

Railway Underpass,
Washingborough Road,
Lincoln



Historic Building Report

Lincoln Eastern Bypass

January 2014

Produced for

Lincolnshire County Council

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1 Summary

- 1.1 Mouchel was commissioned by Lincolnshire County Council to implement a programme of historic building recording prior to the commencement of construction works for the Lincoln Eastern Bypass scheme. The scheme will involve the removal of a railway underpass which passes underneath the Spalding and Lincoln Railway.
- 1.2 An Environmental Statement (ES) in support of the scheme was published in December 2012 and planning permission was granted in 2013 subject to planning conditions (including conditions for historic building recording). The Cultural Heritage chapter of the ES (Mouchel 2012) provides detailed information on the archaeological and historical background of the scheme corridor. The requirement for a level 2 historic building survey (as defined in English Heritage 2006 Understanding Historic Buildings: a guide to good recording practice) has been identified in the Lincoln Eastern Bypass Environmental Statement and subsequent planning conditions (Planning Application Reference L/0110/13).
- 1.3 The railway underpass consists of two separate structures providing access underneath the Lincoln and Spalding Railway (later the Great Northern and Great Eastern Railway and then the London and North Eastern Railway). The south structure is probably contemporary with the Spalding and Lincoln Railway which was opened as a freight line in 1882. The north structure is probably a slightly later construction but was in use by 1904.
- 1.4 The following report forms part of the historic building record of the railway underpass required to reduce adverse impacts on the asset from the proposed scheme. The survey involved a drawn, written and photographic record as outlined in the 'Building Recording Brief: Railway Underpass, adjacent Washingborough Road' issued by the Lincolnshire Historic Environment Team and the Written Scheme of Investigation approved by Lincolnshire Historic Environment Team (Mouchel 2013).

2 Site Location and Description

2.1 Description of Proposed Scheme and Location

2.1.1 The Proposed Scheme will involve the construction of a 7.5km long single carriageway road linking the existing Northern Relief Road to the A15 south of Lincoln (see Figure 1). It will run east of the city of Lincoln and the villages of Canwick and Bracebridge Heath, and to the west of the outlying villages of North Greetwell, Cherry Willingham, Washingborough and Branston. It also provides a crossing of the River Witham, Lincoln to Market Rasen railway line and the Lincoln to Spalding railway Line (Mouchel 2012).

2.1.2 The railway underpass is located at National Grid Reference (NGR) TF 00270 70584 on the parish boundary of Washingborough and Canwick (Figure 2). The underpass is approximately 400m west of Washingborough, approximately 115m north of Washingborough Road (B1190) and 300m south of the River Witham.

2.1.3 The underpass passes underneath a raised embankment to allow farm vehicles access to arable fields to the north and south of the railway. Beyond the fields to the north of the underpass is the River Witham and the line of the former Lincolnshire Loop railway line that formerly ran along an embankment between the North and South Delph.

2.2 Geology and Topography

2.2.1 North of the River Witham the study area contains limestone deposits of the Jurassic period with sections of Bilsworth Clay. There are alluvial deposits in the floodplain area of the river. South of the River Witham there are river terrace sands and gravels as far as Washingborough Road. Further south is the steep limestone escarpment with underlying deposits of Jurassic limestone and clay.

2.2.2 The underpass is located along the slope of the Lincoln Edge which is a limestone ridge running north to south to the east of the city of Lincoln. It is broken by the Lincoln Gap where the River Witham passes through.

2.2.3 The average elevation of the northern portion of the Proposed Scheme (north of the river) is 33m AOD. The Witham valley cuts the scheme east to west with an elevation of 4m AOD at the river's edge. Further south the elevation begins to rise again to 40m AOD at Heighington Road and 66m at Sleaford Road.

2.2.4 The land is largely under agriculture. The field boundaries tend to be hedgerows with some post and wire fences. The area becomes more urban to the west.

3 Legislation and Planning Background

3.1 National Planning Policy

The National Planning Policy Framework (NPPF), published in 2012, sets out policies for managing heritage assets through development. Paragraph 141 of the NPPF details how heritage assets that are to be justifiably lost or harmed through development should be recorded. The recording should be proportionate to the loss and the significance of the asset.

3.2 Guidance Documents

3.2.1 The following survey and report has been prepared in accordance with the following guidance documents:

- Understanding Historic Buildings: a guide to good recording practice, English Heritage (2006);
- Institute for Archaeologists' Standard and Guidance for *Archaeological Investigation and Recording of Standing Buildings or Structures* (Institute for Archaeologists, Revised 2011);
- Archaeological Handbook, Lincolnshire County Council (2010)

3.3 Planning Background

3.3.1 An application for the Lincoln Eastern Bypass scheme was submitted in December 2012 (Planning Application Reference L/0110/13). The application was supported by an Environmental Statement which included an assessment of Cultural Heritage. The Cultural Heritage chapter recommended a number of mitigation measures relating to archaeological remains, built heritage assets and historic landscapes.

3.3.2 The scheme received planning permission in June 2013. The decision was subject to a number of conditions. Those relating to the railway underpass are as follows:

Condition 9 (a): No development shall take place until details of a scheme of historic building recording relating to the Railway Underbridge (Site 220) as referred to in Chapter 12, Paragraph 12.6.14 of the Environmental Statement has been submitted to and approved in writing by the CPA. The scheme shall provide a written and photographic record of the structure (as appropriate) and provide a permanent record of the structure in its current condition. The historic building recording works shall thereafter be implemented and carried out prior to the structure's demolition, in full accordance with the approved scheme.

(b) A copy of the final report relating to the above shall be submitted within three months of the work to the County Planning Authority for approval (or according to an agreed programme). The material and paper archive shall be deposited with an appropriate archive in accordance with guidelines published in the Lincolnshire Archaeological Handbook.

4 Aims and Objectives

4.1 The principal aims of the historic building recording are as follows:

- To establish the historical background of the structure as far as possible through archive research;
- To record the railway underpass through photographs and written descriptions prior to the commencement of the proposed scheme;
- To submit the completed archive to the appropriate museum.

5 Methodology

5.1 General Methodology

- 5.1.1 A level 2 historic building record of the railway underpass which passes underneath the London and North Eastern Railway (formerly the Spalding and Lincoln Railway then the Great Northern and Great Eastern Railway) and its immediate setting has been prepared. The survey has been undertaken by a suitably qualified buildings archaeologist in accordance with the 'Building Recording Brief: Railway Underpass, adjacent Washingborough Road' issued by the Lincolnshire Historic Environment Team and the Written Scheme of Investigation approved by Lincolnshire Historic Environment Team (Mouchel 2013).

