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**ARCHAEOLOGICAL EVALUATION
AT THE STATION YARD,
STATION ROAD,
STAMFORD,
LINCOLNSHIRE**

Work Undertaken For
Jelsons Ltd

October 1994



A P S
ARCHAEOLOGICAL
PROJECT
SERVICES

LINCOLNSHIRE
COUNTY COUNCIL
17 OCT 1994
CITY AND COUNTY
MUSEUM

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1. SUMMARY

An evaluation was undertaken to determine the archaeological implications of proposed development at the Station Yard, Station Road, Stamford, Lincolnshire. Several archaeological sites and findspots are located in the vicinity of the yard.

Evidence for prehistoric activity in the area is virtually absent, probably genuinely so. Ermine Street, a major Roman road, crosses the River Welland a little west of the investigation area. While no Romano-British occupation site is known at that location, a mosaic floor and funerary remains have been found in the town of Stamford itself.

Wothorpe Road, which bounds the proposed development site on the east, probably formed the early Saxon route to the town, leading down to the likely location of the first Saxon river crossing. Settlement at that time perhaps grew up around the bridgehead. Part of the northern bank of the river was fortified by the Danes in the ninth century but, in 918 AD, the town submitted to Edward the Elder and a new fortification was built south of the river. This new defensive establishment may have been located on the investigation area and a Late Saxon ditch has previously been identified in the same vicinity. However, the preferred location is a little to the east, astride High Street St. Mary's.

A castle was raised and walls were erected around the town on the north bank of the river in the medieval period (1066-1500 AD). Several religious houses were founded outside the town walls. One of these, a Benedictine nunnery, was built on the investigation site in 1155. Around this religious house and associated cemetery was a precinct boundary, with a gate on Wothorpe Road, towards the northeast corner of the investigation area. Dissolved in 1536, the nunnery precinct subsequently became part of the Burghley House estates and was excluded from development. Buildings, located near the west end of the investigation area, were mapped on the site in about 1600 and 1773. At this latter

date, the site was divided by a north-south trackway, located immediately east of the buildings. By 1839 the structures on the area were functioning as a farm. Remains of the nunnery, including several graves, were revealed during building of the railway in 1846-8. Construction of the Station Yard, as part of the railway complex, also occurred at this date.

It was anticipated that, by virtue of the proximity of these sites and findspots, the area could fall within a zone of medieval activity of probable religious nature. The development could affect related deposits and, in consequence, thirteen trenches were excavated to test for the presence and survival of archaeological remains.

Natural limestone and ironstone bedrock were the lowest levels encountered. Undated archaeological deposits, represented by ditches and pits, developed over these.

During the mid nineteenth century, industrial activity served to remove topsoil and upper subsoil layers, at the same time truncating the undated deposits. This activity, represented by layers of redeposited limestone and ironstone, tarmac surfaces, walls and the remnants of foundations for industrial apparatus, was dismantled during this century. The investigation area has not been developed since that time.

2. INTRODUCTION

2.1 Planning Background

Archaeological Project Services were commissioned by Jelson Ltd, to undertake an archaeological evaluation of Station Yard, Station Road, Stamford, Lincolnshire. This was in order to determine the archaeological implications of proposed development at the site, as detailed in planning application SK.94/0490/69/19. This evaluation was undertaken in accordance with a brief set by the South Kesteven Community Archaeologist.

2.2 Topography and Geology

Stamford is situated 63km south of Lincoln and 17km northwest of Peterborough in the southwest corner of the county of Lincolnshire (Fig. 1). Located in South Kesteven District, Stamford lies on the north and south banks of the River Welland, close to the confluence with the Gwash which provides the eastern boundary of the town.

Stamford sits in a narrow valley cut in the Lower Lincolnshire Limestone. Upper Lincolnshire Limestone and the overlying Great Oolite form the northern valley sides. In contrast, the southern part of the town, including the proposed development area, is located on a solid geology of Lower Lincolnshire Limestone (Inferior Oolite). Remains of a River Terrace and recent alluvium fill the valley bottom (Anderson 1982, 1).

Situated in the civil parish of St. Martin Stamford Baron on the south side of the Welland, the Station Yard lies at a height of c. 25m OD. Centred on National Grid Reference TF029067, the proposed development site covers approximately 2 hectares and is located c. 500m south of the town centre defined by All Saints parish church (Fig. 2).

Local soils are the Denchworth Association wet clayey (pelostagnogley) soils (Hodge *et al.* 1984, 155) and Fladbury 1 Association pelo-alluvial gley soils, developed on clayey alluvial subsoils (*ibid.*, 194).

2.3 Archaeological Setting

Prehistoric activity is virtually unknown in the area. Moreover, intensive archaeological study of Stamford would suggest that this rarity of evidence genuinely reflects limited use of the area in the prehistoric period.

Passing over the Welland just west of Stamford is Ermine Street, a major Roman highway. Such an arrangement, where a land route crossed a watercourse, frequently provided the focus for the establishment of Roman military

works or civilian settlement. While no such occupation is known at that location, a Roman cemetery and crematorium have been identified near the town centre, while a mosaic floor was observed close to the present bridge. These finds possibly indicate that the Romano-British presence at Stamford was of ceremonial nature.

Saxon settlement probably originated around the George and Lammas Bridges, the likely site of the first Saxon river crossing. Immediately east of the proposed development area is Wothorpe Road, which leads down to this bridging point and which probably formed the main route to the town from the south during the earlier Saxon period.

Before the end of the 9th century the north bank of the river was fortified and Stamford was made one of the Five Boroughs of the Danelaw. In AD 918 the town submitted to Edward the Elder, bringing the Danish military rule to an end. By order of the king, a new *burh* was built on the south side of the river, though the exact position of this Saxon fortification is uncertain. A situation astride High Street St. Martin's is generally considered the most probable location, though the area later occupied by St. Michael's Nunnery, has been postulated as an alternative. This latter location encompasses the proposed construction area. Moreover, a ditch of apparently Late Saxon date, perhaps part of the defences of the Edwardian *burh*, was encountered during excavations on Station Road, in the immediate vicinity of the Station Yard.

A mint was established in the town towards the end of the 10th century. At about the same time a major pottery industry developed. Producing high-quality ceramics, this industry flourished until at least the thirteenth century.

Stone walls, perhaps replacing an earlier wooden circuit, were erected around the northern part of the town in the mid-thirteenth century. The present investigation area lies south, across the river from the medieval walled town.

Religious houses were founded outside the

town walls. On the north side of the river were the Augustinian, Dominican, Franciscan and Carmelite Friaries. However, south of the river, and occupying the western part of the investigation area, was the Benedictine Nunnery of St. Michael, founded in 1155 and dissolved in 1536. Cartographic evidence reveals that the whole of the proposed development site is confined within the limits of the nunnery precinct. A gateway to this enclosure opened out on to Wothorpe Road, in the proximity of the northeast corner of the present investigation site.

Following the dissolution, St. Michael's Nunnery was acquired by the Cecils of nearby Burghley House. Although the nunnery precinct was not made available for building, a farm occupied the site of the original ecclesiastical structures from 1839, and maybe at least as early as 1773. These farm buildings may have incorporated remains of the religious establishment.

Remains of St. Michael's Nunnery were revealed during construction of the railway in 1846-8. At the same time, Station Road was cut through to provide access to the railway facilities (Archaeological Project Services 1994).

3. AIMS

The aims of the evaluation were to locate archaeological deposits and determine, if present, their extent, state of preservation, date, type, vulnerability, documentation, quality of setting and amenity value. The purpose of this identification and assessment of deposits was to establish their significance, in order to facilitate recommendations for an appropriate strategy that could be integrated with any proposed development programme.

4. METHODS

Thirteen trenches were opened (Fig. 4) and selected deposits partially or fully excavated by hand to determine their nature and to retrieve

artefactual material. Trenches C and L were positioned to investigate, respectively, a north-south boundary depicted on Murray's 1773 map of the area and the approximate location of the gateway to the nunnery precinct, recorded on Speed's map of c. 1600. The other trenches were located to provide sample coverage of the entire development site in order to evaluate the potential survival of archaeological deposits and features across the area.

Every trench was opened by machine to the surface of undisturbed archaeological layers, which were then cleaned and excavated by hand. During machine opening of Trench K, several electricity cables and water pipes were encountered. As a result, work on this trench was abandoned. In addition, attempts were made to open two further trenches. However, at their locations, the hard standing of the ground surface proved particularly intractable. Consequently, the attempt to excavate these trenches was aborted. A sounding, to a maximum depth of c. 2.3m below the present ground surface, was excavated by machine in Trench L. Recording of deposits encountered during the evaluation was undertaken according to standard Archaeological Project Services practice.

