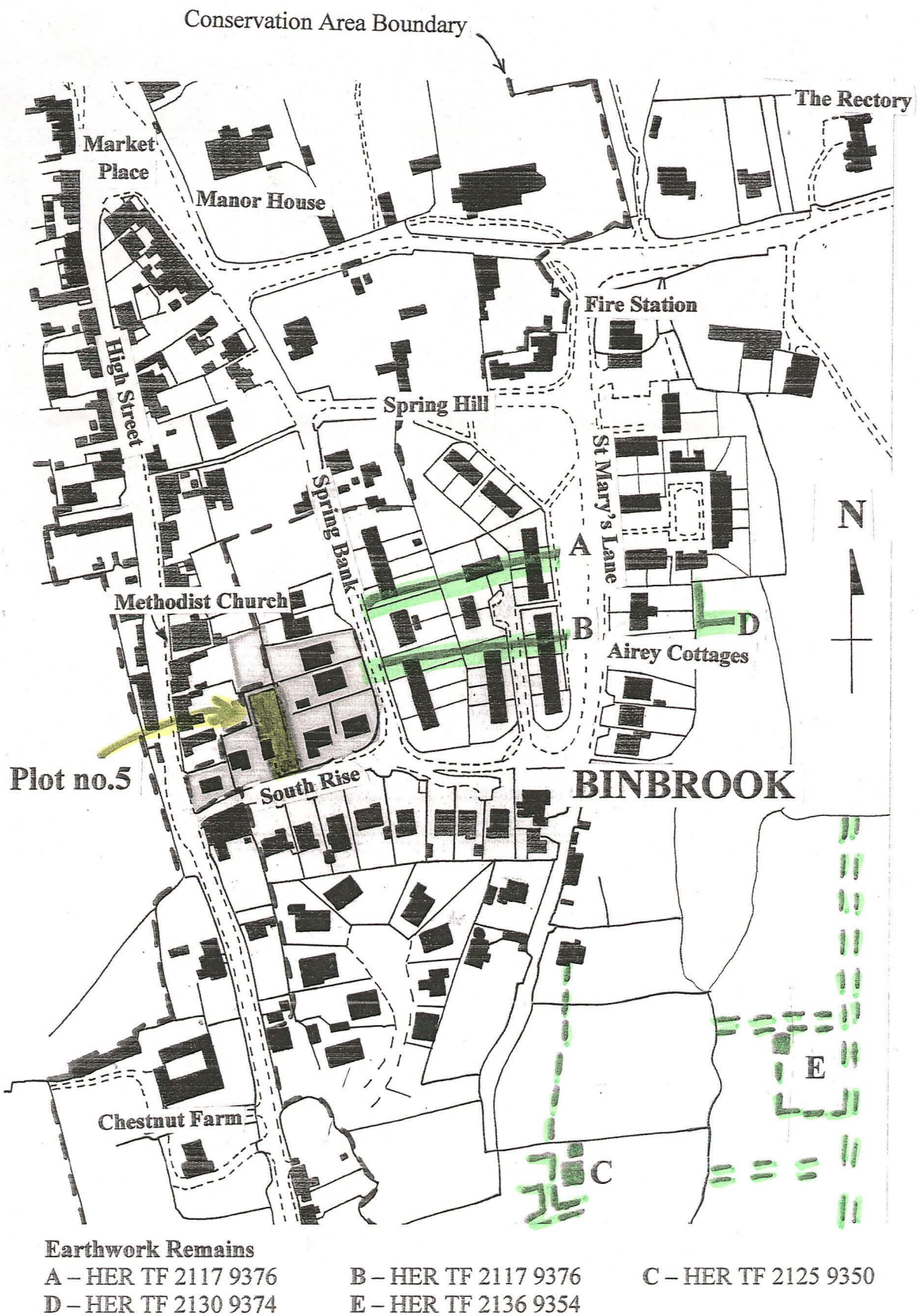


Figure 5: Binbrook's Conservation Area Boundary and the several earthwork remains which lie in close proximity to plot no.5, South Rise. (Drawing based upon Figure 2 and upon National Mapping Programme data held by HER, LCC).