5.2 Archive Research

- 5.2.1 A limited amount of archive research has been undertaken in order to understand the historical background of the asset. This has involved an examination of available historic maps, photographs, plans and other records held by Lincoln Library and Lincolnshire Archives.

5.3 Written record

- 5.3.1 A written record has been made of the structure using pro forma building recording sheets. The sheets included comment on condition, construction, architectural features and evidence for phasing and function.

5.4 Drawn record

- 5.4.1 A measured plan of the structure has been created and can be viewed in Figure 3. This has been annotated to mark all significant features and evidence for phasing and function (including all openings, blocked openings, phase breaks etc).
- 5.4.2 Following the site survey, the drawings were prepared in AutoCAD and/or Adobe Illustrator. Plans are at 1:100 and use appropriate conventions to show features in line with English Heritage 2006 *Understanding Historic Buildings: a guide to good recording practice*.

5.5 Photographic record

- 5.5.1 A detailed photographic record has been made in black and white print and colour digital of the exterior and interior of the railway underpass. The photography has been undertaken using a 35 mm single lens reflex camera with a tripod where necessary. An appropriately-sized graduated scale (1m or 2m) has been used in shots where access and health and safety allows. A full photographic register detailing the film, frame, description, direction of view and date, has been made and can be viewed in Appendix A. The location and direction of photographs have been shown on Figure 4 and can be cross referenced with the gazetteer. A selection of the colour digital photographs have been used to illustrate this report. The full set of photographic prints will be deposited with a copy of this report at The Collection, Lincoln (Museum accession code LCNCC : 2013.168 and site code RUW13).

6 Archaeological and Historical Background

- 6.1 The Spalding and Lincoln Railway was opened in 1882 as a freight line to transport goods (mainly coal) between Cambridgeshire and Yorkshire (Brodrigg 1988, 133). It was a joint venture between Great Northern Railway (GNR) and the Great Eastern Railway (GER). The south railway underpass was probably constructed at around the same time in order to maintain access to the farmer's land with the north underpass being constructed slightly later.
- 6.2 The railway is marked as the Great Northern and Great Eastern Joint Railway on the 1889 Ordnance Survey map (Figure 3) and the underpass is also shown. A second railway immediately to the north of the GNR and GER Railway is marked as the GNR Avoiding Line. This branch travelled north-east and between the North and South Delph to join the East Lincolnshire Railway or Lincolnshire Loop branch (opened in 1848-9) which travelled east to Washingborough Station and then on to Bardney. The line has since been closed. The land either side of the railway is shown as enclosed agricultural fields in 1889. By the publication of the 1906 Ordnance Survey map, the land to the west of the underpass had become a sewage farm.
- 6.3 By the publication of the 1932 Ordnance Survey map the railway had become the London and North Eastern Railway. The 1971 Ordnance Survey map shows the underpass and railway as it had been depicted on earlier maps with a farm track running from Washingborough Road through the underpass to fields to the north of the railway.
- 6.4 The northern railway line over the underpass (previously known as the GNR Avoiding Line) was dismantled in the 1970s. The southern GNR and GER branch (later the London and North Eastern Railway), however, remains in use.

7 Description

7.1 Introduction

7.1.1 The railway underpass comprises two separate structures of two different phases. These two structures have been named south underpass and north underpass for the purposes of identification (see Figure 5 for clarification). The north underpass is located directly north of the south underpass with an open area between the two. Each structure carried a separate branch of the railway.

7.2 South underpass

7.2.1 The south underpass is most likely the earliest given its barrel vaulted tunnel. The underpass carries the main London and North Eastern Railway which remains in use. The underpass passes through a raised embankment which carries the railway.



Plate 1: General view of Railway Underpass facing north-west

7.2.2 The south elevation of the underpass forms the south entrance. It is constructed of red brick and blue engineering brick in an English bond. The lower courses of the elevation are constructed wholly of red brick. It is unclear whether this may be part of an earlier structure but the engineering brick may be a later phase of refacing. The elevation is punctuated by a tall round headed arch. Above the arch the wall may have been heightened to create a parapet as suggested by a change in the colour of the brickwork.



Plate 2: South elevation of south underpass facing north

- 7.2.3 Flanking the arched opening are two sloping buttresses constructed of red brick with stone coping. The buttresses are finished at their south ends with square piers constructed of a mixture of red brick and blue engineering brick and surmounted by stone pyramidal caps.



Plate 3: Left (west) flanking buttress facing north-west



Plate 4: Right (east) flanking buttress facing north-west

7.2.4 The interior of the underpass comprises a single tunnel with a barrel vaulted ceiling. The whole of the interior is constructed of red brick with some minor areas of blue

engineering brick which may relate to repairs. There are some areas of modern red brick which also demonstrate that the structure has been repaired in some minor areas. There are holes in the base of the east and west walls for drainage pipes.



Plate 5: Interior view of the south underpass facing south

- 7.2.5 The north elevation of the underpass matches the south elevation. The wall is constructed of red brick to the lower courses of the elevation, blue engineering brick above and a mixture of red brick and blue engineering bricks for a later parapet at the top. The brick is arranged in an English bond. The parapet above the elevation is coped with stone. The elevation includes a round headed arch for the tunnel entrance.



Plate 6: North elevation of south underpass facing south

- 7.2.6 Either side of the tunnel entrance are sloping buttresses constructed of a mixture of red brick and blue engineering brick and coped with stone. Patches of modern red brick suggest the buttresses have been repaired.



Plate 7: East buttress of south underpass facing south-east



Plate 8: West buttress of south underpass facing north-west

7.3 North underpass

7.3.1 Immediately north of the buttresses of the south underpass is the second, north underpass. This underpass carried the Great Northern Avoiding Line which has been dismantled. The south entrance of this underpass includes piers of blue engineering brick supporting a reinforced concrete platform with metal railings above.

7.3.2 The interior of the underpass is composed of brick walls built of engineering bricks in an English bond. The ceiling is constructed of reinforced concrete and is flat.



Plate 9: North underpass facing south

- 7.3.3 The north entrance of the underpass includes brick piers either side of the entrance which are flanked by sloping brick buttresses. The buttresses are constructed of engineering brick and are coped with stone. At the end of the buttresses are square piers with stone pyramidal caps.



Plate 10: West buttress of north underpass facing south-west



Plate 11: East buttress of north underpass facing south-east

- 7.3.4 Above the underpass the former railway has been removed but there are fragments of stone tiles paving the area directly above the underpass. The former railway embankment remains in place and is lower than that to the south.