5. ANALYSIS

Finds recovered from the deposits identified in the evaluation were examined and a period date was assigned where possible. Records of the deposits and features recognised during the evaluation were also examined. Phasing was assigned based on artefact dating and the nature of the deposits and recognisable relationships between them. A stratigraphic matrix of all identified deposits was produced. A total of four phases was identified during the evaluation:

- Phase 1 Natural deposits
- Phase 2 Undated deposits
- Phase 2 19th/20th century deposits
- Phase 3 Modern deposits

5.1 Phase 1 Natural deposits

Limestone and ironstone occurred as natural deposits across the evaluation area. The limestone was observed in Trench L only, occurring at 21.09m O.D. Elsewhere, ironstone was encountered throughout, and occurred at northern end of the area at 24.19m O.D., dipping slightly in the centre of the site at 23.93m O.D. and rising again towards the southern end of the site to 25.50m O.D.

Comparison of these levels would suggest that the ironstone is probably a localised deposit overlying oolitic limestone. The ironstone was overlain by a thin layer of red/yellow sandy soil, which represents the base of the C horizon (see appendix 3 for a full description). No evidence was found for the survival of either the A or B horizons (topsoil and upper subsoil).

5.2 Phase 2 Undated deposits

Cutting into the natural deposits in trenches C, F and H, were undated archaeological remains. Interpretation is necessarily restricted due to these features being observed in section only.

Exposed in the southeast facing section of trench C (Fig.5) were seven cut features. Truncating the natural deposits at the southern end of the trench was a broad linear cut (6) at least 2.88m wide by 0.37m deep, although the southern extent was difficult to define. This feature has been tentatively interpreted as either a heavily eroded ditch or hollow way.

Approximately 2m to the north of linear cut (6), and also cutting into the natural deposits, was a feature (80) 0.64m wide by 0.43m deep. Containing a clayey sand over a primary fill of silty clay, this feature has been interpreted as a pit or small gully.

Truncating (80) to the north was a possibly linear feature 2.33m wide by 0.40m deep (as exposed), filled by a sandy clay. This feature (61) has been interpreted as a ditch.

Cutting through the top of (61) was a possibly

linear feature (59) 1.68m wide (as exposed) by 0.47m deep, filled by two layers of clayey silt. This feature has been interpreted as a ditch, possibly a recut of ditch 61.

Truncating the southern side of features (59) and (61) and the top of (80), was a shallow cut 0.60m wide by 0.38m deep, filled by two layers of clayey silt. This feature (55) has been interpreted as a pit or small gully.

North of (59) and cutting through the northern edge of (61) was a broad cut at least 3.30m wide by 0.59m deep. The southern extent of this feature (67) forms a shallow ledge c. 0.10m deep and 1.70m wide. The northern edge of (67) extended beyond the limit of the evaluation trench. This cut has been interpreted as a ditch.

Cutting through the southern side of both (55) and (80) was a deep, steep-sided feature, 0.74m wide by 0.74m deep (as exposed), containing a primary fill of clayey silt. The southern top edge of this feature was shallow with a gradual slope extending for 0.29m, before becoming steep. This cut (52) has been interpreted as a posthole.

Exposed in each of the longitudinal sections of trench H, cutting into natural deposits, was a broad vertically sided cut (103) 1.50m wide by 0.90m deep. This feature has been interpreted as a pit.

In trench F, cutting into the natural deposits, was a severely truncated feature (68) 1.05m wide by 0.33m deep, of indeterminate form and function. Truncating this from the south was (39), one of three similar equidistantly placed linear cuts aligned east to west, (31, 37 and 39), c. 0.60m wide by 0.37m deep. Each of these features had primary and secondary/tertiary clay fills and have been tentatively interpreted as gullies.

Phase 3 19/20th century deposits

All the trenches (except L) contained evidence for a horizontal cut (84), that extended beyond the limit of each trench (Fig.5). An actual

edge to this feature was not observed, and it appears to extend across the entire site. This feature has been interpreted as the result of systematic clearance of the site, and truncates the undated features described above. This cut is overlain by a deposit of limestone rubble (30) *c.* 0.30 - 0.40m thick, which, with the exception of trench L, also appears in each trench.

In trench D three masonry structures (77, 78 and 79), were exposed (Figs. 6 and 7). Feature (77), aligned northeast to southwest, was 19.50m long by 1.20m deep by 0.50m wide (as exposed) and continued to the northeast, beyond the limit of the evaluation trench. Structures (79) and (78) were set at right angles to and keyed into the northwestern face of (77). Feature 79 was located at the southwest end of 77, while 78 was situated 4.7m to the northeast. Each structure utilised regular courses of single faced limestone blocks *c.* 0.53m by 0.17m in extent, set on a stepped limestone foundation, bonded together by yellow sandy mortar. Limestone rubble infill provided the core of these structures, which are interpreted as walls.

Overlying structures (77) and (78) was a layer of black coal and tarmac (100), 3.90m long by 1.20m wide (as exposed). This has been interpreted as a deliberately dumped deposit.

In trench E, cutting through the limestone layer (30), were two linear cuts *c.* 1.00m wide by 0.80m deep (92) and (94). Present within the base of each cut was a disused electricity cable. In consequence, these features are interpreted as service trenches.

Cutting through (30) in trench F was a cut feature (101), *c.* 1m wide by 0.21m deep, containing limestone rubble that was stained black. Aside from the black staining there was no discernible difference between the fill of (101) and layer (30). This cut has been interpreted as a soak-away.

In trench G (Fig. 8), cutting through the limestone rubble layer (30), was a circular cut (43), 4.19m diameter by 0.78m deep (as

exposed). Set within the edge of (43) was a circular arrangement of bricks (48), comprising two courses, 0.46m wide, laid on edge. Within the centre of the circular cut (43) was a rectangular arrangement of bricks (49), 0.92m long by 0.91m wide. This feature has been interpreted as the remnants of a locomotive turntable. Sealing both (48) and (49), and filling the remainder of cut 43, was a tertiary deposit of sandy silt (26) containing inclusions of tarmac, limestone, granite, brick and a railway sleeper.

Within each trench, except for L, was a layer of degraded coal/tarmac (15), *c.* 0.20m - 0.30m thick. This overlay the features described above (except in trench D where it butted against the masonry structures), and the deposit of limestone rubble. Set within this deposit are alignments of railway sleepers. Forming the present ground surface, this layer extends north and east from trench D but does not reach as far north as trench L. This layer has been interpreted as a hard standing surface.

Phase 4 Modern deposits

Within trenches A and B, overlying the degraded coal/tarmac layer, was a deposit of silt, (86) and (89) respectively, *c.* 0.30m thick, containing moderate inclusions of sand and limestone fragments. This was sealed by a layer of silty clay (85) and (88) respectively, *c.* 0.20m - 0.30m thick, which formed the present ground surface. Each of these deposits are interpreted as being deliberately dumped.

Above the clearance cut (84) in trench C, was a layer of silt (3), 0.34m thick, containing moderate to frequent inclusions of sand, limestone and ironstone fragments (Fig. 5). This was sealed by a deposit of fine sandy gravel (2) 0.33m thick, containing occasional lenses of dark ashy soil. Deposit (2) was in turn sealed by a layer of laid roughly squared granite blocks (1) *c.* 0.10m thick. These granite blocks are interpreted as an external paved area, set on make-up layers (2) and (3).

In trench D, overlying both the walls (described above) and coal deposit (15) was a

hard, compact layer of crushed granite chippings set in a matrix of clayey silt (76), c. 0.20m thick. Extending for c. 10-15m to the southeast, northeast and northwest of the trench, this deposit has been interpreted as a laid hard standing surface.

Exposed in trench L was c. 1.30m of modern soil deposits containing fragments of springs, plastic, bicycle parts, butchered cow and sheep bones and sparse pottery fragments overlying oolitic limestone. These deposits are interpreted as being dumped refuse.

6. DISCUSSION

Natural deposits of oolitic limestone were encountered (phase 1). These were overlaid by a layer of ironstone, believed to be a localised deposit. Above the ironstone was a thin patchy layer of brown silt, which is all that remains of the subsoil.

Dating from c. 1600, John Speed's *Plan of Stamford*, shows that the evaluation area was occupied by the precinct of the Benedictine Nunnery of St. Michael. Although this plan shows buildings within the area evaluated, no evidence for these was found. The undated archaeological deposits recorded in trench C may be associated with precinct activities, but as further interpretation of these features is not possible, their function remains indefinable.