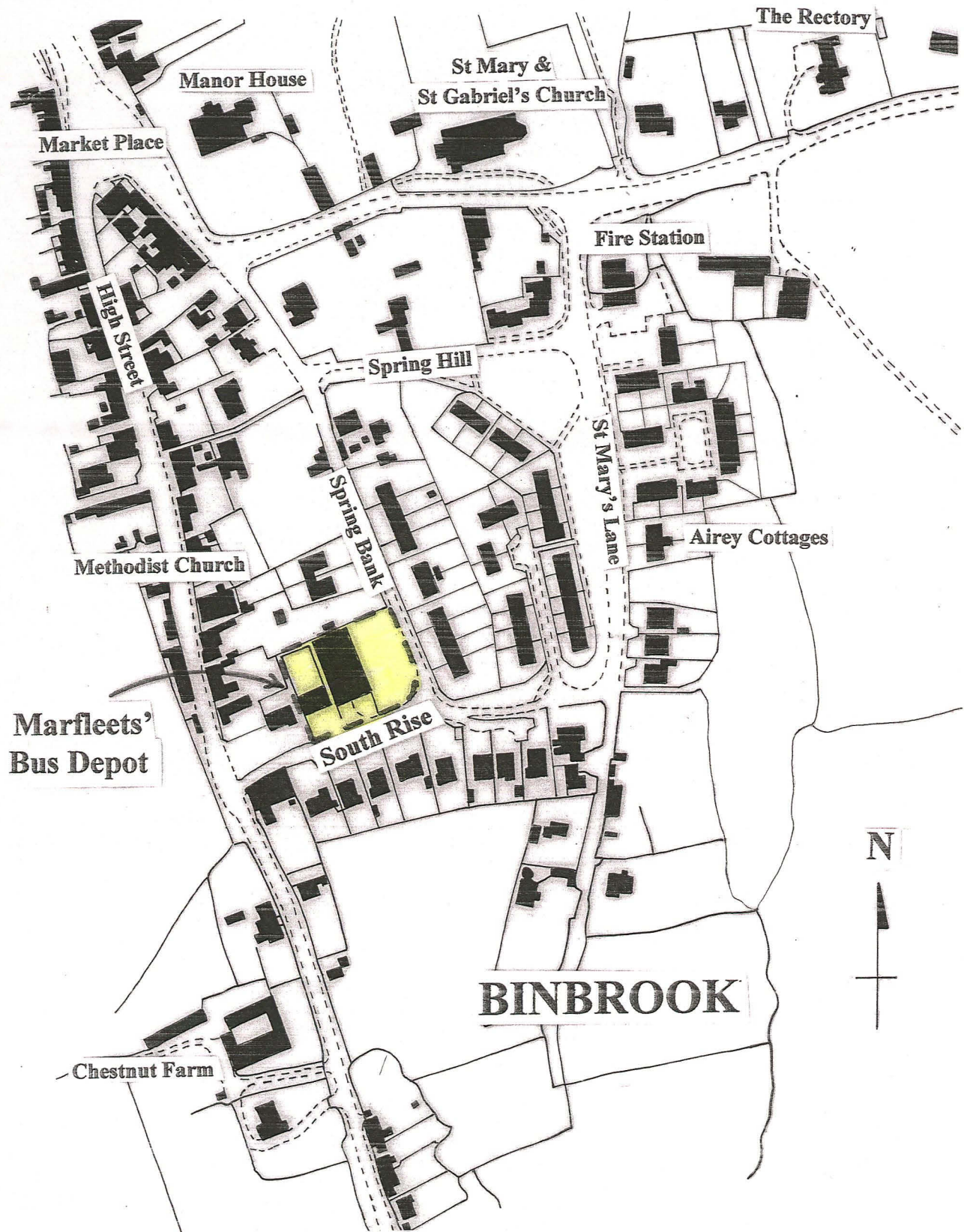
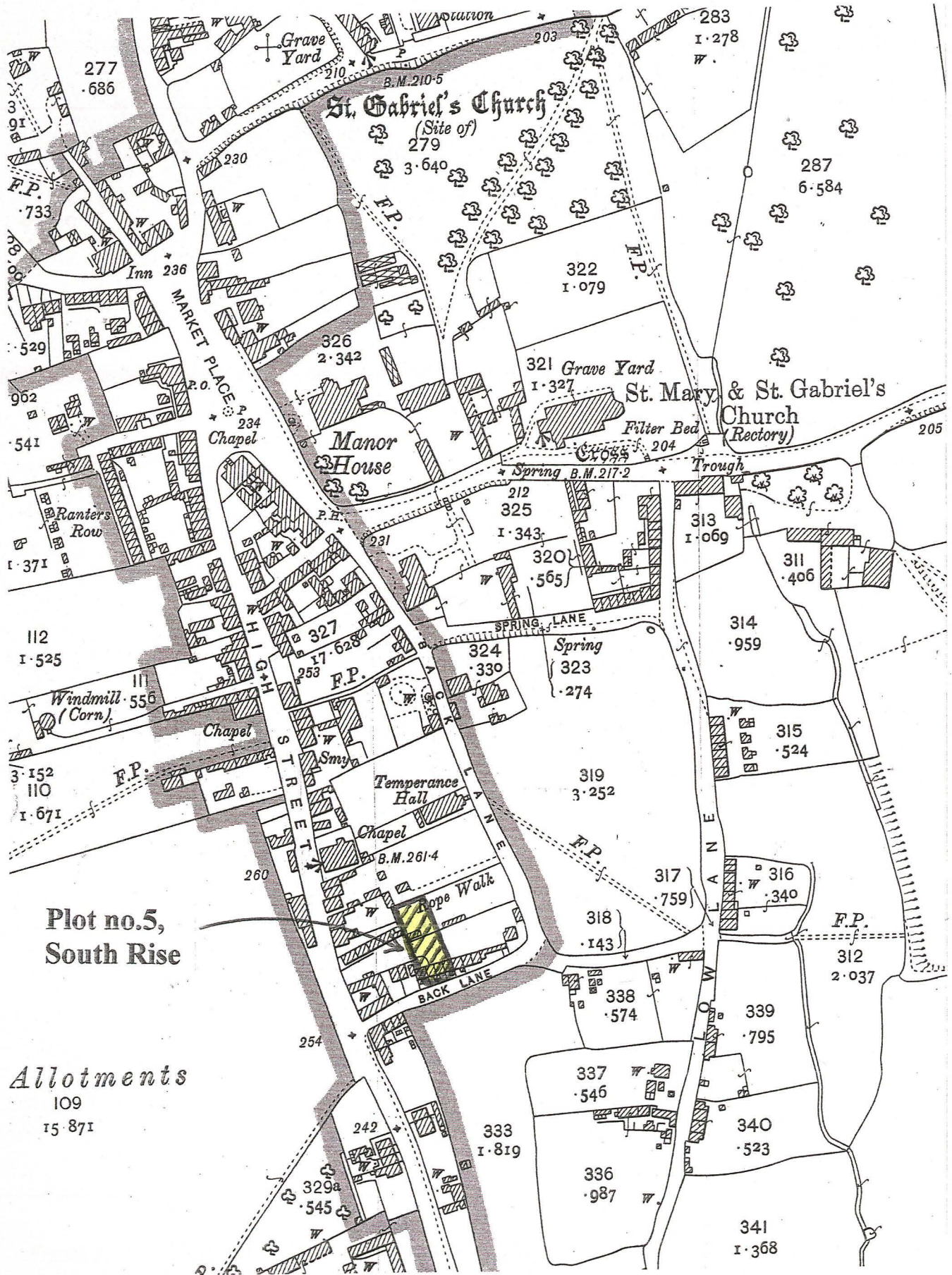


Figure 6: Drawing of the southern half of Binbrook showing the location of Marfleet's Bus Depot on plot no.5, South Rise in 1974. (Redrawn extract from 1974 Ordnance Survey Sheet, TF 2094 - 2194, scale 1:2500).



Plot no.5,
South Rise

Allotments
109
15 871

Figure 7: Village of Binbrook showing the terrace of houses in Back Lane (now South Rise) in 1887. (Extract from 1887 Ordnance Survey Sheet 39.13, Lincolnshire, 25" scale).

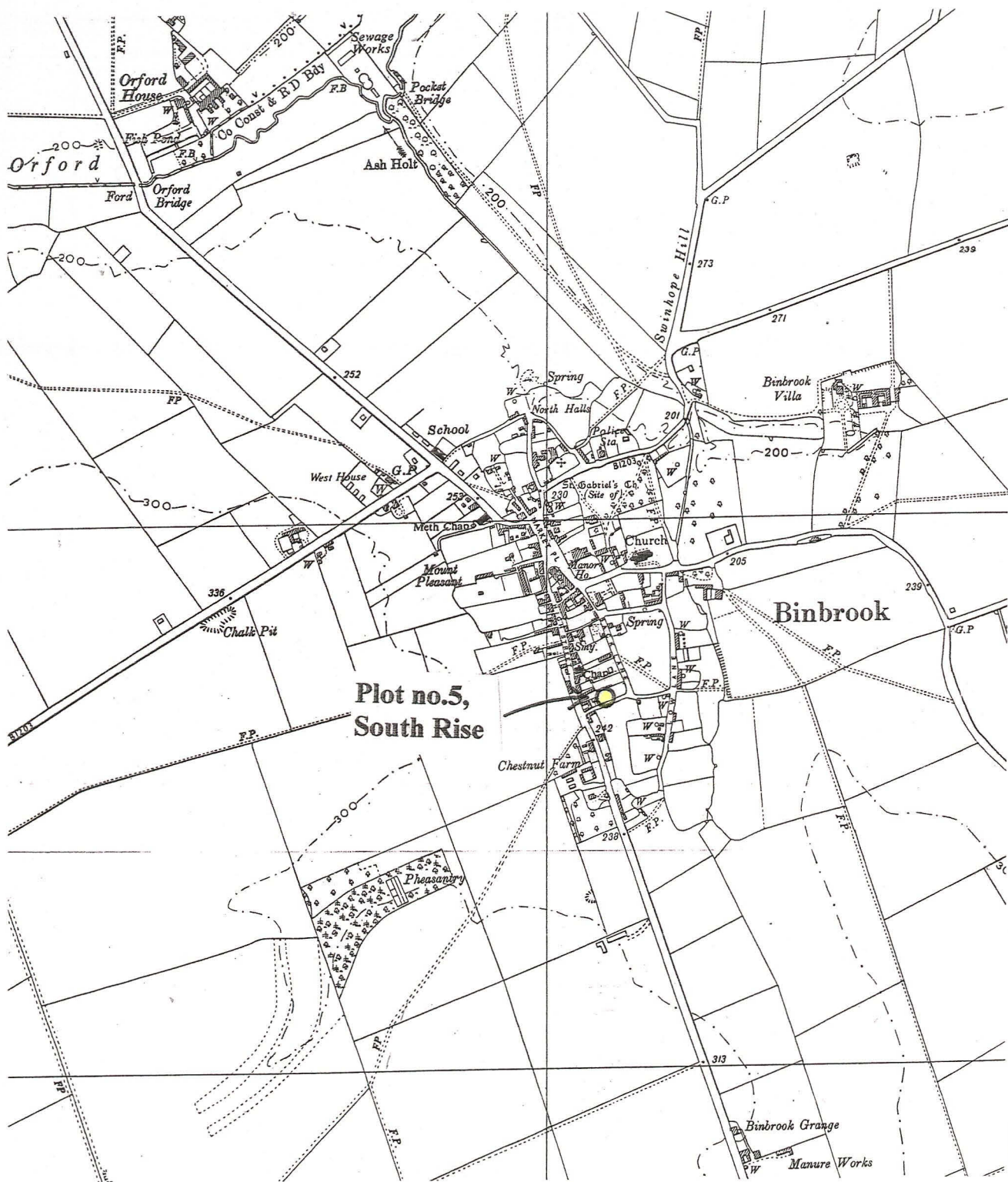


Figure 8: Village of Binbrook in 1956; note the absence of the terrace of houses in Back Lane (now South Rise) which were present upon the 1887 Ordnance Survey Map. (Extract from 1956 Ordnance Survey Sheet, TF 29 SW, scale 1:10,560).

