
**HISTORIC BUILDING SURVEY
OF THE
FORMER STATION HOUSE AND GOODS SHED,
AT THE FORMER RAILWAY STATION,
STATION ROAD,
HOLBEACH,
LINCOLNSHIRE
(HOSR09)**

Work Undertaken For
Trevor A Clay RIBA Ltd
On behalf of
Mr D. Lefley

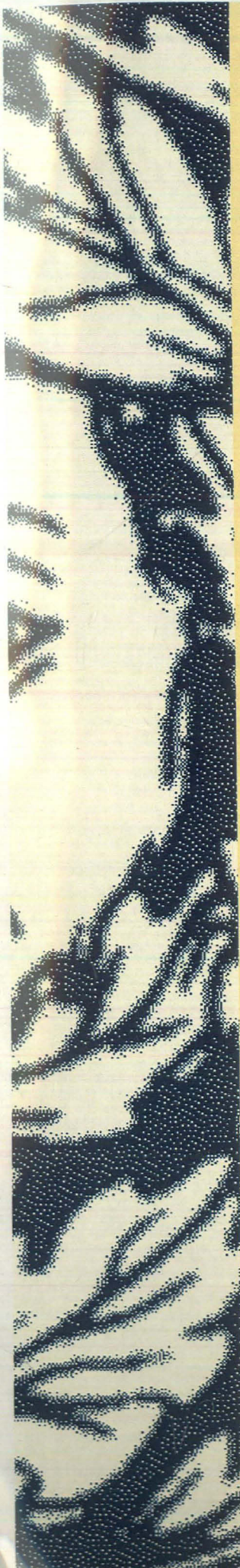
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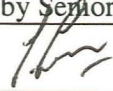
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Building Recording at The Former Holbeach Railway Station, Station Road, Holbeach, Lincolnshire (HOSR09)

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CONTENTS

List of Figures

List of Plates

1.	SUMMARY.....	1
2.	INTRODUCTION.....	1
2.1	DEFINITION OF HISTORIC BUILDING RECORDING.....	1
2.2	PLANNING BACKGROUND.....	1
2.3	SITE LOCATION.....	2
2.4	HISTORICAL SETTING.....	2
3.	AIMS.....	3
4.	METHODS.....	3
5.	RESULTS.....	4
6.	DISCUSSION.....	24
7.	CONCLUSIONS.....	29
8.	ACKNOWLEDGEMENTS.....	29
9.	PERSONNEL.....	29
10.	BIBLIOGRAPHY.....	30
11.	ABBREVIATIONS.....	30

Appendices

1	Project Specification, <i>by Archaeological Project Services</i>
2	Glossary
3	The Archive

List of Figures

- Figure 1 General Location Plan
- Figure 2 Site Location Map
- Figure 3 Site Location, showing recorded buildings
- Figure 4 Station house, block arrangement and room numbering
- Figure 5 Station house, floor plans
- Figure 6 Station house, ground floor, plate arrangement
- Figure 7 Station house, upper storey, plate arrangement
- Figure 8 Goods shed, block arrangement and room numbering
- Figure 9 Goods shed, floor plans
- Figure 10 Goods shed, plate arrangement
- Figure 11 Station house and goods shed, phase plans

List of Plates

- Plate 1 General site view of the station house, looking southwest
- Plate 2 Holbeach Station House, *c.* 1906
- Plate 3 Southern façade of station house, and western gable end of Block 1, with boundary wall in foreground, looking northeast
- Plate 4 Block 1 (foreground), showing brick patching and inserted window, looking northeast
- Plate 5 Block 2, southern entrance, looking northeast
- Plate 6 General view of southern and eastern sides of station house, looking northwest
- Plate 7 General view of western elevations of station house: Block 1 right foreground; Block 5 left foreground; Upper part of Block 2 to rear, looking east
- Plate 8 General view of north side of station house, looking southwest
- Plate 9 Blocks 3 (left) and 4 (right), southern elevation, showing windows inserted into blocked doorways, and infilled niche, looking northwest
- Plate 10 General view of northern elevation of station house, looking southwest
- Plate 11 Porch over doorway at junction of Blocks 2 (left) and 5 (right), looking southeast
- Plate 12 Carved window glazing bar, Block 5, northern elevation, looking south
- Plate 13 Room 8, showing blocked fireplace and original door, looking northwest
- Plate 14 Room 8, detail of mullioned and transomed window, looking east
- Plate 15 Room 9, view towards inserted partition and Rooms 10 (right) and 11(left), looking west
- Plate 16 View from Room 2 to Room 1, looking west
- Plate 17 Room 7, showing former fireplace and windows, looking east
- Plate 18 Narrow window on landing at top of stairs, looking northeast
- Plate 19 Room 12, showing fireplace and mullioned window, looking northeast
- Plate 20 Room 13, looking north