William Murray's 1773 *Map of St. Martin's Parish* depicts a highway which formed the western boundary of Nuns Grounds, an area of agricultural land, the nunnery having been dissolved in 1536. The line of this track has been preserved by the present eastern boundary of the High School. Trench C was positioned so as to detect any surviving part of this highway, where it traversed the evaluation area.

A wide, shallow ditch (6) was observed at the southern extent of the southwest facing section of trench C (phase 2). It is possible that (6) represents the highway depicted on Murray's map. However, no evidence for a metalled

surface was found. Consequently, the route may have been a hollow way, rather than a paved road or metalled track.

Too little survives of the cut feature (68) in trench F to permit valid interpretation. Within the same trench were three linear gullies (31, 37 and 39). Of indeterminate function, these features were subsequently backfilled with clay. This backfilling contrasts with the silting of the other undated features. Therefore, although these gullies have been consigned to phase 2 along with the other undated remains, it is possible that they actually constitute part of the phase 3 industrial activity.

Large scale industrial activity (phase 3) occurred on the site during 1846-8 when construction works were in progress for a railway goods yard (the extent of which forms the limit of the evaluation area).

These works dramatically altered the topography of the area when the land was mechanically cleared. Evidence for this clearance took the form of a horizontal cut (84) that was observed throughout the evaluation area, except in trench L. Only the very base of the C horizon remained intact beneath this truncation level, showing that the clearance had entirely removed the topsoil/ploughsoil and subsoil.

By implication, this process has also removed any archaeological features preserved within these strata, including building remains, along with any original topographical features. This can be illustrated by the fact that five stone coffins, human skeletal remains, an inscribed coffin lid, building foundations, masonry fragments, glass fragments and a small jet crucifix were recovered during the original railway construction works (RCHME 1977, 32).

Subsequent to the clearance, a layer of limestone rubble (30) was dumped across the entire area (except the extreme northern part of the site), probably to create a solid and stable surface, upon which the goods yard was built.

Within trench F a soak-away (101) was recorded. No discernible difference could be detected between the fill of this soakaway and the limestone rubble dump (30). It is likely therefore, that the soak-away was dug at the same time as the clearance (84). The black staining noted on the limestone fragments is due to residues from the coal/tarmac layer (15) being washed down by rainwater, and then being channelled through the soak-away.

At the south end of the site, in the area of trenches A, B and C, the effects of the clearance cut were less extreme. In addition to allowing the survival of archaeological features in trench C, this also left a raised area approximately 1m higher than elsewhere. Communication with British Rail staff revealed that this area was previously used for loading and unloading livestock on to and off rail transport. A hard standing granite block surface (1) observed in trench C may have constituted this loading area.

Recorded in trench D (Figs. 6 and 7), masonry structures (77, 78 and 79) are identifiable with buildings shown on a plan of the area. This map, which accompanied the deeds to the land, records the buildings as a grain shed and stable. Masonry structure (77) would have formed the northwestern side of the grain shed and (78) and (79) would have comprised the side walls of the stable. These buildings were later demolished to ground level. Black soil (100) appears to have been dumped up against (77) and (78), although whether this occurred when the structures were originally built, when they were extant or during their demolition, is not certain.

Cable trenches recorded in trench E (92) and (94), probably represent part of the original insertion of electricity services after the goods yard was built.

Within trench G was a railway turntable (Fig. 8). This area of the trench is located over a railway line that extends north from the grain shed discussed above. Circular and rectangular arrangements of bricks (48 and 49 respectively) would have supported the

turntable mechanism. Upon disuse, the turntable was dismantled and the resulting void was backfilled with mixed material (26).

The layer interpreted as a hard standing surface (15) was almost certainly deposited when the railway goods yard was constructed, as is evidenced by the alignments of railway sleepers set within it. Where this layer occurs in trench D, it was seen to butt up against walls (77) and (78). This may provide additional evidence that the hardstanding is contemporary with the original construction of the goods yard, whereby once the shed and stable had been constructed (and presumably the other structures as well), the surface was laid, and would necessarily have to butt against any pre-existing buildings.

Recorded in trenches A and B were two dumped layers (86 and 89) and (85 and 88), overlying the remnants of the hardstanding (15). These trenches are located at the southern end of the evaluation area where the tracks leading to the goods yard branched off from the main Stamford to Leicester railway line. It is possible that the layers recorded within the two trenches were dumped across the area once the goods yard was dismantled and the tracks removed.

Providing the modern ground surface in the general area of trench D was a layer of granite chippings (76). This layer was crushed into the upper surfaces of each of the demolished walls in this trench.

Within trench L was 1.30m of deposits containing modern debris including a small quantity of animal bone. This trench is located over a building, now demolished, and it is likely that the trench exposed deposits filling a cellar, although no evidence for a cellar was actually found.

7. ASSESSMENT OF SIGNIFICANCE

For assessment of significance the *Secretary of State's criteria for scheduling ancient monuments* has been used (DoE 1990, Annex 4; see Appendix 4).

Period:

Undated deposits and nineteenth century deposits of an industrial nature were recorded on the proposed development site. The nineteenth century deposits are characteristic of early railway developments in Britain.

Rarity:

Industrial deposits of this nature are not uncommon, and many examples of this type of site exist.

Documentation:

Records of archaeological sites and finds made in the Stamford area are kept in the Lincolnshire County Sites and Monuments Record and the files of the South Kesteven Community Archaeologist. Synopses or syntheses of the historical and archaeological evidence have previously been produced. In particular, a site-specific summary and assessment was compiled to precede the fieldwork reported here.

Group value:

Moderately low group value is inferred through the absence of other contemporary archaeological deposits. Proximity to an associated railway station enhances the group value slightly.

Survival/Condition:

Large scale development of mid-19th century date has largely removed earlier deposits, consequently, the standard of survival of medieval and post-medieval deposits is very poor.

Fragility/Vulnerability:

As the proposed development will impact the investigation area into natural strata, any and all archaeological deposits present on the site are extremely vulnerable. In particular, undated archaeological deposits, truncated by nineteenth century industrial activity, survive within 0.4m of the present ground surface.

Diversity:

Moderately low functional diversity is indicated by the industrial activity.

Potential:

Potential is very low that any remains, associated with the important medieval religious foundation, survive in the area of proposed development.

7.1 Site Importance

In summary, the criteria for assessment have established that the remains of the 19th century transportation establishment are of limited local importance. As such, archaeological deposits present on site cannot be expected to significantly enhance the understanding of the origins and development of Stamford.

8. OPTIONS FOR FURTHER WORK

In consideration of the results of the evaluation, several options for further work suggest themselves as most worthy of attention.

8.1 Rescue Priorities

All traces of the medieval nunnery that previously occupied the site seem to have been removed, consequently, there are no deposits related to the religious house that require preservation by record.

Although remains of the mid-19th century rail yard will be affected by the proposed development, there are many other extant examples of such transport network facilities of the same date. Moreover, the Station Yard has been recorded cartographically. In consideration therefore, there is limited necessity for recording this example when numerous others survive.

8.2 Research Priorities

Erasure of the remains of the medieval nunnery that formerly was located in the area eliminates the possibility for archaeological research into the religious foundation.

Remains of the railway yard may afford some industrial archaeology research possibilities.

However, Stamford is one of many railway stations built in Lincolnshire in the mid-19th century (Wright 1982, 127-134) and, consequently, such opportunities for research into the nascent rail transport systems are provided by a number of other sites.

9. EFFECTIVENESS OF TECHNIQUES

The strategy of using trial trenches to locate and evaluate archaeological deposits was, on the whole, effective. For the most part, relatively modern deposits, associated with the construction of the railway in the mid-19th century, lay directly on natural bedrock. No deposits that could be related to the religious house, known to have previously occupied the site, were recognised. In consequence, the trial trenching established that medieval and later deposits had largely been removed and replaced by relatively modern make-up and construction layers.

10. CONCLUSIONS

This investigation identified the presence of undated archaeological deposits and nineteenth century remains.

Undated archaeological deposits occur within the southern, central and eastern portions of the investigation area. A ditch, recorded in trench C (Fig. 5), possibly represents the boundary shown on Murray's 1773 *Map of St Martins Parish*. However, the other undated archaeological deposits have no clear associations with other cartographic evidence studied.

These deposits are truncated from above by systematic clearance of the site which occurred during 1846-8, when a railway goods yard was constructed. Archaeological activity which can be associated with this goods yard takes the form of masonry walls for a grain shed and stables, disused services (electricity and water), hard standing surfaces and a dismantled locomotive turntable.