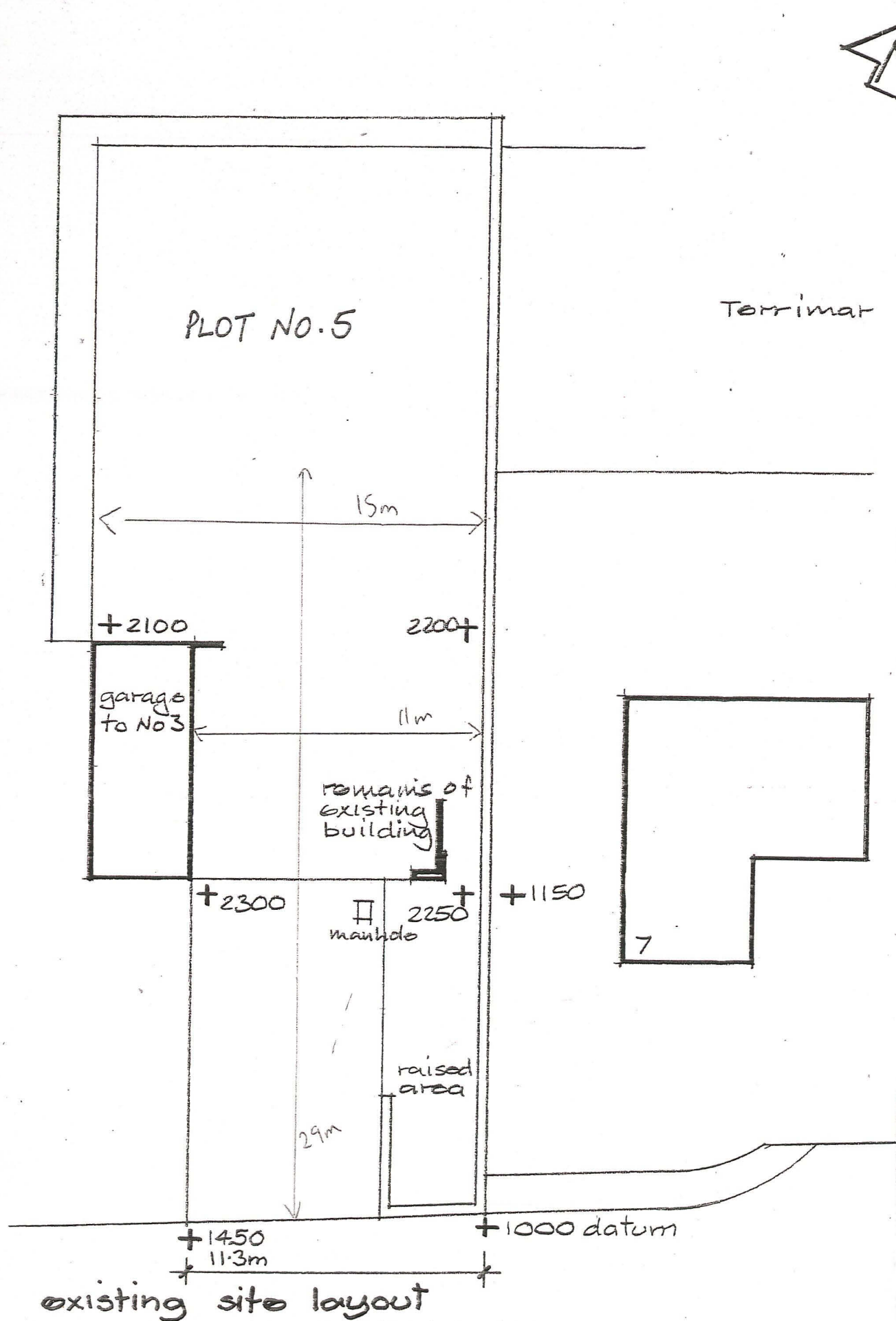


Figure 9: Plot no.5, South Rise, Binbrook: Existing layout of site (Architect's Plan, scale 1:200)

