

**ARCHAEOLOGICAL
WATCHING BRIEF.
KIRTON GARAGE, STATION ROAD
KIRTON, LINCOLNSHIRE**

NGR: 531068 338411
SITE CODE: GSKR04
LCNCC ACC. NO: 2004.205



Report prepared for
Mountain building contractors
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Summary

- During the initial groundworks for a residential development, a program of archaeological observation and recording took place on land at the former Kirton Garage, situated off Station Road, Kirton, near Boston, Lincolnshire,
- The site had been subject to significant disturbance and extensive ground raising activity associated with the construction of the garage in the mid 20th century. No significant archaeological deposits were observed, and the brief was terminated following consultation with the Planning Archaeologist of Boston Borough Council.

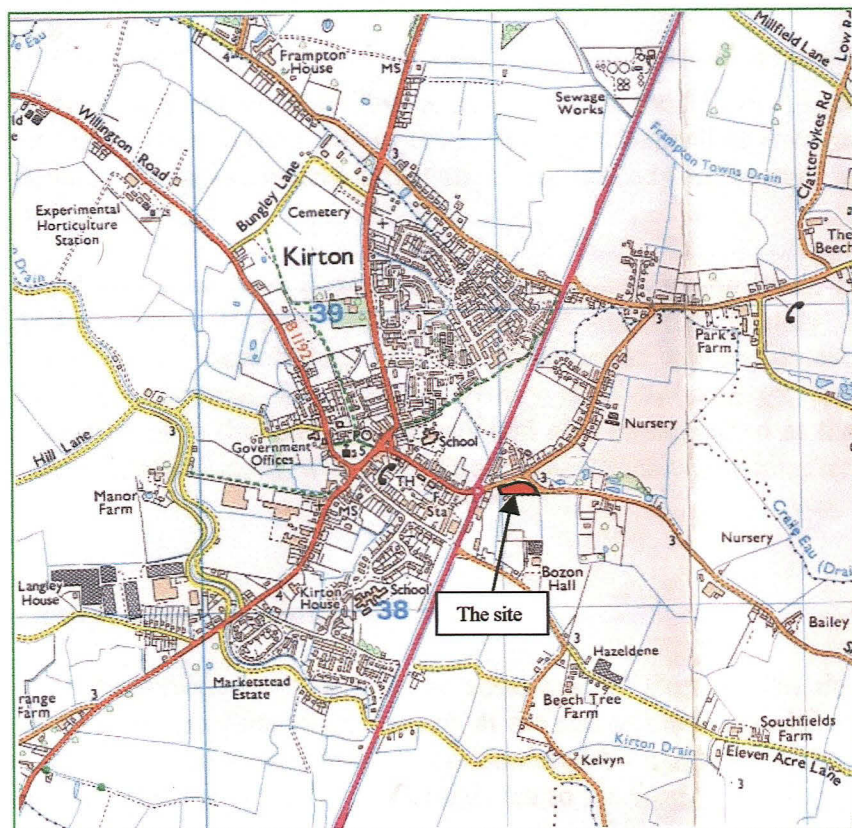


Figure 1. Map showing location of site within Kirton, Lincolnshire.
(Scale 1:25000)

1.0 Introduction

Mountains Building Contractors Ltd. commissioned Pre-Construct Archaeology (Lincoln) to undertake a programme of archaeological observation and recording on land situated at the former Kirton Garage, situated off Station Road, Kirton, near Boston, Lincolnshire. These works were undertaken to fulfil the objectives of a formal project brief issued by the Boston Borough Planning Archaeologist, and a subsequent specification by this company (see Section 3.0). This approach complies with the recommendations of *Archaeology and Planning: Planning Policy Guidance Note 16*, Dept. of Environment (1990); *Management of Archaeological Projects*, EH (1991); *Standard and Guidance for Archaeological Watching Briefs*, IFA (1999) and the LCC document *Lincolnshire Archaeological Handbook: A Manual of Archaeological Practice*, 1998.