No evidence for the Benedictine Nunnery of St Michael, known to have previously occupied the southern part of the investigation area, was encountered during the evaluation.

11. ACKNOWLEDGEMENTS

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12. PERSONNEL

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Senior Supervisor: Mark Dymond
Site Assistants: Karen Jones, Nicola Matson, Fiona Walker
Finds Processing: Denise Buckley
Illustration: Denise Buckley,
Post-excavation Analyst: Mark Dymond

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14. ABBREVIATIONS

Department of the Environment publications
are indicated by the initials 'DoE'.

The Royal Commission on the Historical
Monuments of England is cited as 'RCHME'.

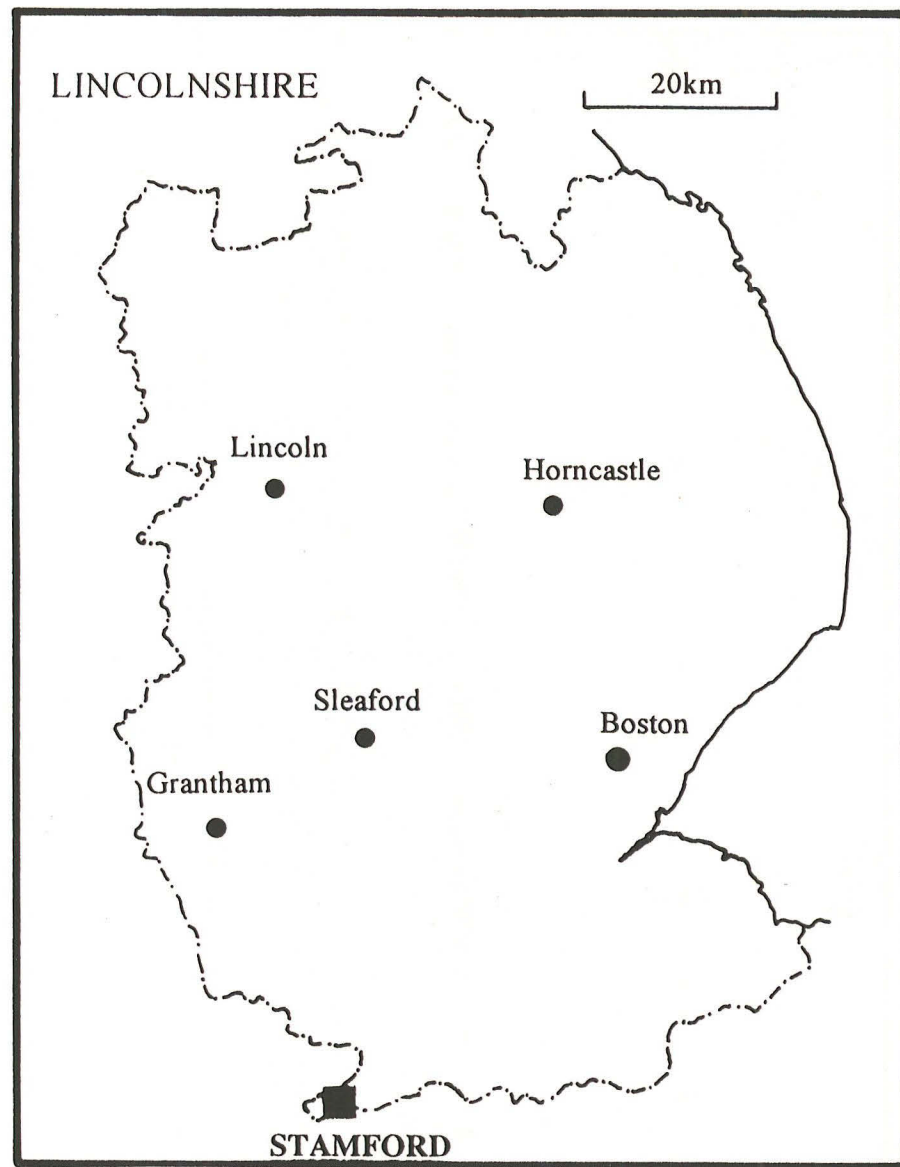
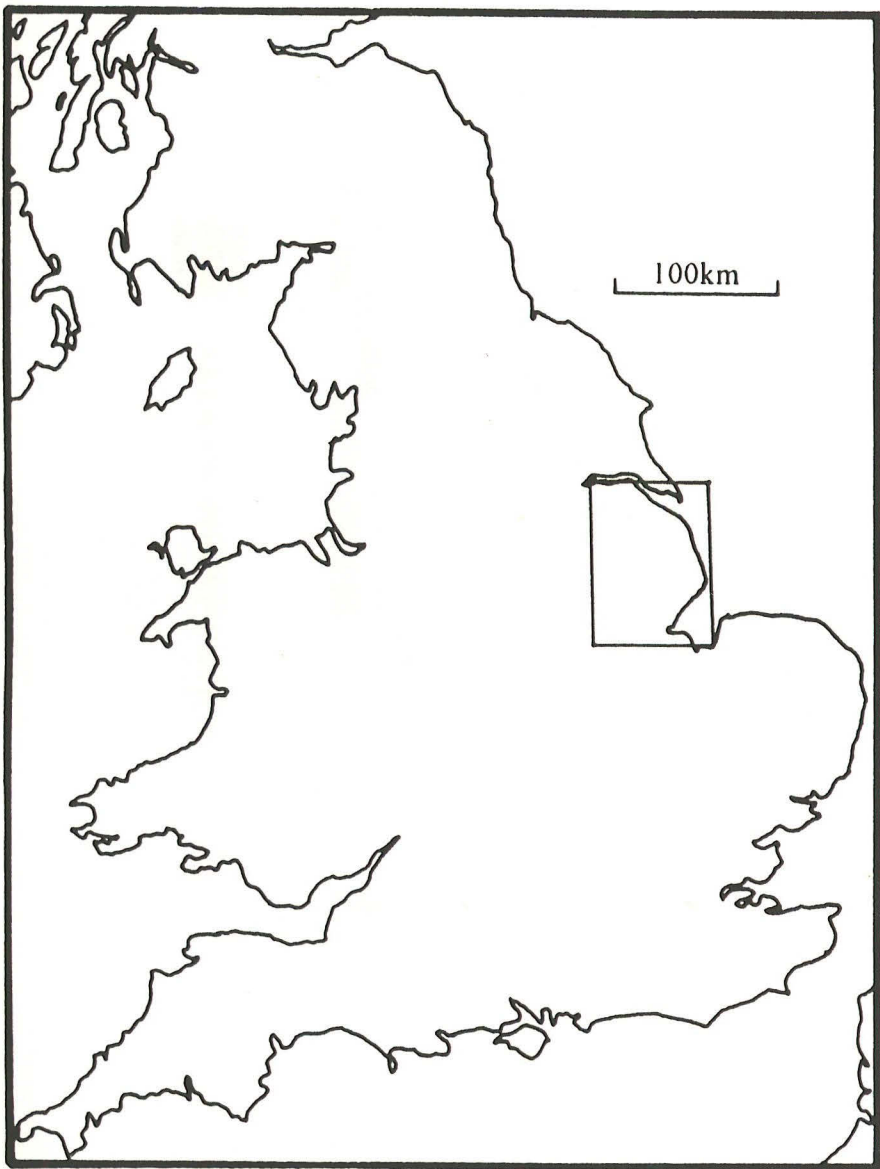