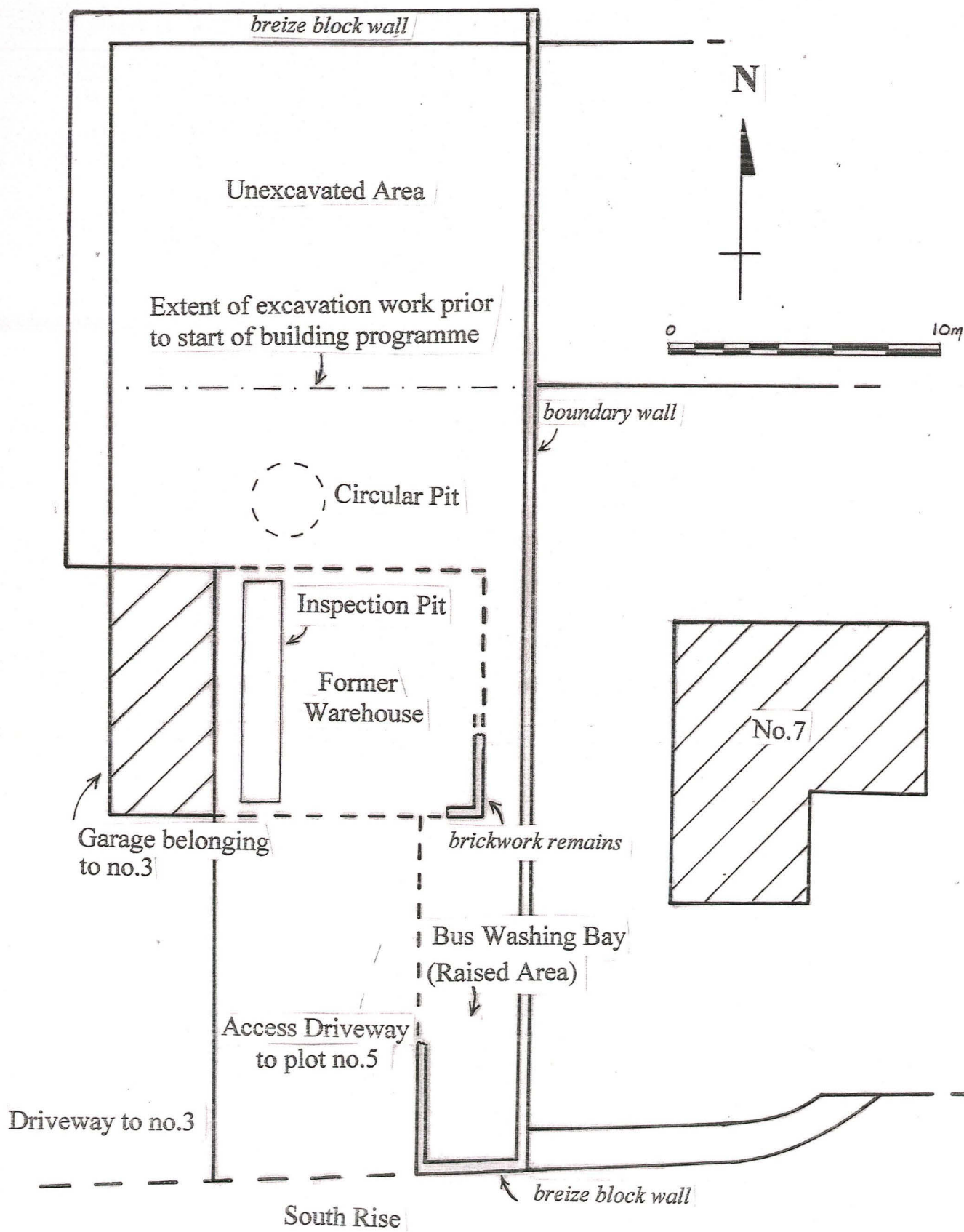


Figure 10: Site plan showing features identified during archaeological watching brief, scale 1:200. (Redrawn and based upon Architect's Plan, scale 1:200)

Appendix B: Plates 1 – 34



Plate 1: Tarmacked access driveway leading off South Rise road to plot no.5, looking northeast. The shot also features the raised concrete area behind which stands no.7 South Rise.

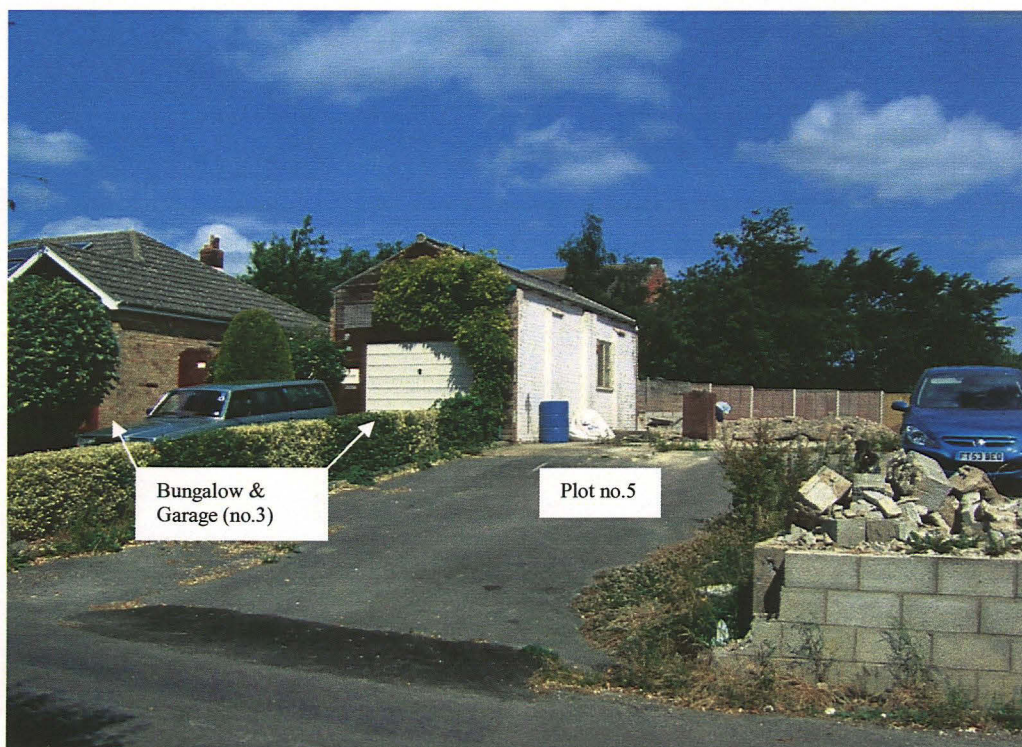


Plate 2: Tarmacked access driveway leading off South Rise road to plot no.5, looking northwest. The bungalow and garage building belong to no.3, South Rise.



Plate 3: View across plot no.5 looking northeast, prior to the start of ground works.



Plate 4: View of plot no.5 from South Rise road looking north, prior to the start of ground works.



Plate 5: View across plot no.5 looking northeast, prior to the start of ground works.



Plate 6: View across plot no.5, looking northwest, prior to the start of ground works.



Plate 7: Entrance driveway to plot no.5 following machine excavation and removal of tarmac and underlying rubble hardcore; looking north.



Plate 8: View from South Rise road (looking northwest) of the concrete raised area and remains of supporting breeze block walling. (The bungalow and garage building belonging to no.3, South Rise, lie in the background).



Plate 9: Levelling of raised concrete area during ground works; looking north.



Plate 10: Rubble remains of raised concrete area following machine excavation; looking north.



Plate 11: Featuring junction of driveway tarmac and concrete floor belonging to the former warehouse structure prior to ground works; looking north.



Plate 12: View across tarmacked driveway and concrete floor belonging to the former warehouse structure prior to ground works; looking northeast.



Plate 13: View across remains of warehouse structure (looking north), featuring demolished sections of warehouse brickwork.



Plate 14: View across plot no.5 prior to ground works, looking south. The wall dividing plot no.5 and plot no.7 is clearly visible to the left of the shot.



Plate 15: View across former warehouse structure following the removal of the concrete floor surface and excavation through underlying rubble; looking northeast.



Plate 16: View across former warehouse structure following machine excavation showing the red clay subsoil and underlying chalk; looking east.



Plate 17: Looking towards the garage belonging to no.3, South Rise, and across the former location of the warehouse structure following machine excavation; looking south west.



Plate 18: View across former warehouse structure following machine excavation; looking south.



Plate 19: View across former warehouse structure following machine excavation showing the underlying chalk; looking east.



Plate 20: Section through side of trench following excavation of former warehouse structure showing stratigraphy; looking west.



Plate 21: View across partially excavated former warehouse structure featuring the brick-lined pit to the right of the shot; looking south.



Plate 22: Excavation of brick-lined pit and removal of backfill; looking south.



Plate 23: Shot of rectangular brick-lined pit during excavation; looking south



Plate 24: View across former warehouse structure during machine excavation showing partially excavated circular pit (front of shot); looking southeast.



Plate 25: Dividing wall between plots nos.5 & 7 in the process of being demolished during ground works; looking north.



Plate 26: Concrete and brick boundary wall dividing plots nos.7 & 5 during demolition; looking west from plot no.7.



Plate 27: Boundary wall dividing plots nos.7 & 5 during demolition programme; looking west from plot no.7.



Plate 28: Looking southwest towards plot no.5 from plot no.7 during ground works, following the demolition of the dividing wall.



Plate 29: Looking northwest towards plot no.5 from plot no.7 during ground works, following the demolition of the dividing wall. Note the similar ground level of each plot following the excavation and levelling of plot no.5.



Plate 30: View across plot no.5 from South Rise road during ground works; looking north.



Plate 31: The north end of plot no.5 following ground works; looking northeast.
Note the relatively undisturbed area of intended garden at the rear of the Plot, which features an imported layer of topsoil.



Plate 32: Plot no.5 after the completion of ground works and prior to the start of building; looking north.



Plate 33: Plot no.5 after the completion of ground works and prior to the start of building; looking south.



Plate 34: Looking southwest across plot no.5 towards east side of garage wall (plot no.3). This side of the garage wall almost certainly represents the west (internal) wall of the former bus depot warehouse structure.