Plate 12: Detail of tiles above the north underpass



Plate 13: General view showing lower embankment and area of former avoiding line. Main railway line is above to left. Facing west.

8 Interpretation

8.1 Phasing

8.1.1 The south railway underpass is likely to be contemporary with the Spalding and Lincoln freight line which was opened in 1882. This is likely for a number of reasons. The first is that the construction of the railway embankment would make it difficult to build the underpass after the embankment was in place without interfering with the railway line above. Secondly, the railway itself would have prevented access to the farmer's fields given that the River Witham is located to the north, therefore, access via an underpass is likely to have been part of the original design. The south underpass is similar in construction to the underpass over Washingborough Road which is located further to the east which is also likely to be contemporary with the railway line.

8.1.2 It is unclear when the second, north railway underpass and the avoiding line were constructed but it is likely that the embankment and the underpass were also contemporary with each other for the same reasons identified above. The construction and use of darker engineering bricks and reinforced concrete suggests that the north underpass was probably built slightly later. Both underpasses, however, are shown on the 1889 Ordnance Survey map. It is possible that the north underpass has been rebuilt in the 20th century. Unlike the south underpass which passes underneath the embankment, the north underpass forms an open cut through the embankment with reinforced concrete girders forming a platform over the cut.

8.1.3 The parapet of the south underpass has been raised in height probably to provide more support to the embankment as the railway passes over the underpass. This phase can be seen in the different colours of the brickwork. This phase of work is most likely a late 19th century/ early 20th century addition as suggested by the colour and type of bricks used. Various repairs have been undertaken to the south underpass and this is evident where later brighter and shiny red brick have been used to patch areas of the buttresses and internal walls. These repairs were probably undertaken in the later 20th century.

8.2 Function

8.2.1 The railway underpasses were built to serve two main functions. The first was to allow safe access to the farmer's land to the north side of the railway and the second was to provide uninterrupted and safe travel for the trains above. In serving these purposes the railway engineers used key engineering designs of the time to ensure that the weight of the railway and trains above was carried to the ground and distributed evenly. In this respect, the strong engineering bricks and large sloping buttresses were key features of the design allowing the structure to withstand pressures from the weather (such as high winds and heavy snow), vibrations of the railway traffic and earth movement of the embankment. The raising of the parapet over the south underpass is likely to have helped to resist some of these pressures.

- 8.2.2 The height of the barrel vaulted tunnel of the south underpass suggests that large machinery travelled through the underpass to work on the farmer's land although the shorter north underpass may suggest this was not the case (although the original structure is likely to have been modified).
- 8.2.3 The underpass has served its purpose effectively and over 100 year after it was built (or at least after the south underpass was built), the underpass remains the only point of access to land between the railway line and the river.

9 Conclusion

- 9.1 The railway underpass is good representative of railway engineering in the late 19th and early 20th century maintaining much of its original design and materials. It is likely, however, that the north underpass has been modified in the later 20th century. The structure continues to serve its purpose to provide access to the land north of the railway line and south of the river whilst maintaining an uninterrupted service overhead as it has done for over 100 years.
- 9.2 This report has served to mitigate against the loss of the structure by creating a permanent record of it.

10 References

10.1 Bibliographic References

Brodribb, J 1988 *LNER Country Stations*. Ian Allan Books.

Cooper, N. J (ed) 2006 *The Archaeology of the East Midlands: An Archaeological Resource Assessment and Research Agenda*.

English Heritage 2006 *Understanding Historic Buildings: a guide to good recording practice*.

IfA Rev 2008a October 1996 (Revised September 2001 and October 2008) *Standards and Guidance for Archaeological Investigation and Recording of Standing Buildings or Structures*.

IfA Rev 2008b (September 2001, Revised October 2008) *Standard and guidance for the collection, documentation, conservation and research of archaeological materials*

Lincolnshire County Council 2012 Lincolnshire Archaeological Handbook.

Lincolnshire County Council 2013 Notice of Planning Permission.

Lincolnshire County Council Historic Environment Team 2013 Building Recording Brief: Railway Underpass, adjacent Washingborough Road

Mouchel 2012 Lincoln Eastern Bypass: Environmental Statement.

Mouchel 2013 Railway Underpass, north of Washingborough Road: Written Scheme of Investigation.

Museums and Galleries Commission, 1994 *Standards in the Museum Care of Archaeological Collections*

Wright, N. R 2006 An Archaeological Resource Assessment of Modern Lincolnshire 1750-1960

Yorke, T 2013 *Britain's Railway Architecture and Heritage*. Countryside Books.

10.2 Cartographic References

Ordnance Survey 1889 Lincolnshire Sheet LXX.12. 25 inch to a mile.

Ordnance Survey 1907 Lincolnshire Sheet LXX.12. 25 inch to a mile.