Fig. 1 General Location Plan

Fig. 2 Site Location Plan

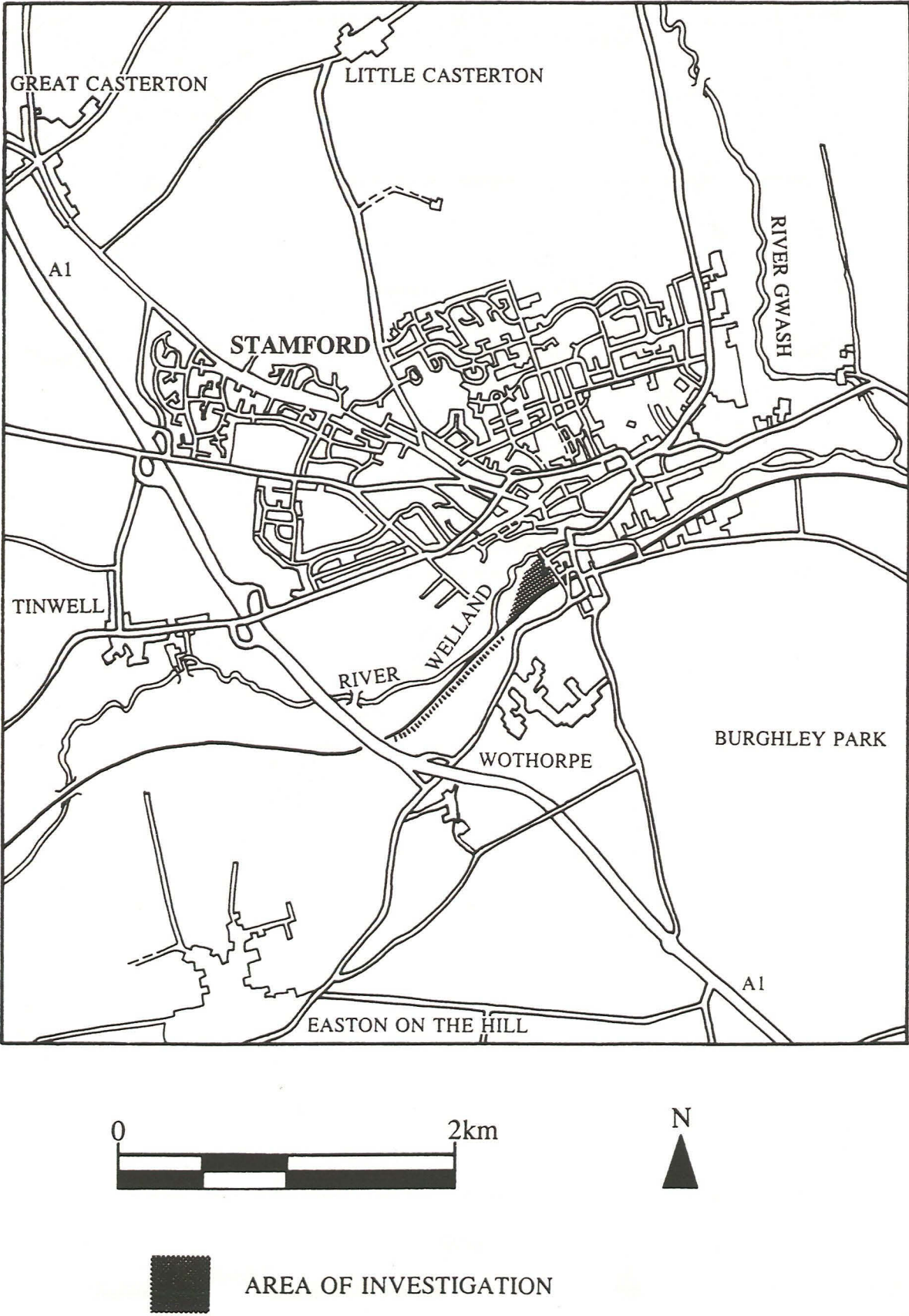
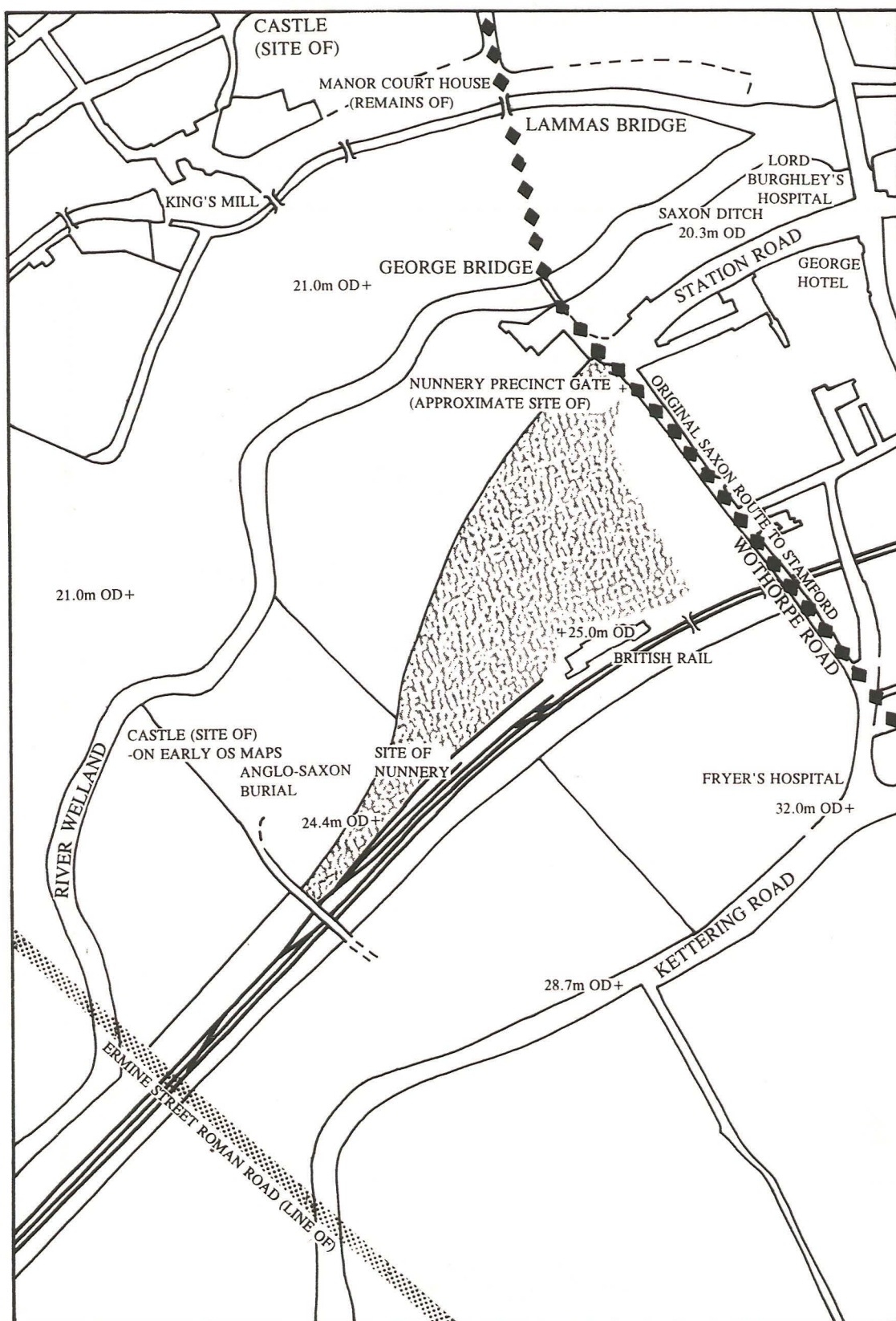