Appendix C: Full Planning Permission document
(Application no. N/017/00994/06)

Town and Country Planning Act 1990

FULL PLANNING PERMISSION

Agent/Applicant's Name & Address

Mr. and Mrs. A. Wright,
7 South Rise,
Binbrook,
MARKET RASEN,
Lincolnshire.
LN8 6DP

Applicant's Name & Address

Mr. and Mrs. A. Wright,
7 South Rise,
Binbrook,
MARKET RASEN,
Lincolnshire.
LN8 6DP

Part I - Particulars of Application

Date received
19/04/2006

Application Number
N/017/00994/ 06

Particulars and location of the development

PROPOSAL: Planning Permission - Erection of a house with integral single garage on site of the remains of the existing building, existing vehicular access to be blocked up and construction of a new vehicular access.

LOCATION: 5 South Rise, Binbrook, LN8 6DP

Part II - Particulars of decision

In pursuance of its powers under the Town and Country Planning Act 1990, the East Lindsey District Council grants permission for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. A sample of the facing bricks which shall be red to be used in the development hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority before development commences. The development shall be carried out using the agreed bricks.

Reason: To ensure the satisfactory appearance of the completed development and to comply with Policies A5 and C11 of the East Lindsey Local Plan Alteration 1999.

3. Notwithstanding the details submitted a sample of the roofing tiles which shall be natural red clay pantile or natural slate to be used in the development hereby permitted shall be submitted to and agreed in writing by the Local Planning Authority before development commences. The development shall be carried out using only the agreed roofing tiles.

Reason: To ensure the satisfactory appearance of the completed development and to comply with Policies A5 and C11 of the East Lindsey Local Plan Alteration 1999.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order) no building, extension or structure shall be erected or placed within the curtilage of the dwelling hereby permitted and no alteration to the external appearance of the dwelling shall be permitted without the grant of planning permission.

Reason: To enable the Local Planning Authority to retain a measure of control over the future development of the site in the interest of local amenity to comply with Policy A4 of the East Lindsey Local Plan Alteration 1999.

5. The development hereby permitted shall not be carried out otherwise than in complete conformity with the approved plans and specifications.

Reason: To ensure that no departure is made from the approved details and that the whole of the development is carried out to comply with Policy A4 of the East Lindsey Local Plan Alteration 1999.

6. The applicant shall arrange for an archaeologist recognised by the District Planning Authority to carry out an archaeological watching brief during all stages of the development involving ground disturbance in accordance with a scheme to be submitted to, and approved by the authority before development is commenced. Such arrangements shall include provision for the observation, recording and recovery of artefactual evidence and post-excavation analysis. Fourteen days notice shall be given to the District Planning Authority prior to the commencement of works. A report of the archaeologists findings shall be submitted to the District Planning Authority within 2 months of the last day of the watching brief, or such longer period as may be agreed by the authority, and shall include arrangements for the conservation of artefacts removed from the site.

Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site to comply with Policy C6 of the East Lindsey Local Plan Alteration 1999.

7. Before any other development is carried out a new footway shall be constructed along the whole of the sites frontage to South Rise (apart from the new access) in accordance with a specification and details to be submitted to and approved by the Local Planning Authority.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site and to accord Policy TR3 of the East Lindsey Local Plan Alteration 1999.

REASONS FOR GRANTING PERMISSION:-

The Council as Local Planning Authority has had regard to the relevant policies of the development plan as set out below and considers that subject to compliance with the conditions attached to the permission, the proposed development would be in accordance with the development plan, would not materially harm the character of the area, or the living conditions of neighbouring occupiers, and would be acceptable in all other planning considerations. The Council has taken into account all other matters, none of which outweigh the considerations that have led to its decision.

THE RELEVANT POLICIES OF THE DEVELOPMENT PLAN ARE:-

The East Lindsey Local Plan Alteration, 1999

- Policy A2 - Sustainable Development
- Policy A4 - Protection of General Amenities
- Policy A5 - Quality and Design of Development
- Policy H2 - Housing Elsewhere in the Towns and Main Villages
- Policy H12 - Design of New Housing
- Policy C1 - Development and Demolition Affecting a Conservation Area
- Policy C6 - Archaeology
- Policy TR3 - Road Design in New Development

Dated: 13/06/2006

Signed:



Head of Planning

Tel. No. 01507 601111

EAST LINDSEY DISTRICT COUNCIL, TEDDER HALL, MANBY PARK, LOUTH, Lincs, LN11 8UP.

Appendix D: Project Design

Site Code: BIN 06
NGR: TF 2111 9369
Planning Application no: N/017/00994/06

**No.5, South Rise, Binbrook,
Market Rasen, Lincolnshire**

Archaeological Watching Brief

Project Design

for

**Archaeological Observation, Recording, Recovery,
Analysis & Reporting**

Prepared by

Nicola Smith Archaeological Services

for

East Lindsey District Council

on behalf of

Mr & Mrs A. Wright

June 2006

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1.0 Introduction

- 1.1 This document outlines the standards and procedures to be adopted for archaeological observation and recording, recovery, analysis and reporting at no.5, South Rise, Binbrook, Market Rasen, Lincolnshire, LN8 6DP, during and following ground disturbance at the site as part of the present development proposals.
- 1.2 The following Project Design has been prepared in accordance with the requirements set out in *Part II – Particulars of Decision* (item 6) of the *Full Planning Permission* in respect of the proposed development area, dated 13.06.2006, and also in accordance with the requirements set out by the *Lincolnshire Archaeological Handbook*, published by the Archaeology Section, Lincolnshire County Council (1998).

2.0 Site Location and Description

- 2.1 The village of Binbrook lies in a hollow in the Lincolnshire Wolds (within East Lindsey) and is surrounded by rolling chalk uplands. The area was designated an Area of Outstanding Natural Beauty by the Countryside Commission in 1973. The two north-facing valleys dissect the parish with the Wolds rising to heights of 460 feet (140 metres) to the south. It is an agricultural landscape of fields growing mainly cereals, with straight enclosure hedges, few woods or hedgerow trees.
- 2.2 Plot no.5, South Rise (the site of the proposed development), is situated on the southern side of the village and on the site of a former bus depot, at NGR TF 2111 9369. Adjacent to the east lies no.7, South Rise, which was built in the year 2000. Adjacent to the west (no.3) there is a modern bungalow and garage. A warehouse building, originally part of the bus depot, formerly stood upon the front part of plot no.5. Subsequent to the closure of the bus depot, this building was used as a garage and then as a pine and pottery workshop until it was demolished around 1998. It is on the site of this former building (the area is still largely covered by the old concrete floor surface), where the present development and archaeological watching brief are to take place.

3.0 Planning Background

- 3.1 An application for planning permission (no. N/017/00994/06) was submitted to East Lindsey District Council by Mr and Mrs A. Wright on 19.04.06 with respect to proposals for development at no.5, South Rise, Binbrook. The proposal comprises the 'erection of a house with an integral single garage on the site of the remains of the existing building'. It is also proposed that existing vehicular access will be blocked up and new vehicular access constructed.
- 3.2 Full Planning Permission for the proposed development was granted by East Lindsey District Council on 13.06.06 subject to certain conditions. One of these conditions is that an archaeological watching brief be undertaken during all stages of the development which involve ground disturbance, in accordance with a scheme to be submitted to, and approved by the Authority before development commences. The reason for the archaeological condition is 'to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological

remains on the site in order to comply with Policy C6 of the East Lindsey Local Plan Alteration 1999', (*Full Planning Permission* document, *Part II – Particulars of Decision*, item 6, dated 13.06.2006).

- 3.3 A large area of Binbrook has been designated a Conservation Area by East Lindsey District Council, and as such, a greater emphasis is placed upon matters of design when planning a new development within its bounds. No.5, South Rise, however, lies just outside and to the east of the presently designated Conservation Area boundary.