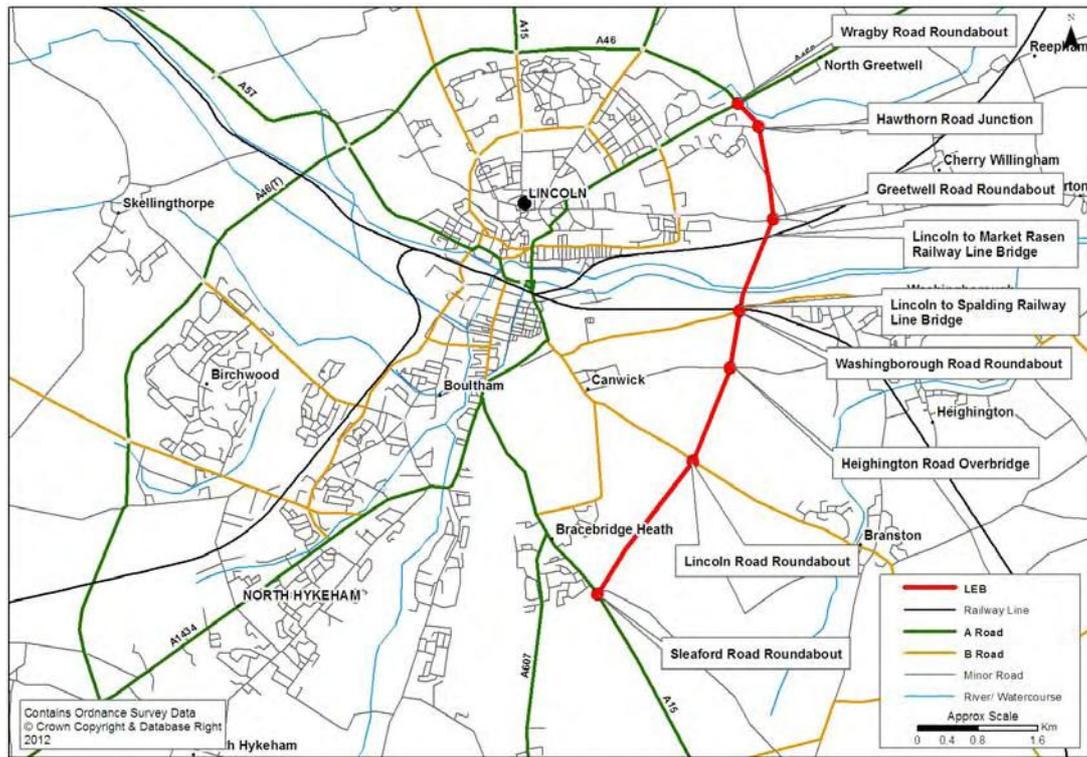
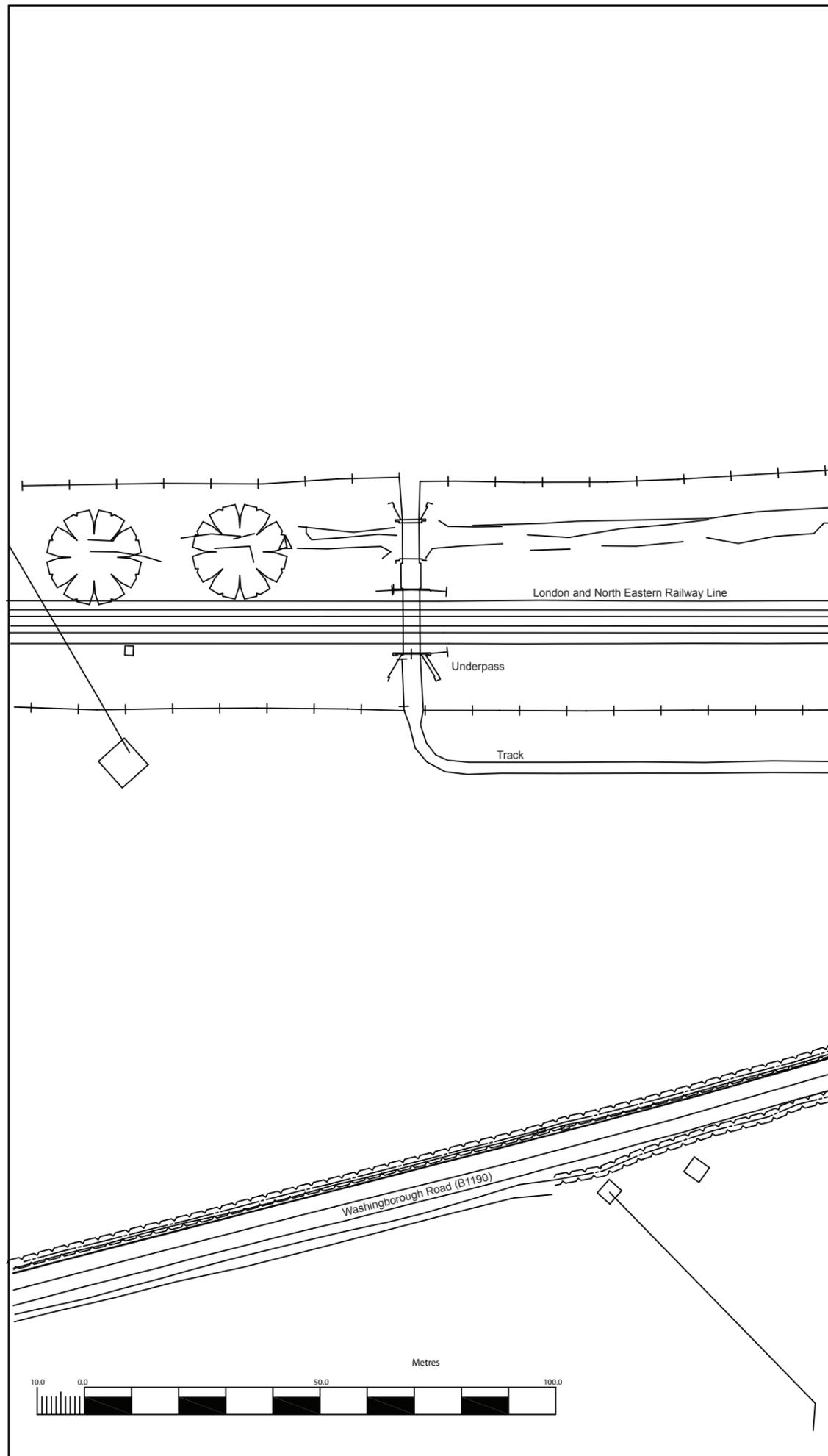
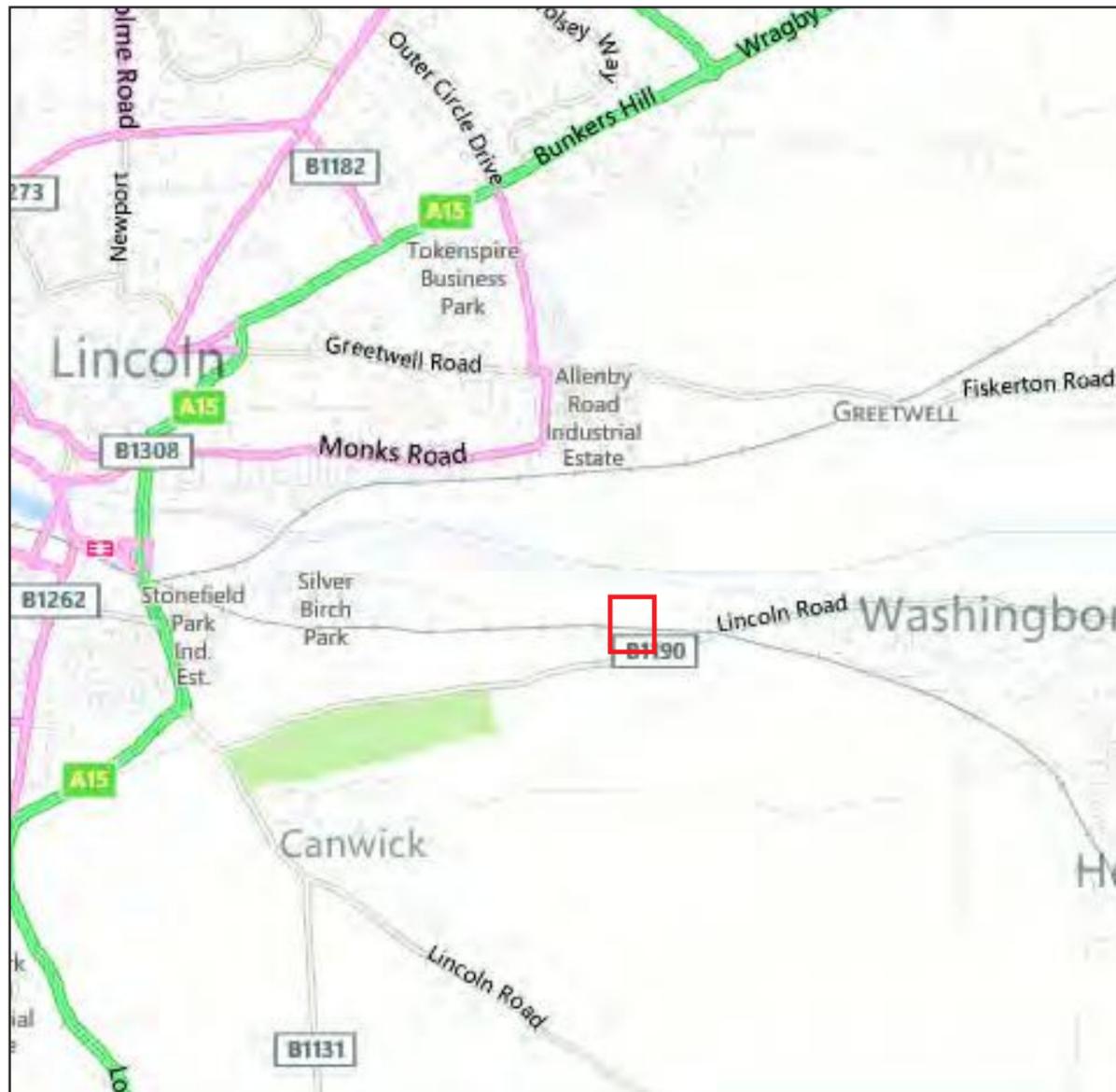