Fig. 3 Immediate Vicinity of Site, with Archaeological Detail



22.0m OD+

GROUND SURFACE HEIGHTS



AREA OF INVESTIGATION

Fig.4 Trench Location Plan

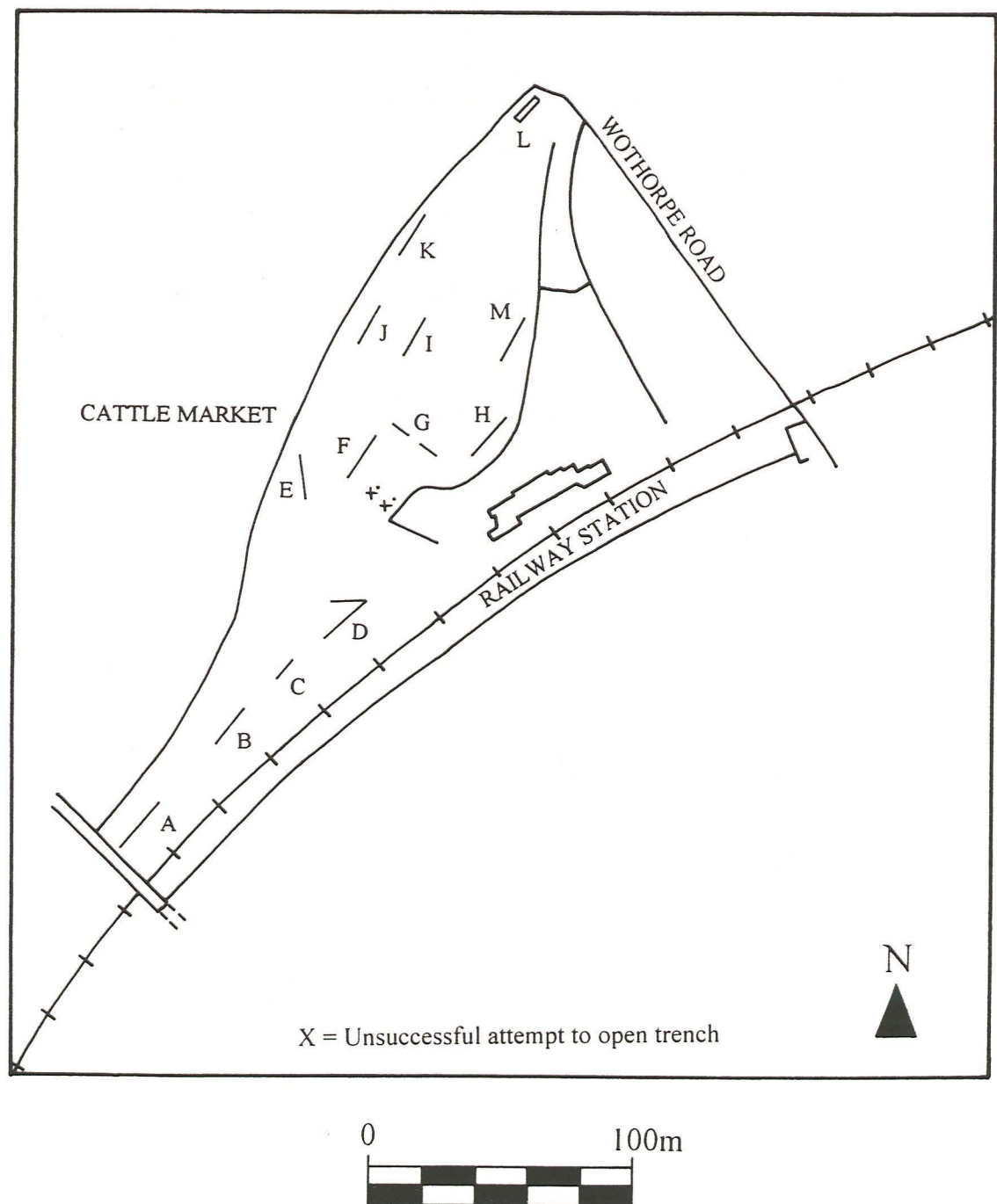


Fig.5 Southeast Facing Section Through Trench C

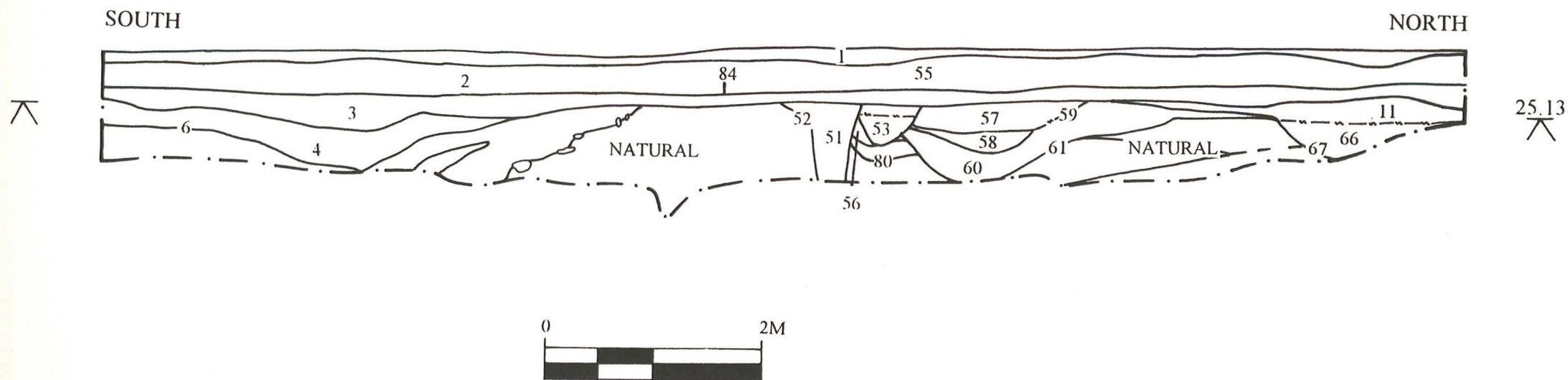


Fig.6 Trench D Plan Showing Walls

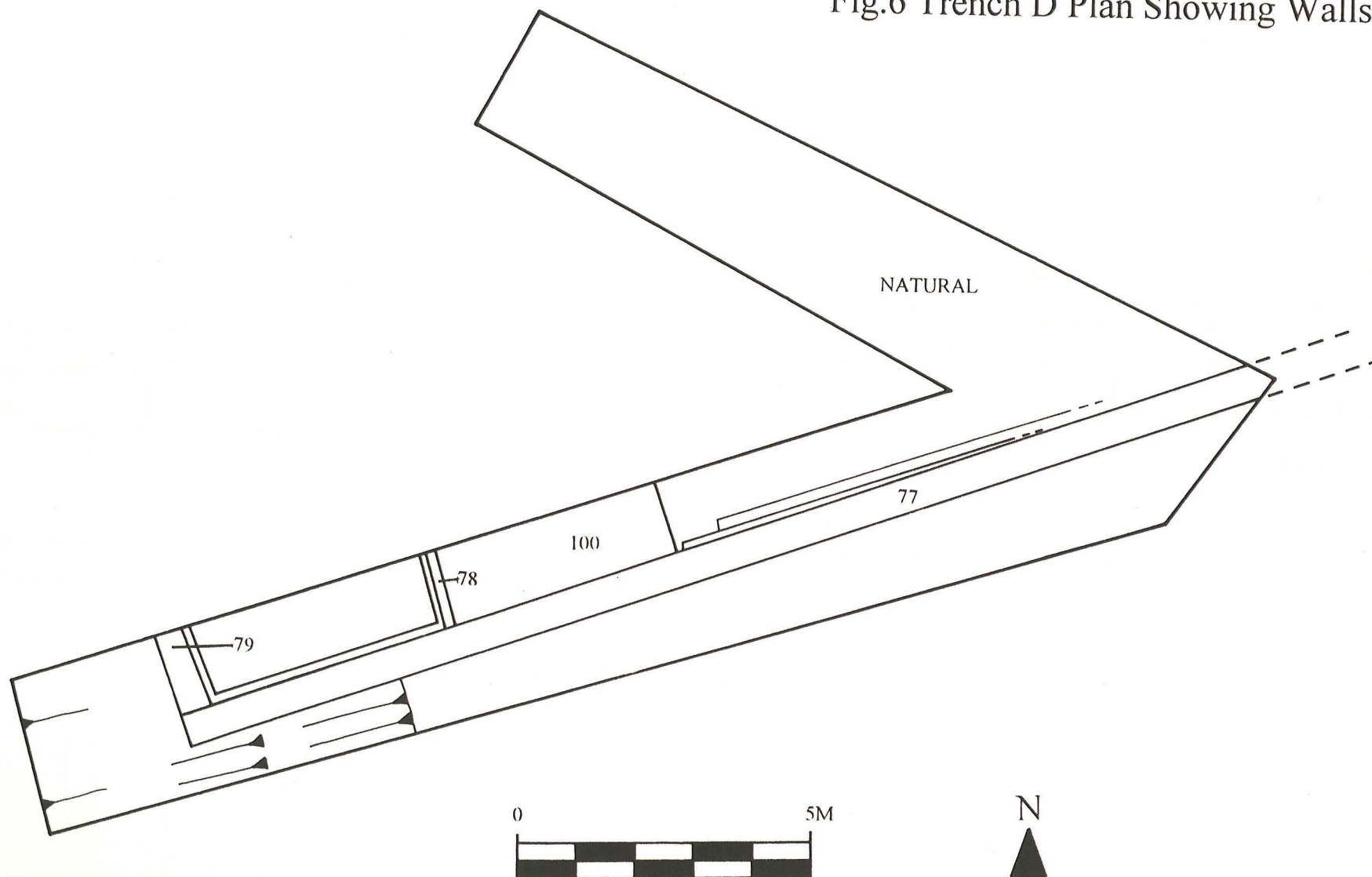


Fig.7 Elevation Of Wall 77

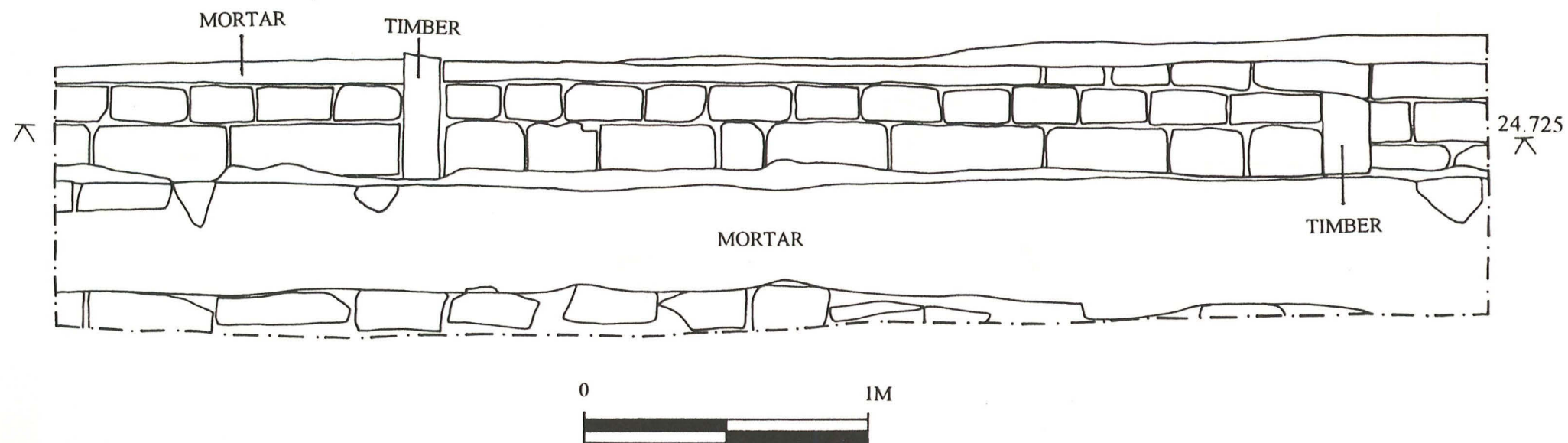


Fig.8 Trench G Showing Turntable

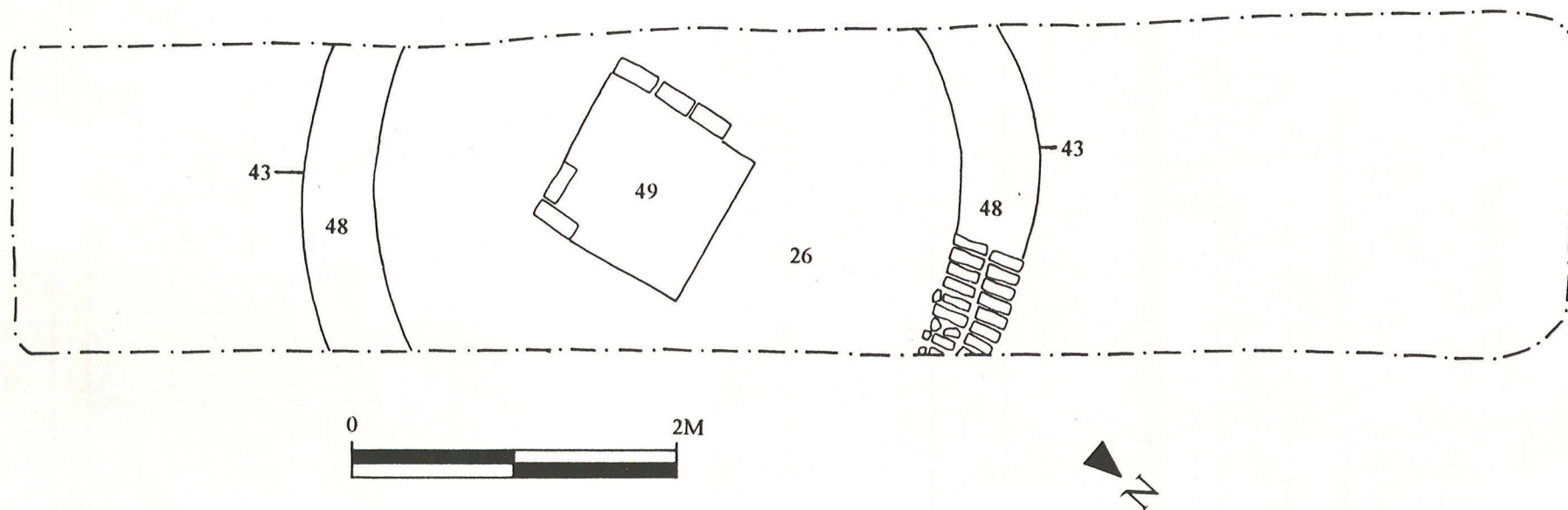
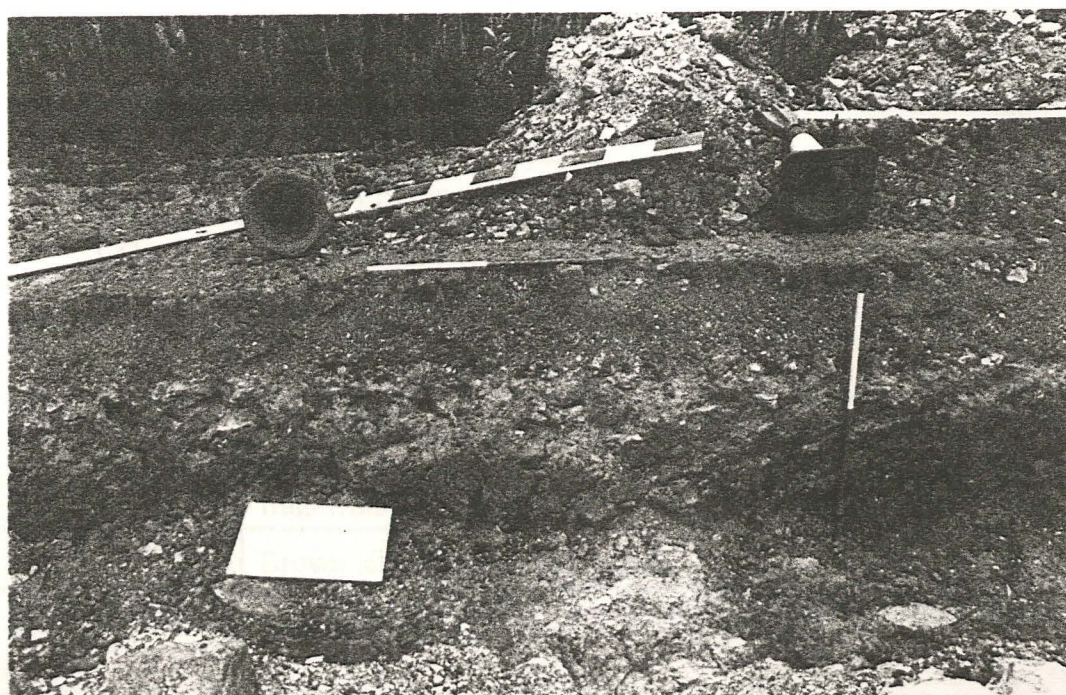


Plate 1 General View of Trench G, showing Turntable



Plate 2 Trench C Section



APPENDIX 1

CONTEXT SUMMARY

Context Number	Trench	Description	Interpretation
1	C	Cobble layer	Hard standing surface
2	C	Brown sandy gravel	Make-up
3	C	Brown silt	Make-up
4	C	Grey clay	Fill of 6
5	C	Brown silty clay	Natural
6	C	Linear (?) cut	Ditch Cut
7	C	Gravelly Silt	Natural
8	C	Yellow silt	Natural
9	C	Gravelly silt	Natural
10	C	Sandy clay	Natural
11	C	Grey clay	Fill of 67
12	C	Brown clayey silt	Natural
13	C	Yellow silt	Natural
14	C	Clayey silt	Natural
15	I	Black tarmac	Present ground surface
16	I	Limestone rubble	Make-up for 15
17	I	Brown ironstone	Natural
18	J	Black tarmac	Present ground surface
19	J	Limestone rubble	Make-up for 18
20	J	Brown ironstone	Natural
21;24	G	Black tarmac	Present ground surface
22;44;46	G	Limestone rubble	Make-up for 21+24
23;47;45;50	G	Brown ironstone	Natural
25	G	Brown silty clay with brick fragments	Dumped deposit
26	G	Brown silty clay	Fill of 43