4.0 Historical Background

- 4.1 The settlement of Binbrook has its origins in the Anglo-Saxon period. The name Binbrook originates from the Old English, and the village is mentioned in the Domesday Book as *Binnibroc*. The name means 'the brook associated with or named after Bynna'.
- 4.2 According to the Domesday Book, in 1086 Binbrook had a population of 83 and possessed four mills, three manors, two churches and a priest. There has been no regular market in the village since the 17th century, when it was supposedly moved to nearby Caistor. The enclosure of Binbrook was carried out in two stages, the first enclosure act was implemented between 1737-1747 and allotted nearly 543 acres as cow pasture. This was common land to be used by all the inhabitants of Binbrook. Between 1804-1806 this cow pasture land was enclosed and the land divided amongst the main landowners of the village at that time.
- 4.3 During the 19th century the population of Binbrook grew from 498 in 1801 to 1334 in 1861, before falling back to 922 people by the end of the century. The Market Place acted as a focal point for village activities, and the majority of the tradesmen and shopkeepers were to be found there or along the High Street. The mid-19th century probably marked the high point in Binbrook's fortunes in terms of the number of trades and services which were operating in the village. After this time, there was a long decline as town-based industries, trades and services captured much of the rural market. RAF Binbrook, situated one mile from the village, dominated the social and economic life of the village for 40 years until it closed in 1988. Since then, Binbrook has had to adjust to the new economic circumstances caused by the closure. Today, the population of the village rests at about 950.
- 4.4 At the beginning of the 19th century, much of the poorer property in the village would have comprised mud and stud construction. By the middle of the century, new building work in Binbrook was predominantly undertaken using brick and tile, and by 1900 only a few mud and stud or chalk buildings remained. Map evidence indicates that at the end of the 19th century a row of houses, almost certainly of brick construction, was situated along the north side of South Rise (then known as Back Lane) and across the area which is presently proposed for development. The row was obviously demolished prior to the construction of the bus depot on the site.
- 4.5 There are medieval and post medieval settlement and field system remains recorded as earthworks around the present settlement of Binbrook; these include enclosures, ridge and furrow, linear features, ponds, buildings and hollow ways. Artefact scatters dating to the 13th and 14th centuries, have also been recorded to the northeast of the village.

Aerial photographs taken of the southern half of Binbrook, which incorporate the site presently proposed for development, show earthworks in close proximity to no.5, South Rise. (Lincolnshire County Council, Historical Environment Record [HER] Report, settlement of Binbrook).

5.0 Aims and Objectives

- 5.1 The principal purpose of the proposed watching brief is to formally observe and appropriately record any archaeological features or deposits affected by or revealed during ground disturbance undertaken as part of the present programme of works.
- 5.2 Archaeological work will fully investigate, describe and record relationships between features and archaeological deposits uncovered. It will aim to clarify chronological and structural relationships between features and archaeological deposits identified.
- 5.3 The archaeological record will provide an accurate base level of information which will contribute towards our present understanding of the historical development of the site, and of South Rise (formerly known as Back Lane). Data collected will contribute towards our appreciation of the history and development of the village as a whole, and will enable an assessment to be made of the significance of no.5, together with its immediate environs, within the wider context of settlement development in Binbrook.
- 5.4 Targeted documentary research will aim to provide an historical context for all archaeological data gathered during the project. The report will explain the significance of the data gathered, will highlight how that data supplements our present knowledge, and will provide a synthesis of site data with data available from other similar sites locally, and throughout the rest of Lincolnshire.
- 5.5 A descriptive report of the recording programme will be produced commensurate with the scope of the archaeological work. It will include drawings and photographs. An ordered and coherent archive of all field records and finds will be produced.
- 5.6 Archaeological recording will be undertaken with minimum intervention to the site and its environs and with minimum interference to the client's own agenda.

6.0 Field Methods and Procedure

6.1 *Recording Methods*

Archaeological deposits and structural evidence will be investigated and recorded in accordance with approved procedures, on context sheets, by drawings and photography as appropriate (see sections 6.2 – 6.8, and 7.0 of this document). All relationships between features and deposits will be investigated and recorded in order to determine function and to obtain material for dating. All discrete features will be either half sectioned or fully excavated as appropriate.

6.2 *Machine Excavation*

Excavation work undertaken by machine will be carried out in close liaison with Nicola Smith Archaeological Services (the archaeological contractor) and will be closely monitored by a suitably experienced archaeologist. This archaeologist will be

competent and experienced in terms of soil handling and health and safety. All machine-excavated spoil will be visually searched for archaeological finds; these will be recorded and retained as appropriate.

6.3 *Hand Excavation*

All machine-dug trenches will be cleaned by hand. Careful attention will be paid to any archaeological remains. All hand-excavated spoil will be visually searched for archaeological finds, which will be recorded and retained as appropriate. All discrete features will be half-sectioned. Where features are shown to form part of a recognisable structure, or contain deposits of particular value, or significant artefact or environmental assemblages, they will be fully excavated within the required horizon of investigation. No excavation will be carried out beyond the agreed limits without the prior and specific agreement of Lincolnshire County Council (LCC), Highways and Planning Directorate (Archaeology Section).

6.4 *Field Records*

A project code will appear on all records. The site will be allotted a block of four-digit context numbers for recording purposes. A system of pro-forma site monitoring and record sheets with appropriate fields will be used for on-site monitoring and recording work. The system has been developed by the archaeological contractor and is in a format which is acceptable to Institute of Field Archaeologists (IFA), and is also in keeping with the guidelines contained within the *Lincolnshire Archaeological Handbook*. A full and proper written record will also be made of all archaeological features and deposits uncovered.

A drawn and measured record of the watching brief area will be made, with accompanying annotations and field notes. The archaeological contractor will ensure that the site plan can be accurately related to the architect's existing plans, and that it is locatable within the Ordnance Survey National Grid. The extent of the area to be excavated by machine, together with the location of all significant archaeological features, structural evidence and deposits revealed, will be planned at a scale of 1:20. Section drawings of all significant features excavated will be undertaken at a scale of 1:10 or 1:20 as appropriate.

The photographic record (35mm format) will comprise overall shots of the site prior to, during and following all ground disturbance. Detailed feature shots, taken in both black and white and colour print film, will also be taken. A suitable scale will appear in each photograph as appropriate.

6.5 *Finds Policies*

Artefact recovery will be a standard element of the investigation. All machine and hand-excavated spoil will be visually searched for archaeological finds, and pro-forma find record sheets will be completed for all retrieved artefacts. All field and post-fieldwork policies and procedures relating to finds will follow both *Lincolnshire Archaeological Handbook* and IFA guidelines.

All finds will be cleaned, marked, sorted and packed appropriately; analysis, cataloguing and quantification will be undertaken according to *Handbook* guidelines. As necessary, adequate arrangements will be made within a suitable timescale for the conservation of certain artefacts. Appropriate steps will be taken to stabilise fragile or unstable artefacts. All conservation, including initial stabilisation, will be undertaken

by a recognised specialist.

Certain categories of artefact (eg. modern and post-medieval pottery, undiagnostic brick/tile, glass and animal bone, etc) may be quantified and discarded. Any such categories will be agreed in advance with the Archaeology Section of LCC Highways and Planning Directorate. Any finds which may be considered treasure under The Treasure Act (1996), such as artefacts made of gold or silver, will be reported to the Coroner.

6.6 ***Environmental Data Collection***

Agreement for the need for environmental sampling on site as a result of significant deposits being identified during archaeological monitoring work, will be determined jointly by the archaeological contractor and LCC Archaeology Section.