Figure 1: Plan to show proposed Lincoln Eastern Bypass scheme



legend

Location of underpass

Ordnance Survey Maps © Crown Copyright 2013.

Version	1.1	10/09/13 CH	11/09/13 SH	11/09/13 CH
Client	Lincolnshire County Council			
Project	Lincoln Eastern Bypass			
Drawing Title	Plan to show location of Railway Underpass			
Office	Tel. No	Drawing No	Version	
Wyke	01274 711 930	Figure 2	1.1	

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Purpose
Issue

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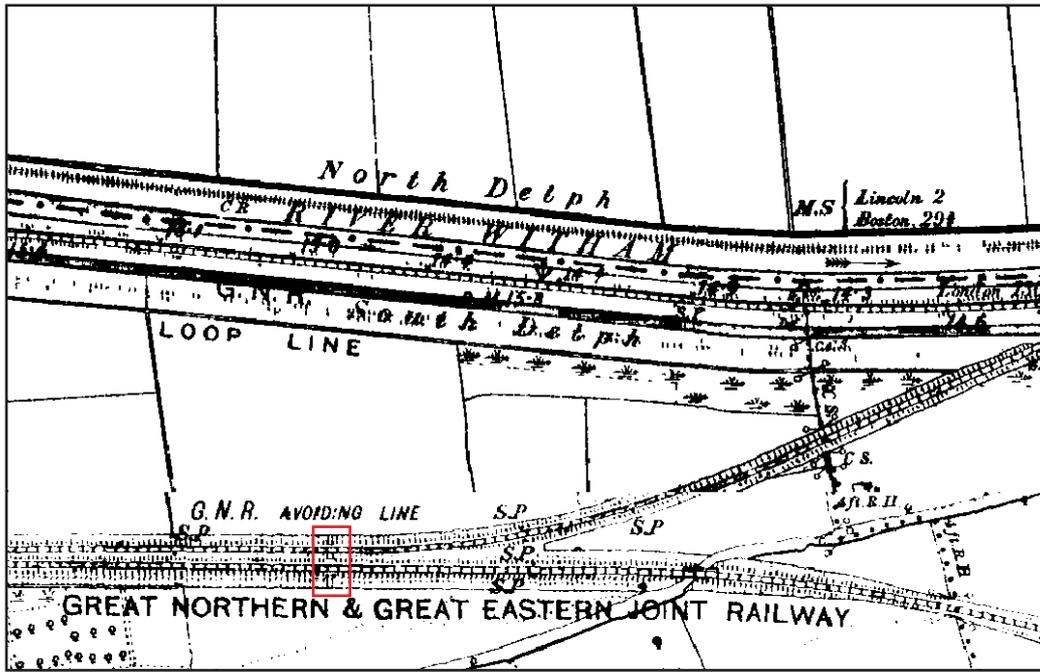
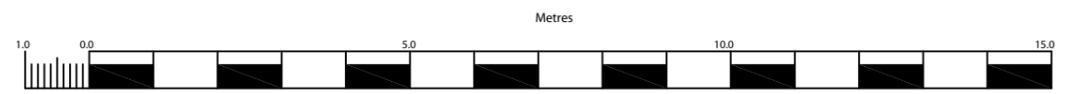
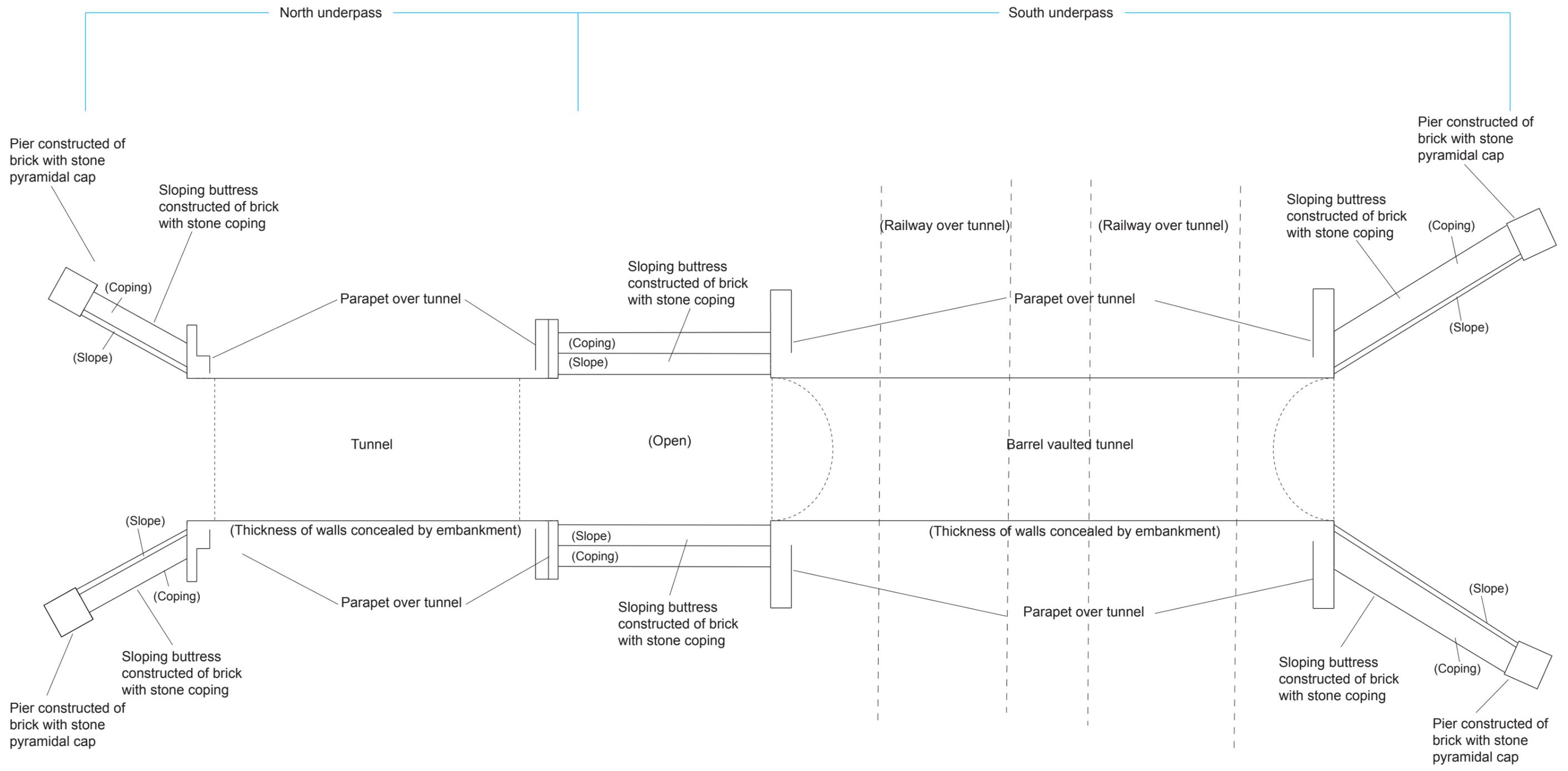
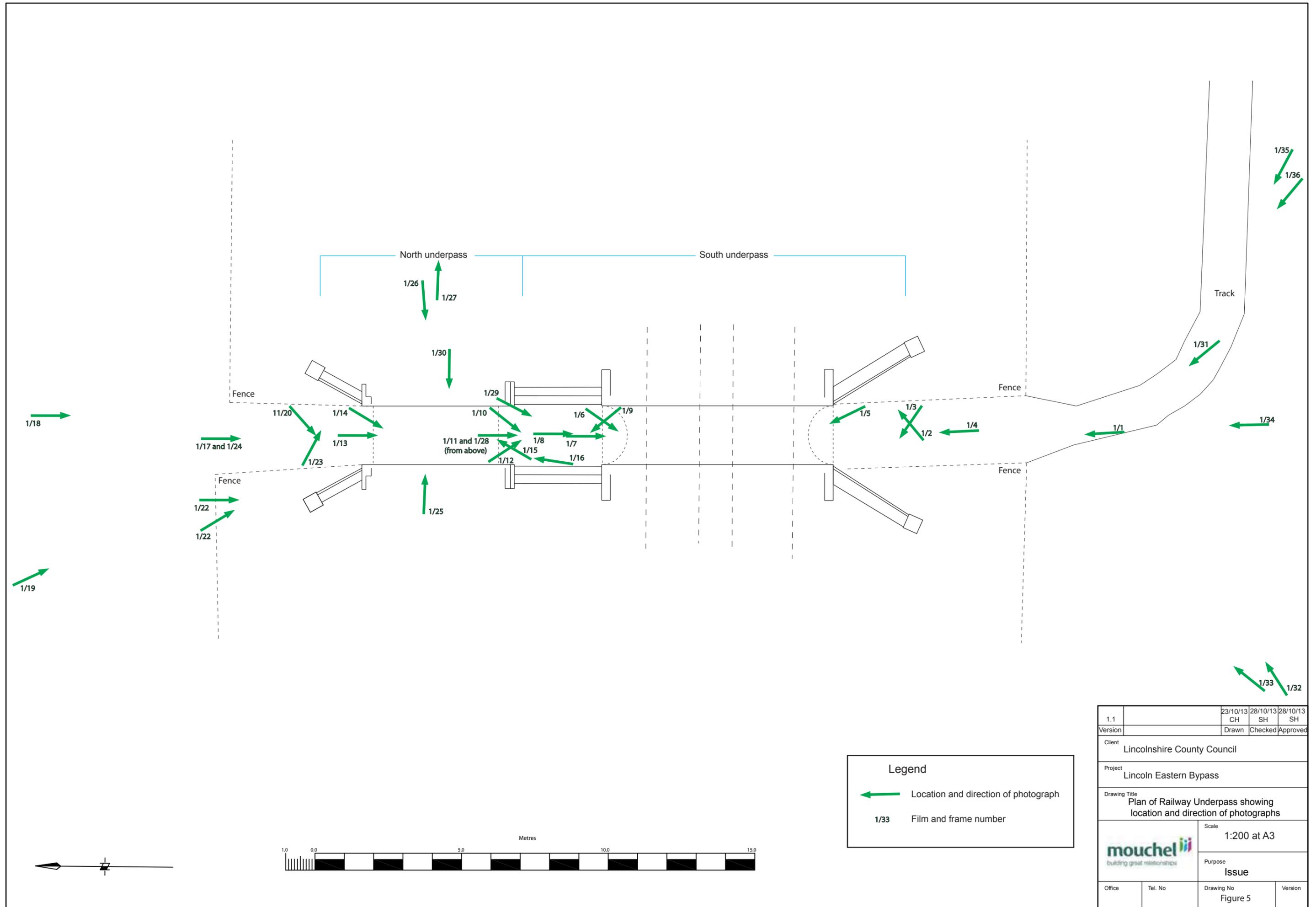