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

- Plate 21 Room 14, showing inserted partition separating it from Room 15, looking northwest
- Plate 22 Room 15, showing door to storage area, Room 16, on right, looking west
- Plate 23 Room 16, storage area, showing blocked opening at rear, looking north
- Plate 24 Goods shed, northeastern and northwestern elevations, looking south
- Plate 25 Goods shed, northwestern elevation, looking south
- Plate 26 Western end of northwestern elevation, showing repair, looking southeast
- Plate 27 Southwestern elevation of goods shed, and attached Block 2, looking east
- Plate 28 Southwestern elevation of goods shed, showing arched recess crossed by roof of adjacent Block 2, looking northeast
- Plate 29 Eastern end of southeastern elevation of goods shed, looking northwest
- Plate 30 Northern elevation of Block 2. Note recessed panel in wall of Block 1 (on left) crossed by roof line, looking southeast
- Plate 31 Western and southern elevations of Block 2, looking north
- Plate 32 Western and southern sides of Block 3, looking north
- Plate 33 Goods shed Room 1, north side, looking west
- Plate 34 Goods shed Room 1, showing roof trusses and inserted partition, looking west
- Plate 35 Extract of 1970 Ordnance Survey map, showing station house and goods shed
- Plate 36 Extract of 1982 Ordnance Survey map, showing alterations to station house and goods shed
- Plate 37 Long Sutton station house, *c.* 1900
- Plate 38 Moulton station house, 1958
- Plate 39 Holbeach station house, 2009, showing similarity to Long Sutton and Moulton
- Plate 40 Holbeach station house, 1961
- Plate 41 Extract of 1902 Ordnance Survey map, showing sidings track going through goods shed
- Plate 42 Extract of 1932 Ordnance Survey map, showing sidings track going through goods shed

1. SUMMARY

A programme of historic building recording was undertaken at the former railway station, Station Road, Holbeach, Lincolnshire.

The whole of the complex was photographically recorded and floor plans produced. Features of architectural, historic or functional interest were recorded in further detail.

The recorded buildings are the station house and goods shed. Documentary evidence indicates these were first constructed c. 1858, and the station opened that year. Historical research indicates that the station house was built to a plan also used for other station houses on the same railway line.

Much of its original decorative external detailing of the station house, including string courses and dentilation, survive. Some of the windows and internal doors are original, though others are modern alterations or insertions. Fireplaces on the upper floor contain cast iron hearths, though these may be recent replacements. An extension was made to the station house, perhaps in the 1860s-70s. Part of this extension was demolished, internal walls were inserted or removed, and windows and doors replaced, probably in the 1970s-80s.

Also built c. 1858, the goods shed retains some of its decorative styling including recessed panels topped by semi-circular windows. Soon after the goods shed was constructed, perhaps in the 1860s-70s, a weighing machine was added. In the 1970s a block of large extensions were added as vehicle repair workshops and the goods shed was internally subdivided. Additionally, the main pedestrian access and one of the doors for the entry of trains were blocked up.

2. INTRODUCTION

2.1 Definition of Historic Building Recording

Building recording is defined as '*a programme of work intended to establish the character, history, dating, form and archaeological development of a specified building, structure, or complex and its setting, including its buried components on land or under water.*' (IFA 1999).

2.2 Planning Background

Archaeological Project Services was commissioned by Trevor Clay RIBA Ltd on behalf of Mr D. Lefley to undertake a programme of historic building recording of the former railway station, Station Road, Holbeach, Lincolnshire.

A Planning Application (H09/0799/08) for residential development comprising 29 plots with associated parking and access has been submitted to South Holland District Council. Permission has been granted, subject to conditions that include the undertaking of an archaeological evaluation by trial trenching and photographic building recording.

The building recording was carried out between the 10th-19th June 2009 in accordance with a specification prepared by Archaeological Project Services (Appendix 1) and approved by

2.3 Site Location

Holbeach is located 11km east of Spalding in the South Holland district of Lincolnshire (Fig. 1). The site is in the southern part of the town, on the southwest side of Station Road, at national grid reference TF 3581 2446 (Fig. 2; Plate 1).



Plate 1
General
site view of
the station
house,
looking
southwest

2.4 Historical Setting

Holbeach Station was an element of the Norwich and Spalding Railway. The railway reached Holbeach from Spalding in 1858. Initially, from July 1st, the railway was used for freight transport, and it became a passenger line on November 15th (Carroll *et al.* 1988, 32).



Plate 2
Holbeach Station House,
c. 1906

Holbeach was the first temporary terminus on the line from Spalding. The line was extended eastward and opened to Sutton Bridge in 1862 (Back 2009).

The railway provided a major distribution service for the agricultural industry and it was not uncommon for over 40 horses and wagons to be waiting at the station to unload their corn or potatoes. In turn, the emptied wagons would pick up a variety of goods, including coal, fertilizer, shoddy manure, and seed potatoes to take back to the farms (Thompson nd, 28). Fruit and flowers were particularly significant outgoing produce, while livestock provided seasonal traffic, with animals brought in early spring to be put to pasture on the grasslands near the coast (Stennett 2007, 87).

The station buildings are recorded on the revised 1st edition 1 inch to 1 mile map of 1867, though the details are unclear. The station is also shown on the 1902 2nd edition Ordnance Survey map (OS 1902). This shows the main station house on the north side of the track, with the goods shed a little to the northwest by one of the sidings. There were other, smaller, buildings between the house and shed, and on the opposite, south, side of the track (Cope-Faulkner 1997).