The programme of archaeological fieldwork took place on the 31st of August and 10th of September 2004. Three further sets of foundation trenches will be excavated on the site in 2005, and this report indicates that these are unlikely to warrant any further archaeological intervention

Copies of this report have been deposited with the commissioning body, the Boston Planning Archaeologist, Boston Borough Council and the County Sites and Monuments Record for Lincolnshire. A summary account will be submitted to the editor of the county journal, *Lincolnshire History and Archaeology*; and this will feature as a short note in due course. Reports will also be deposited at the City and County Museum, Lincoln, along with an ordered project archive for long term storage and curation.

2.0 Site location and description

Kirton is situated approximately 3km to the southwest of Boston. The development site is located to the east of the village centre, at the site of the former Kirton Garage, off Station Road. It is essentially level and is bordered by parkland to the south and east, Station Road to the north and a residential area to the west.

The drift geology of the area comprises Terrington Beds, which (generally) comprise younger Marine Deposits (Romano British to present day), salt marsh, tidal creek and river deposits (sandy silt, sand and clay). These overlie clays that were deposited during the Jurassic period. (B.G.S 1995).

The site is centred on national grid reference 531068 338411

3.0 Planning background

Full planning permission was sought from Boston Borough Council to construct 13 houses and associated access roads and garages in an area where there is a known potential for archaeological deposits of medieval date to survive intact. In consideration of this potential, the Boston Planning Archaeologist recommended to Boston Borough Council that the area should be evaluated in advance of development. This approach is normal practice; in line with the recommendations of

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PPG16, and it is used to gather and interpret site-specific archaeological information, which can then be used to mitigate against the affects of development in archaeologically sensitive areas.

Regrettably, groundworks were commenced on site before the area was evaluated; this constituting a breach of planning. As a result, Boston Borough Council required the undertaking of a comprehensive archaeological watching brief on all further groundworks and that all existing open trenches should be examined and recorded before any further works at the site.

The results of an initial programme of observation and recording are documented in this report. As noted above, the completely negative results deriving from this programme were used to inform a decision to terminate the brief.

4.0 Archaeological and historical background

Two entries in the Domesday book of 1086 refer to Kirton. It therefore is likely to have emerged at some point during the later Saxon period, (Morgan and Thorne 1986).

The area of development is situated between the sites of two moated medieval manor complexes. Approximately 100m northwards is the site off Littlebury Hall, the former home of Lord Littlebury who died in 1471. In 1867, the hall was burnt down and then replaced by a farmhouse.

Approximately 200m to the south is the site of Bozon Hall, a medieval and post-medieval moated Hall, first referenced in 1377. The post-medieval structure was demolished in 1977. Previous archaeological investigations at this site identified the moat and an 11th – 12th century enclosure.

Saxo-Norman archaeological deposits have frequently been encountered in the area towards the west, close to the traditional village centre, suggesting that the above enclosure may have originated during this period.

5.0 Methodology

The author monitored the groundworks on the 31st of August and the 10th of September 2004.

A JCB fitted with a 0.6m wide smooth bucket was used to excavate the former tank area and garage footings. The house footings had been excavated prior to the commencement of archaeological monitoring.

The archaeological fieldwork involved the inspection of the already open foundation trenches (eastern block), incorporating hand cleaning, and the observation of subsequent excavations. These investigations resulted in the production of written descriptions of natural layers and modern ground levelling deposits, colour photographs of ongoing works and foundation trench sections, sample scale section drawings, and a scale site base plan. The excavation of an area on the western

boundary of the site, from which a diesel tank had been removed, was also monitored: here, recording was restricted to photography for reasons of health and safety.

6.0 Results

Before monitoring commenced, a set of foundation trenches had been excavated towards the eastern side of the site (the five units shown on Fig 2). Retrospective monitoring of these revealed a series of deposits, ranging from grey brown silty clays (eg context (004)), to mid reddish brown sandy silty clays (eg layer (007)), all capped by a band of topsoil and modern rubble, (001). Each deposit contained modern finds, including plastic items and metal and glass fragments. At the base of the section in one area of the footings, a band of very dark brown moist clayey silt, layer (006), containing preserved wood and heavily decayed vegetables along with modern finds was visible. A sondage excavated at the base of the foundation trench at the opposite end of the footings also exposed this layer.