Figure 3: Extract from 1889 Ordnance Survey Map showing underpass



1.1		23/10/13	28/10/13	28/10/13
Version		CH	SH	SH
		Drawn	Checked	Approved
Client	Lincolnshire County Council			
Project	Lincoln Eastern Bypass			
Drawing Title	Plan of Railway Underpass			
		Scale	1:100 at A3	
		Purpose	Issue	
Office	Tel. No	Drawing No	Version	
Wyke	01274 711 930	Figure 4	1.1	



Legend

← Location and direction of photograph

1/33 Film and frame number

1.1		23/10/13	28/10/13	28/10/13
Version		CH	SH	SH
		Drawn	Checked	Approved
Client	Lincolnshire County Council			
Project	Lincoln Eastern Bypass			
Drawing Title	Plan of Railway Underpass showing location and direction of photographs			
		Scale	1:200 at A3	
		Purpose	Issue	
Office	Tel. No	Drawing No	Version	
		Figure 5		

Appendix A: Photograph Record

The following photograph register records the photographs taken in black and white film. The photographs will be deposited with a copy of this report to The Collection, Lincoln (Museum accession code LCNCC : 2013.168 and site code RUW13).

Frame No.	Description	Direction of photograph
1	General view of south underpass	North
2	General view of south-east buttress of south underpass	North-east
3	General view of south-west buttress of south underpass	North-west
4	General view of south underpass	North
5	General view of west internal wall of south underpass	North-west
6	General view of east internal wall of south underpass	South-east
7	General view of interior of south underpass	South
8	View of ceiling in south underpass	South
9	General view of north-west buttress of south underpass	North-west
10	General view of north-west buttress of south underpass	South-west
11	General view of south underpass	South
12	General view of north-east buttress of south underpass	South-east
13	General view of interior of north underpass	South
14	General view of west internal wall of north underpass	South-west
15	General view of east internal wall of north underpass	North-east
16	General view of north underpass and buttresses of south underpass	North
17	General view of north underpass	South
18	General view and setting	South
19	General view and setting	South-east
20	General view of north-west buttress of north underpass	South-west
21	Detail of pier to north-west buttress of north underpass	South
22	General view of north underpass	South-east
23	General view of north-east buttress of north underpass	South-east
24	General view of north underpass	South
25	General view of embankment from former, dismantled railway	East
26	General view of embankment from former, dismantled railway	West
27	General view of embankment from former, dismantled railway	East
28	General view of barrel vault of south underpass	South
29	General view of north-west buttress and existing railway line of south underpass	South-west
30	Detail of stone tiles above underpass in area of dismantled railway	N/A
31	General view and setting	North-west
32	General view and setting	North-east
33	General view and setting	North-east
34	General view and setting	North
35	General view and setting	North-west
36	General view and setting	North-west

Lincolnshire County Council
Historic Environment Team
Building Recording Brief

Railway Underpass, adjacent Washingborough Road
Planning Application Ref: L/0110/13
Grid Reference: TF 00270 70584
Issued: 9th September 2013

Issued by Lincolnshire County Council

This archaeological brief is only valid for a period of six months from issue. Any specification or project design resulting from this brief shall only be considered valid for a period of six months from its issue.

1.1 Notes for the applicant

This document sets out the brief for a historic building recording. A full report shall be prepared, and it is in the developer's interest to ensure the report is to an adequate standard.

This brief should be sent to archaeological contractors/historic buildings specialists as the basis for the preparation of a detailed archaeological project specification. In response to this brief contractors will be expected to provide details of the proposed working methods, timescales and staffing levels necessary to complete the work.

Detailed specifications should be submitted by the applicant for approval by the planning archaeologist. Unless the specification is approved no recording should commence.

A phased approach to fieldwork may be adopted, with one stage leading on to another (if necessary) after each phase is reported upon and reviewed.

Employing an archaeologist is similar to employing a building or plumber; you are free to get several quotations before making your final decision. Details of archaeological contractors may be found on www.archaeologists.net, www.bajr.org or the yellow pages.

The planning archaeologist will require at least ten working days' notice prior to the commencement of the work.

1.2 Notes for the contractor

The contractor's specification should be prepared according to requirements of this brief and the Lincolnshire Archaeological Handbook's section 'Standard Briefs for Archaeological Projects in Lincolnshire' (August 1997, revised 2008/9).

The professional archaeological contractors invited to tender for the work must be able to demonstrate, within their specification or project design, that they can provide sufficient staffing, relevant expertise and the appropriate experience in dealing with technology of the type and nature required in this brief.

Contractors will operate in line with professional Institute for Archaeologists (IfA) guidelines and standards and the IfA Code of Conduct.

The scheme of archaeological works will include, as appropriate, background research, fieldwork, assessment, analysis, preparation of report, publication and deposition of the project archive.

Specifications will be rejected if it is determined that they

- are insufficiently documented,
- do not meet the requirements specified in the brief, or
- the specification fails to demonstrate the archaeological contractor's competence and ability to undertake the project in accordance with the Lincolnshire Archaeological Handbook.

The relevant experience of the project team must be articulated within the specifications. In particular the person leading the project in the field must have significant experience of current building recording methods, theory and safe practice.

The full report including shall be submitted within three months of completion of the fieldwork phase. If this is not possible then the planning archaeologist must be consulted at the earliest possible opportunity.

It is advisable that a copy of the final report should be sent to the planning archaeologist for approval prior to its submission to the Local Planning Authority.

It should be noted that the planning archaeologist will not recommend the discharge any planning conditions until they have approved the report and the archive has been deposited.

An additional copy of the report should be submitted to the curator in a single PDF format.

1.3 Summary of brief

This brief sets out the requirements for the building recording of a railway underpass.

1.4 Site location and description

The site is located in the North Kesteven district on the boundary of parishes Washingborough and Canwick. The site grid reference is TF 00270 70584. The site is a railway underpass approximately 400m from the western edge of Washingborough village and approximately 300m due south of the River Witham.

1.5 Planning background

A planning application has been submitted to Lincolnshire County Council for the Lincoln Eastern Bypass - including the removal of the

railway underpass. This application has been approved subject to conditions. This brief deals with condition 9:

9. (a) *No development shall take place until details of a scheme of historic building recording relating to the Railway Underbridge (site 220) as referred to in Chapter 12, Paragraph 12.6.14 of the Environmental Statement has been submitted to and approved in writing by the CPA. The scheme shall provide a written and photographic record of the structure (as appropriate) and provide a permanent record of the structure in its current condition. The historic building recording works shall thereafter be implemented and carried out prior to the structures demolition, in full accordance with the approved scheme.*
- (b) *A copy of the final report relating to the above shall be submitted within three months of the work to the County Planning Authority for approval (or according to an agreed programme). The material and paper archive shall be deposited with an appropriate archive in accordance with guidelines published in the Lincolnshire Archaeological Handbook.*

1.6 Archaeological and historical background

The railway underpass is located on the parish boundary between Washingborough and Canwick parishes. It is located between the Greetwell Junction and Washingborough Junction on the London & North Eastern Railway. It was constructed during the 19th century.