27	G	Grey limestone sandy silt	Lens within 26
28	G	Timber	Railway sleeper within 26
29	F	Black tarmac surface	Present ground surface
30	F	Limestone rubble	Make-up layer for 15
31	F	Linear cut	Indeterminate
32	F	Grey clay	Fill of 31
33	F	Grey clay	Fill of 31
34	F	Grey clay	Fill of 31
35	F	Brown silty clay with limestone	Fill of 31
36	F	Brown silt with ironstone	Natural
37	F	Linear cut	Indeterminate
38	F	Grey clay	Fill of 37
39	F	Linear cut feature	Indeterminate
40	F	Green-brown clay with ironstone	Fill of 39
41	F	Brown ironstone	Fill of 39
42		NOT USED	
43	G	Circular cut	Locomotive turntable
45;47;50	G	Brown ironstone	Natural
48	G	Masonry structure	Foundation for turntable apparatus
49	G	Masonry structure	Foundation for turntable apparatus
51	C	Brown sandy clayey silt	Fill of 52
52	C	Cut feature	Posthole
53	C	Brown sandy silt	Fill of 55
54	C	Yellow silt	Fill of 55
55	C	Cut feature	Pit or ditch
56	C	Brown clayey sand	Fill of 80
57	C	Brown clayey silt	Fill of 59

58	C	Brown clay/silt	Fill of 59
59	C	Cut feature	Ditch
60	C	Brown sandy clay with sandstone	Fill of 61
61	C	Cut feature	Ditch
62	C	Orange silty clayey gravel	Fill of 80
63	C	Brown clayey silt	Fill of 55
64	C	Gravelly silt	Natural
65	C	Orange silty clayey gravel	Fill of 80
66	C	Grey silty sandy clay	Fill of 67
67	C	Cut feature	Ditch
68	F	Cut feature	Indeterminate
69	F	Grey clay	Fill of 68
70	F	Grey clay	Fill of 68
71		NOT USED	
72		NOT USED	
73		NOT USED	
74		NOT USED	
75		NOT USED	
76	D	Grey granite in clayey silt	Hard standing surface
77	D	Masonry structure	Wall
78	D	Masonry structure	Wall
79	D	Masonry structure	Wall
80	C	Cut feature	Pit/gully
81	E	Tarmac	Modern ground surface
82	E	Limestone rubble	Make-up for 81
83	E	Brown ironstone/silt	Natural

84	A, B, C, D, E, F, G, H, I, J	Cut feature	Mass clearance of site
85	A	Brown silt	Redeposited soil layer
86	A	Brown silty clay	Redeposited soil layer
87	A	Brown ironstone/silt	Natural
88	B	Brown silt	Redeposited soil layer
89	B	Brown silty clay	Redeposited soil layer
90	E	Brown ironstone/silt	Natural
91	E	Black cinder/coal/silt	Fill of 92
92	E	Linear cut	Electricity service trench
93	E	Black coal/cinder/silt	Fill of 94
94	E	Linear cut	Electricity service trench
95	H	Black tarmac	Present ground surface
96	H	Limestone rubble	Make-up layer for 98
97	H	Ironstone rubble	Redeposited natural (same as 98?)
98	H	Limestone rubble	Make-up layer for 95
99	H	Ironstone	Natural
100	D	Black coal/cinder/tarmac	Redeposited layer
101	F	Linear? cut	Soakaway
102	F	Limestone rubble	Fill of 101
103	H	Cut feature	Pit
104	H	Brown silty clay	Fill of 103

APPENDIX 2

POTTERY REPORT

Hilary Healey

- + Trench D All 19th century
- + Trench L Five pieces of glass, one from a 17th century wine bottle. Pottery includes one sherd of Bellarmine Stoneware, also of 17th century date. However, the remainder of the pottery is late 18th to early 19th century and includes creamwares, transfer-printed wares and Nottingham Stoneware.

Of the three pieces of clay pipe stem two are large bore, possibly 17th century in date, while the other is small and probably c. 19th century. Three pantile fragments, one red and two 'white', also recovered. Pantiles did not reach this area until the 17th century, and could be more recent.

(+ = UNSTRATIFIED)

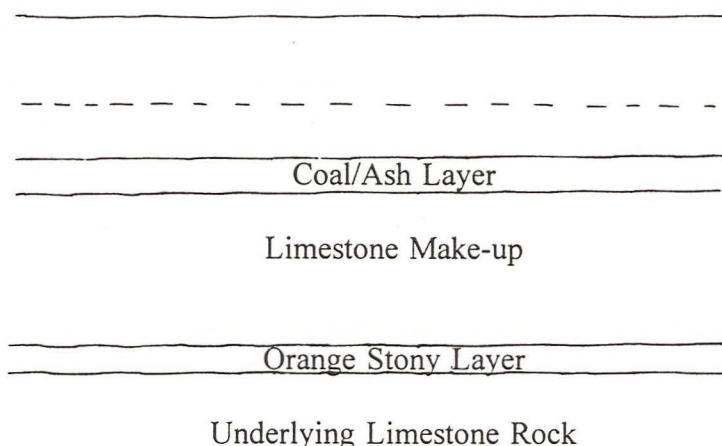
APPENDIX 3

ENVIRONMENTAL ASSESSMENT

Report on a Visit to Station Yard, Stamford, Lincolnshire, 30/8/94
Dr Helen C M Keeley

The Site adjacent to Stamford Railway Station is currently being developed for housing. Last century this monastic site (including reredorter) was flattened for railway development.

The underlying rock is oolitic limestone, although patches of ironstone also appeared at the base of the excavation trenches. The profile in Trench A was examined and is shown in the sketch below:



The orange stony layer immediately below the limestone make-up and above the parent rock consisted of a yellowish brown coarse sandy clay loam matrix dominated by stone fragments. The sandy material was most likely to have been derived from a nearby ironstone pocket in the 'natural'. This layer appears to represent the remains of a C horizon (i.e. lower subsoil) - all that is left of the pre-railway soil.

Trench H (at the station end of the investigation area) had a similar profile although the limestone was more prominent here and thus the subsoil slightly more sandy. Very little was left of the C horizon at this point.

These observations can only confirm the excavators view that the soil on the site had been almost completely removed prior to railway construction, presumably to ensure a firm, flat surface for the sidings.

APPENDIX 4

Secretary of State's criteria for scheduling Ancient Monuments - Extract from *Archaeology and Planning* DoE Planning Policy Guidance note 16, November 1990

The following criteria (which are not in any order of ranking), are used for assessing the national importance of an ancient monument and considering whether scheduling is appropriate. The criteria should not however be regarded as definitive; rather they are indicators which contribute to a wider judgement based on the individual circumstances of a case.

i *Period*: all types of monuments that characterise a category or period should be considered for preservation.

ii *Rarity*: there are some monument categories which in certain periods are so scarce that all surviving examples which retain some archaeological potential should be preserved. In general, however, a selection must be made which portrays the typical and commonplace as well as the rare. This process should take account of all aspects of the distribution of a particular class of monument, both in a national and regional context.

iii *Documentation*: the significance of a monument may be enhanced by the existence of records of previous investigation or, in the case of more recent monuments, by the supporting evidence of contemporary written records.

iv *Group value*: the value of a single monument (such as a field system) may be greatly enhanced by its association with related contemporary monuments (such as a settlement or cemetery) or with monuments of different periods. In some cases, it is preferable to protect the complete group of monuments, including associated and adjacent land, rather than to protect isolated monuments within the group.

v *Survival/Condition*: the survival of a monument's archaeological potential both above and below ground is a particularly important consideration and should be assessed in relation to its present condition and surviving features.

vi *Fragility/Vulnerability*: highly important archaeological evidence from some field monuments can be destroyed by a single ploughing or unsympathetic treatment; vulnerable monuments of this nature would particularly benefit from the statutory protection that scheduling confers. There are also existing standing structures of particular form or complexity whose value can again be severely reduced by neglect or careless treatment and which are similarly well suited by scheduled monument protection, even if these structures are already listed buildings.

vii *Diversity*: some monuments may be selected for scheduling because they possess a combination of high quality features, others because of a single important attribute.

viii *Potential*: on occasion, the nature of the evidence cannot be specified precisely but it may still be possible to document reasons anticipating its existence and importance and so to demonstrate the justification for scheduling. This is usually confined to sites rather than upstanding monuments.

APPENDIX 5

THE ARCHIVE

The archive consists of:

- 104 Context records
- 1 Photographic record sheet
- 15 Scale drawings
- 1 Box of finds
- 1 Stratigraphic matrix

All primary records and finds are currently kept at:

Archaeological Project Services
The Old School
Cameron Street
Heckington
Sleaford
Lincolnshire
NG34 9RW

City and County Museum, Lincoln, Accession Number: 134:94

A. P. S. Project Code: SSR94