At the west end of the site, a large diesel tank was removed and the area backfilled prior to the commencement of archaeological monitoring. This area was re-excavated in the presence of the author. No archaeological deposits were observed in the revealed sections, although close inspection was difficult.

Monitoring continued close to the southern boundary of the site, where a set of foundation trenches for a garage block were excavated. Three layers were exposed beneath a modern laid brick surface and a band of rubble. The uppermost, (008), consisted of mid-red-brown silty clay. Beneath this was a seam of dark brown-grey clay, recorded as context (009). At the base of the trench was (010), a layer of light beige sandy silty clay. A diesel storage tank had been located in the area now incorporated in the south-east corner of these footing trenches. Due to this, the southern half of the foundation trench sections were heavily contaminated and stained black, making their inspection for archaeological deposits difficult and slightly dangerous.

7.0 Conclusions.

It is likely that the deposits, including (004) and (007), observed in the excavated house footings on the east side of the development site reflect modern ground raising activities. Contractors on the site stated that, prior to the construction of Kirton Garage in the mid 20th century, the site sloped downwards towards Station Road, and that material was imported to the site in order to level it. This seems to be confirmed by the presence of layer (006), which is likely to be the buried topsoil predating this activity.

Archaeological deposits could exist beneath layer (006), although these will be unaffected by the foundations depths being applied on the site.

The excavation of the area at the western boundary of the site is indicative of the heavy disturbance that has occurred in the modern period. The large tanks and other structures that have reduced the ground and the associated contamination witnessed in the foundation at the southern boundary of the site will have affected any

archaeological deposits extensively, although there is little or no evidence to suggest that such deposits survive in this area.

The new garage excavations at the southern boundary of the site were considered to be the most likely to reveal archaeological remains unaffected by 20th century structural development. However, layers (008) to (010) were interpreted as natural deposits, and no artefactual remains of antiquity were recovered in this area.

In conclusion, the development in progress by Mountains Building Contractors Ltd. does not appear to threaten archaeological deposits. As can be seen from figure 2, it is highly unlikely that the two sets of house footings yet to be excavated will disturb archaeological deposits, as these lie within the projected zone of made ground (on the site frontage with Station Road).

There is a very slight possibility that archaeological deposits could be revealed by the excavation of the garage block footings to the rear of the outstanding house foundation excavations. However, as discussed above, the obscuring effects of contaminants in this area is noteworthy.

8.0 Effectiveness methodology

Given the somewhat unusual circumstances relating to this scheme, the methodology employed has allowed a reasonably comprehensive understanding of the site stratigraphy to be gained. In using this information, it has been possible to project across the site and conclude that there is an extremely low likelihood that further developments will impact any significant archaeological remains.

9.0 Acknowledgements

The author would like to thank Mountains Building Contractors Ltd. for this commission, for assistance during the watching brief itself, and for providing some of the drawings used during the preparation of this account. Thanks are also due to the Boston Planning Archaeologist, Jenny Young, for her greatly received assistance in advance of and during this scheme.

10.0 References

Morgan, P & Thorn, C (eds), 1986, Domesday Book: Lincolnshire

British Geological Survey, 1995, Boston, Sheet 128, Drift edition, 1:50 000 series. (Keyworth, Nottingham: British Geological Survey).

11.0 Site Archive

The site archive for this project is in preparation and will be deposited at the Lincoln City and County Museum and the Lincolnshire Archives Office (documentary) within six months. Access may be granted by quoting the global accession number 2004.205.