1.7 Requirement for work

The archaeological research aims and objectives of the project will be clearly stated, and the method statement or specification will demonstrate how these will be met. Appropriate reference will be made to the East Midlands Research Frameworks and strategies or any national period-specific research frameworks.

The recording should be in line with an English Heritage level 2 building survey

- 1.7.1 A full and complete photographic record should be made of the structure and its environs
- 1.7.2 A full written description and analysis should be made of the structure.
- 1.7.3 All photographs should be annotated and linked to a site plan
- 1.7.4 Any phasing should be included in the description and annotated onto plans and elevations.

- 1.7.5 A short history of the site should be compiled using easily available sources.
- 1.7.6 The record should be carried out by a professional historic buildings analyst with experience in industrial structures of this period. Evidence of this experience will be required before approval by the archaeological curator of any specification relating to planning requirements.

1.8 Methodology

In consideration of methodology the following details should be given in the contractor's specification:

- 1.8.1 An agreed projected timetable for the various stages of work (fieldwork and production of report and archive).
- 1.8.2 Details of the staff structure and numbers.
- 1.8.3 Compliance with the relevant Health and Safety legislation and due consideration of site security.

1.9 Monitoring arrangements

The planning archaeologist for Lincolnshire County Council will be responsible for monitoring progress and standards throughout the project and will require at least ten working days' notice prior to the commencement of the work. The planning archaeologist should be kept informed of any unexpected discoveries and regularly updated on the project's progress. Any variations to the specification shall be agreed with the planning archaeologist in writing prior to them being carried out.

1.10 Health and Safety

All work should be carried out in a way that complies fully with the Health and Safety at Work Act 1974.

1.11 Standards

Archaeological contractors should note that the Lincolnshire Archaeological Handbook stipulates basic *methodological* standards. It is considered axiomatic that all contractors will strive to achieve the highest possible *qualitative* standards, with the application of the most advanced and appropriate techniques possible within a context of continuous improvement aimed at maximising the recovery of archaeological data and contributing to the development of a greater understanding of Lincolnshire's historic environment. Monitoring officers will seek and expect clear evidence of commitment to the

historic resource of Lincolnshire, with specifications being drawn up within a context of added value.

1.12 Reporting Requirements

The report content should conform to the minimum standards as defined in Section 15.6 of the Lincolnshire Archaeological Handbook, including:

- 1.12.1 Location plans of the proposed development area at a minimum scale of 1:10 000.
- 1.12.2 Location plans of the area/s which have been investigated.
- 1.12.3 Accurate section and plan drawings, with ground level, Ordnance Datum, vertical and horizontal scales as appropriate.
- 1.12.4 Photographs of the site scanned at a high resolution in colour. Photocopies are not acceptable.
- 1.12.5 The archaeological potential of the proposed development site and its immediate surrounding area.
- 1.12.6 A consideration of the significance of the findings on a local, regional and national basis.
- 1.12.7 A critical review of the effectiveness of the methodology.
- 1.12.8 A complete bibliography of all reference material including sources consulted but not referred to in the text.
- 1.12.9 The online OASIS form <http://ads.ac.uk/projects/oasis> must be completed and the cover sheet included in the report.
- 1.12.10 The following appendices:
 - All specialist reports or assessments.
 - Photographic register.
 - Summary of archive contents, location and date of deposition.
 - Archaeological brief.
 - Any recommendations for further work are the responsibility of the planning archaeologist. The report produced by the contractor, therefore, should not include any written recommendations concerning further works. Should the contractor wish to make recommendations to the planning archaeologist, this may be done in writing, separately from the submitted report.

1.13 Public Dissemination

The deposition of a copy of the report with the Lincolnshire Historic Environment Record and with the planning archaeologist will be deemed to put all information into the public domain, unless a special request is made for confidentiality.

See Chapter 16 of the Lincolnshire Archaeological Handbook for further details.

1.14 Other factors (including contingency)

The specification should make adequate provision in contingency to allow for unexpected finds. The archaeological contractor should provide details of adequate insurance policies. Contingency for unexpected costs e.g. due to more artefacts or ecofacts recovered than expected. This should only be activated after discussion with the planning archaeologist and the client.

1.15 Archive Deposition

The integrity of the site archive should be maintained. All finds and records should preferably be properly curated by a single organisation, and be available for public consultation. The archive should be deposited within six months of the completed project or prior to the request for discharge of any relevant planning condition. Under PPS5 HE12.3 planning conditions should not normally be discharged until archiving is complete.

The archive consists of all written records and materials recovered, drawn and photographic records, including a single copy of the final report. It will be quantified, ordered, indexed and internally consistent. It should also contain site matrices, a site summary and brief written observations on the artefactual and environmental data. **An accession number must be drawn prior to the commencement of archaeological works. An expected archive deposition date should also be included, this should be applied for at the same time as the museum accession code and site code. This is a compulsory requirement for the specification.**

If the receiving museum is to be The Collection, Lincoln then the archive should be produced in the form outlined in that museum's document 'Conditions for the Acceptance of Project Archives', Chapter 16 in the Lincolnshire Archaeological Handbook.

1.16 Useful contact details

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Lincolnshire County Council Planning Archaeologist
Development Directorate
Historic Environment Team
Unit 16 Witham Park House
Waterside South
Lincoln LN5 7JN
01522 550382
Karen.Waite@lincolnshire.gov.uk

Adam Daubney
Lincolnshire County Council Finds Liaison Officer
Address as above.
01522 552361
Adam.Daubney@lincolnshire.gov.uk

Museum/Archives
The Collection
1 Danes Terrace
Lincoln
LN2 1LP
01522 550961
www.thecollection.lincoln.museum

English Heritage – East Midlands Region
01604 735400
www.english-heritage.org.uk

1.17 Planning and Archaeology

There is a presumption in favour of preservation in situ of all important archaeological remains, whether they are designated or not. The National Planning Policy Framework, section 12 para. 141 states 'Local planning authorities should make information about the significance of the historic environment gathered as part of the plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact and to make this evidence (and any archive generated) publicly accessible. However the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.'