Generally, environmental soil sampling will be in accordance with *Environmental Archaeology: A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-Excavation* (English Heritage: Centre for Archaeology). Any divergence from this document will be agreed with the contracted environmental specialist. All samples taken will be clearly and appropriately recorded, labeled, packaged and stored.

6.7 ***Human Remains***

Human remains will be dealt with according to Home Office requirements. The Archaeology Section of LCC Highways and Planning Directorate will be informed of the discovery of any human remains immediately.

6.8 ***Unexpected Discoveries***

Should the archaeological contractor discover unexpected archaeological deposits, features or structures within the required horizon of work which appear to be of particular merit or significance, and for which it is considered that further investigation and recording is appropriate, then LCC Archaeology Section will be notified immediately.

7.0 **Post-Excavation Methodology and Reporting**

7.1 ***Post-Excavation Programme***

Following the completion of the watching brief and initial consolidation of the finds and records archive, the archaeological contractor will agree an appropriate post-excavation programme of work with LCC Archaeology Section. This will be guided by the *Lincolnshire Archaeological Handbook* and also the formula laid out in English Heritage's *Management of Archaeological Projects* (MAP 2. 1991). It will be of a scale appropriate to the nature and scope of the project.

7.2 ***Report Format and Contents***

The report will be produced in accordance with the guidelines outlined in Chapter 14 of the *Lincolnshire Archaeological Handbook*. It will contain, as a minimum, the following:

- Contents page
- Non-technical summary; *a brief summary of the main content of the report*

- Introduction; *context for the archaeological watching brief, site location and description, brief archaeological and historical background, requirements and objectives of the project*
- Field Procedures; *a description of the archaeological works carried out and methodologies employed*
- Results and discussion; *an objective statement of the results and analysis (including finds as necessary)*
- Conclusions; *an overall interpretation of findings and their significance*
- Acknowledgements
- References
- Archive listing; *including details of long term location of the archive*
- Appendices; *Plates, illustrations and (as necessary) a gazetteer listing all archaeological deposits and finds examined*

Illustrations will include:

- Location plan showing no.5, South Rise, in its regional setting
- Measured site plan showing the extent and location of the development works and archaeological watching brief, areas investigated and archaeological features discovered
- Detailed plans of any significant archaeological remains and structural features
- Section drawings of significant deposits and a representative selection of all others (as appropriate)
- Illustrations of selected artefacts (as appropriate)

Maps and plans will be presented in colour wherever appropriate to enhance the clarity and understanding of the information presented. Drawings will be reproduced at a scale sufficiently adequate to identify all features and relevant information.

The report will contain a selection of colour plates which will adequately illustrate the programme of archaeological works. These will provide supplementary information and clarification to both the text and illustrations.

In preparing the report, the archaeological contractor will attempt to convey the results of the study in a clear and concise manner. Sufficient use of cross-referencing will be used within the report, for instance to any appendices, to the plates and to the illustrations.

7.3 ***Dissemination of the Report***

The preparation of the report will be undertaken shortly after the completion of work on site, and a final copy will be sent to East Lindsey District Planning Authority within two months of the completion of site monitoring. The report will contain details for the arrangements for the conservation of any artefacts removed from the site.

A copy of the final report will also be made available to Mr and Mrs A.Wright (the client), to LCC Historic Environment Record at Witham Park House, Lincoln, and to the Archaeology Section, Highways and Planning Directorate at County Hall.

8.0 Project Monitoring and Liaison

- 8.1 It is understood that responsibility for monitoring the progress of the archaeological watching brief, for ensuring adherence to the Project Design and to professional standards, lies with Louise Jennings, LCC Archaeology Section.
- 8.2 Unless otherwise agreed, fourteen days notice will be given by the archaeological contractor to LCC Archaeology Section, prior to the start of work. The archaeological contractor will keep the Archaeology Section informed about the progress of work and the nature of findings.

9.0 Project Management

- 9.1 Overall responsibility and management of the project will be in the hands of Nicola Smith BA (Hons) Arch. Diploma Ind.Arch. MIFA.

10.0 Staffing, Resources and Timetable

- 10.1 Nicola Smith will undertake all of the site monitoring work and compile the report together with the project archive. Other suitably qualified professionals and specialists may be contracted-in should they be required.
- 10.2 The presently proposed date for the start of development works and the archaeological watching brief is Monday 10th July 2006. This has yet to be confirmed. Unless significant archaeology is discovered, it is anticipated that archaeological monitoring during ground disturbance on site is unlikely to take more than five days.

11.0 Principles, Standards and Conduct

- 11.1 The archaeological contractor fully endorses the Institute of Field Archaeologists':
- *Code of Conduct* (2002)
 - *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology* (2002)
 - *Standard and Guidance for Archaeological Watching brief* (2001)
 - *Standard and Guidance for Archaeological Excavation* (2001)
 - *Standard and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials* (2001).
- 11.2 Fieldwork, post-fieldwork and archive stages of every project undertaken by the archaeological contractor are guided by the principles set out in *Management of Archaeological Projects* (MAP 2. English Heritage, 1991), and as appropriate, by the guidelines contained within the *Lincolnshire Archaeological Handbook*.

12.0 Archive

- 12.1 The project archive will be prepared in accordance with the guidelines outlined in Chapter 16 of the *Lincolnshire Archaeological Handbook*. It will also generally conform to the guidelines outlined within *Management of Archaeological Projects*, Appendix 3 (English Heritage, 1991). The archaeological document archive will include all reports, fieldwork records, notebooks, plans, slides, photographic prints and negatives. The photographic archive will include all print-outs from digital material submitted in a format and on a medium acceptable to the receiving museum (City and County Museum, Lincoln). The archaeological contractor will contact the City and County Museum, Lincoln, at an early stage to confirm that it is willing to receive the archive and to request that an accession number (if required) may be issued for the site.
- 12.2 On completion of the report, the full and final archive will be deposited in Lincoln's City and County Museum within six months, according to the agreed procedures and requirements. A security copy of the archive will also be made in an appropriate medium.
- 12.3 The archaeological contractor will submit all required details of the watching brief upon an official OASIS (Online AccesS to the Index of archaeological Investigations) data entry form to LCC Historic Environment Record for validation, within six months of the project's completion. Nicola Smith Archaeological Services is registered with the OASIS Project and fully supports the project's aims and objectives.

13.0 Publicity, Confidentiality and Copyright

- 13.1 Nicola Smith Archaeological Services will retain full copyright of any commissioned reports, tender documents or other documents under the Copyright Designs and Patent Act 1988, with all rights reserved. It will provide an exclusive licence to the client for the use of all such documents for all purposes directly relating to the project as described in this Project Design.
- 13.2 Prior to the deposition of the archive and report, no publicity will be promoted except with the specific sanction of the client. Response to casual enquiries will be restricted to statements concerning the need for the work and the procedures involved.
- 13.3 Any other arrangements concerning copyright, confidentiality and publicity will be agreed with the client at the outset of the project.

14.0 Health and Safety

- 14.1 All Health and Safety requirements on the part of Nicola Smith Archaeological Services will be discharged in accordance with the practice's current Health and Safety Policy and all relevant statutory legislation. Nicola Smith Archaeological Services will operate within any requirements of CDM regulations applicable to the works as a whole and will comply with specific safety requirements as outlined by the main contractor.

14.2 Risk assessments will be carried out in advance of site work and documented throughout the course of the project.

15.0 Insurance

15.1 Nicola Smith Archaeological Services carries full and adequate insurance in respect of the practice's professional activities.