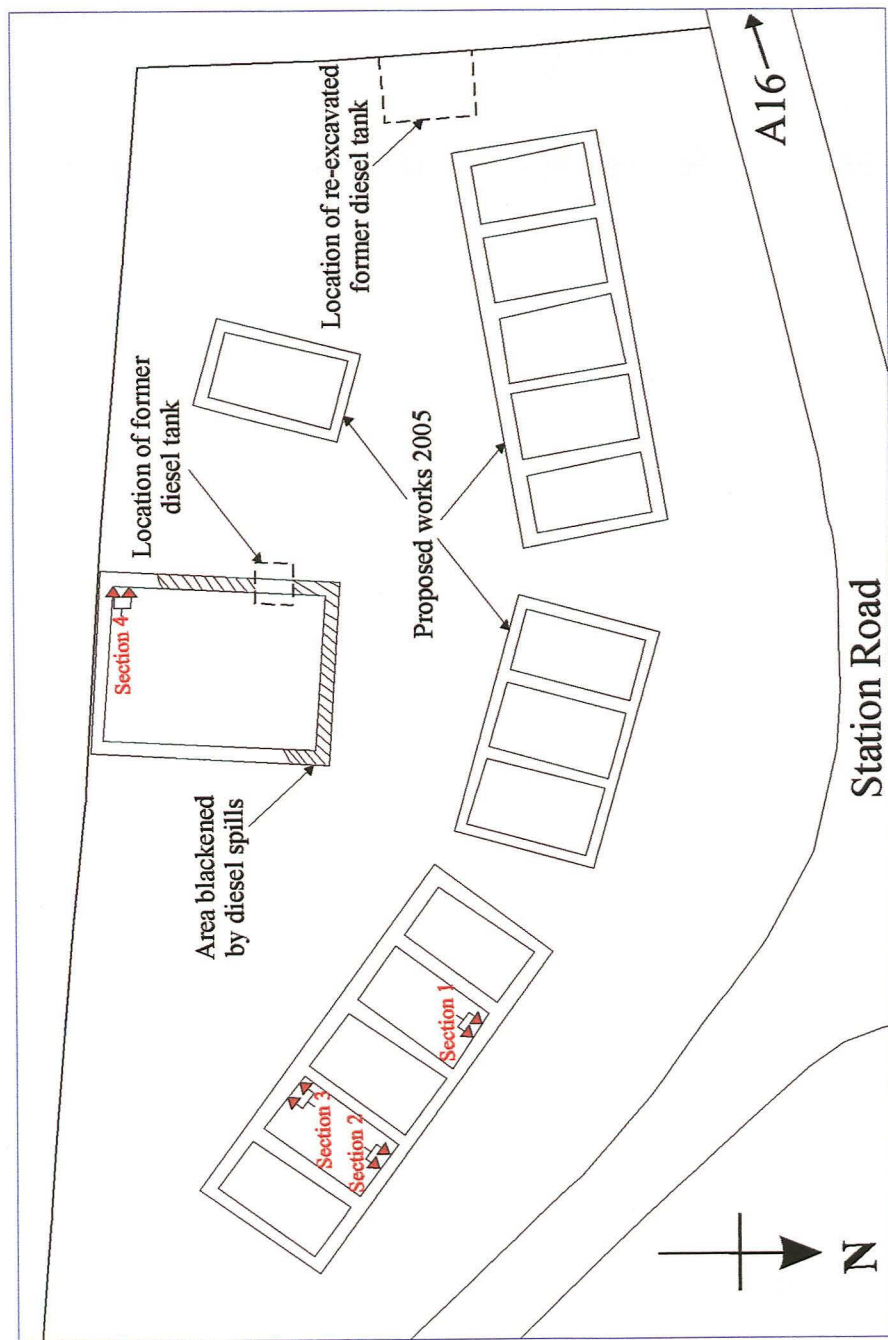


Fig 2: Site map showing groundworks monitored and proposed groundworks. The location of drawn sections is shown in red. (Scale 1:500)

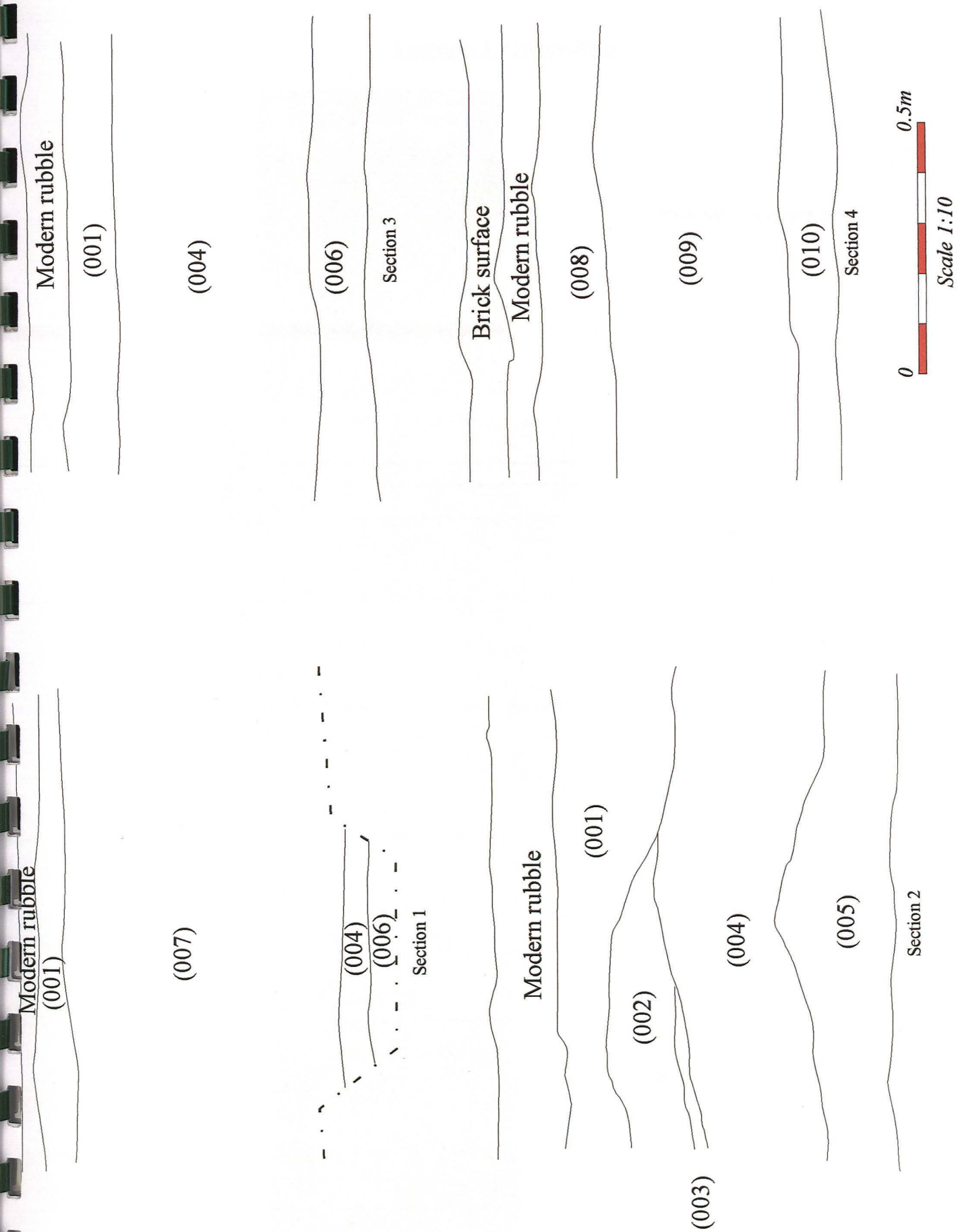


Fig 3: Sections 1-4 (Scale 1:10)

Appendix 1. Colour slides



Pl.1 Sec 1 looking south



Pl.2 Section 2 looking south



Pl.3 Section 3 looking north



Pl.4 Section 4 looking east.