16.0 Liability

16.1 Nicola Smith Archaeological Services will not be liable for any delay or omission in fulfilling the contract, resulting from matters beyond its reasonable control, such as unavoidable delays due to extreme weather conditions (frost, snow or flooding etc.), unexploded ordnance, fire, civil disturbance, terrorist activity, war *etc.*

16.2 Nicola Smith Archaeological Services will not be liable for damages or compensation arising from damage or loss which is the unavoidable consequence of the activities being carried out in furtherance of the agreed programme of works as proposed in this project design, nor for damage or injury arising from any act of the client or their agents.

16.3 All statements and opinions presented in any report(s) arising from the proposed programme of investigation are offered in good faith and compiled according to professional standards. No responsibility can be accepted by the author(s) of the report(s) for any error of fact or opinion resulting from data supplied by any third party, or for any loss or other consequences arising from decisions or actions made upon the basis of facts or opinions expressed in any such report(s), howsoever such facts and opinions may have been derived.

Nicola JL Smith
(Manager, Nicola Smith Archaeological Services)

July 3rd 2006

Appendix E: Black and white contact prints

Black and white photographs

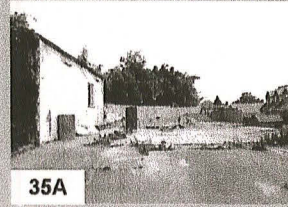
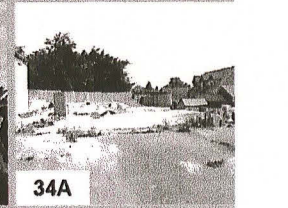
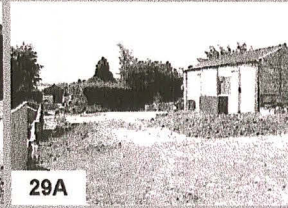
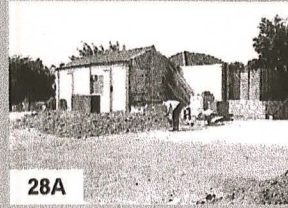
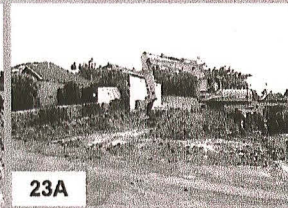
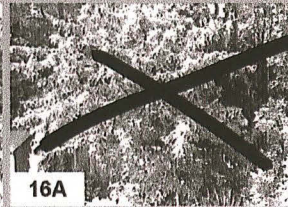
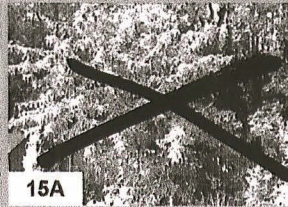
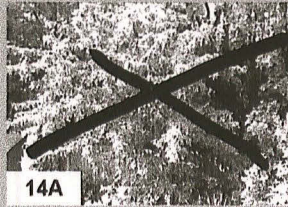
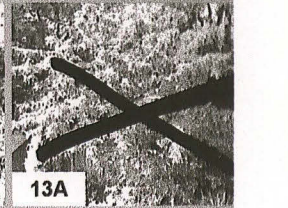
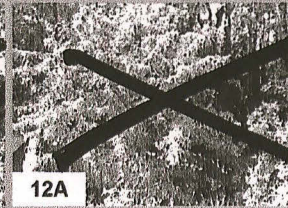
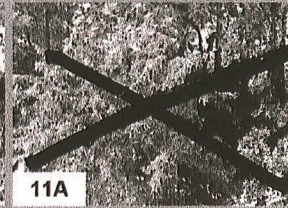
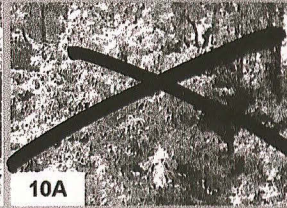
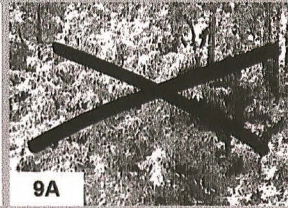
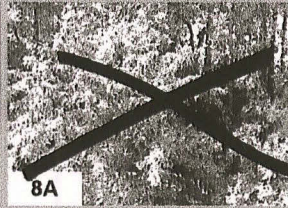
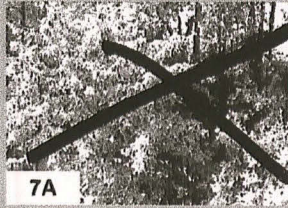
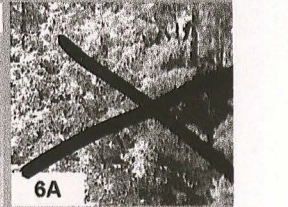
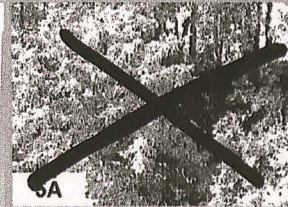
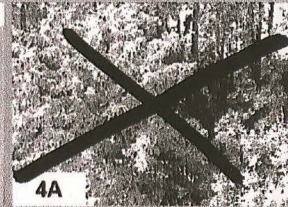
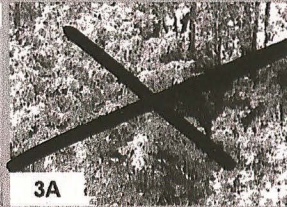
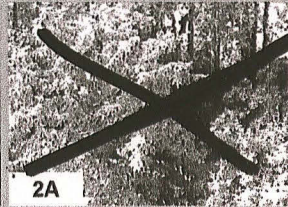
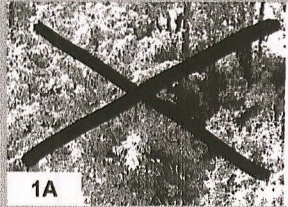
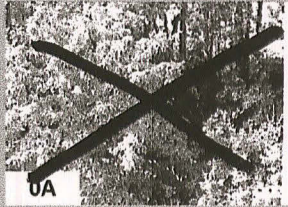
Film One of One

- 17a Looking northeast across plot no.5 during the excavation of the site
- 18a Looking east across the site towards no.7, South Rise, during the excavation of plot no.5 prior to building work
- 19a Looking south across plot no.5 during the excavation of the site
- 20a Looking west from South Rise road across plot no.5 during the excavation of the site, towards no.3, South Rise
- 21a Looking north across plot no.5 during the excavation of the site
- 22a Looking north across plot no.5 during the excavation of the site
- 23a Looking northwest from South Rise road across plot no.5 during the excavation of the site
- 24a Featuring the brick-lined Inspection Pit during excavation work; looking south across plot no.5 towards South Rise road
- 25a Featuring the brick-lined Inspection Pit during excavation work; looking south across plot no.5 towards South Rise road
- 26a Featuring the brick-lined Inspection Pit during excavation work; looking south east across plot no.5 towards no.7, South Rise
- 27a Featuring the brick-lined Inspection Pit during excavation work; looking south across plot no.5 towards South Rise road
- 28a Looking southwest across plot no.5 towards garage belonging to no.3, South Rise, prior to excavation work; shot taken from undisturbed area intended for garden development
- 29a Looking south across plot no.5 towards garage belonging to no.3, South Rise, prior to excavation work; shot taken from undisturbed area intended for garden development
- 30a Looking northwest across undisturbed area belonging to plot no.5 intended for garden development
- 31a Looking northwest across undisturbed area belonging to plot no.5 intended for garden development
- 32a Looking north across plot no.5 prior to excavation work
- 33a Looking northwest across plot no.5 prior to excavation work
- 34a Looking north across plot no.5 prior to excavation work
- 35a Looking north across plot no.5 prior to excavation work

Notes:

PLOT NO. 5, SOUTH RISE, BINBROOK.

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