In 1893 the Norwich and Spalding amalgamated with the Midland and Eastern to become part of the Midland and Great Northern Joint Railway.

Passenger transport was discontinued in early 1959, and the goods services came to an end in 1965 (Stennett 2007, 91). Lefleys acquired the site in 1969 and until recently the station house was the offices and works of Meridian Printers (<http://www.thisisholbeach.co.uk/history/episode2.asp>).

3. AIMS

In accordance with the specification (Appendix 1), the aim of the work was to provide a record of the buildings and their parts prior to them being altered or demolished. The objectives were to: establish the form, date and state of preservation of the building and features of special interest. Additionally, the investigation sought to reflect the architectural quality and structural complexity of the building; provide a chronology of the building; provide an understanding of the building in its local context; and establish the phases of development with associated functions.

4. METHODS

Recording of the buildings was undertaken in accordance with guidelines produced by ALGAO (1997) and English Heritage (2006). This involved:

- the production of dimensioned plans of all floors as existing, incorporating details of the form and location of any structural and decorative features of historic interest (Figs. 4-10)
- general and detailed photographic views of the exterior of the building in its context, its interior and the overall appearance of principle circulation areas, as well as

photographic coverage of the fittings and internal and external structural and decorative details relevant to the design, development and use of the buildings

- a written record of the building's form, function, materials, layout, possible dates and development sequence; names of architects, builders, patrons and owners, if known; past and present uses of the buildings and its parts; analysis of circulation patterns; analysis of any decorative scheme; an account of fixtures, fittings, plant or machinery, or evidence for their former presence, and their purposes and association with the buildings; evidence of former existence of structures; and the past and present relationship of the buildings to their setting.

Photographic recording was undertaken with a manual 35mm camera fitted with a 28-70mm macro lens, and a digital camera. Flash was used for interior views. Monochrome print film was used supplemented by digital colour images. An index of the photographs was compiled on Archaeological Project Services pro forma recording sheets.

5. RESULTS

The railway buildings complex comprises the original station house and goods shed, the latter having extensions to the southeast. The original station house has a two-storey core with single storey sections attached. The goods shed is a long two-storey building with a single storey room at the western end. There is a large modern extension on the south side.

In total, the station house comprises about eighteen separate rooms or corridors. The goods shed comprises five separate rooms, of which only two were internally accessible.

To aid with describing and discussing the complex the two separate buildings will be discussed individually. Individual blocks and rooms will also be numbered (Figs. 4 and 8).

STATION HOUSE (Figs. 4-7)

This complex is composed of five connected blocks, four of them in an east-west line along the north side of the platform and the fifth at the northwest corner (Fig. 4). The complex is mostly constructed of late handmade red brick, decorated with blue brick string courses and dentilation. There is also a plinth of blue brick running around part of the block. The upper storey is pebble-dashed and the roof is of Welsh slate.

Exterior

The southern façade (Plate 3) fronts on to an original mid 19th century railway platform and comprises four connected blocks (numbered 1-4 from west, below). At the western and eastern ends are single storey rooms, while the central two sections are each 2-storeys high. There are gable ends to the western and eastern rooms, and the central western two-storey section (Block 2) has a gable fronting the platform. Attached to the western end of the façade is a single storey boundary wall.

Boundary wall

There are ragged joins toward both the western and eastern ends of the boundary wall. Additionally, in the western end of this wall is a partial straight join, and the wall has a slight

return (0.5m long) to the north (Fig. 5; Plate 3).



Plate 3
Southern
façade of
station house,
and western
gable end of
Block 1, with
boundary wall
in foreground,
looking
northeast

Block 1

The western single storey room (Room 1) is butted against the remainder of the complex (Blocks 2-4), as evidenced by mis-alignment of the brick and dentilation courses (Plate 4). Within the southern elevation are two windows, both with modern double glazing, concrete sills and gauged arches of brick rubbers, the arch on the eastern window being of machine-made brick. Much of the wall around the eastern window is of light orange brick, in contrast to the much darker brick used for most of the rest of the elevation (Plate 4). This lighter brick terminates to the west, between the two windows, in a vertical ragged join. This area of lighter brick appears to constitute a patch, perhaps created when the window was installed. To the east of this window are two string courses of blue brick.



Plate 4
Block 1
(foreground),
showing brick
patching and
inserted window,
looking northeast

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

The western gable of this block is mostly covered with render and contains a modern double door (Plates 3 and 7). On the north side of this block is Block 5 of the complex. However, the render covering obscures any evidence of the structural relationship between the two blocks.

The north and east sides of this block are built against Blocks 5 and 2 respectively.

Block 2

To the immediate east of Block 1 is Block 2, containing Rooms 2 and 8 on the ground floor and 12-16 on the upper storey. The southern façade is two storeys high and gabled (Plate 3). At ground floor level (Room 2) there are four plinths that surround the central door and two flanking windows (Plate 5). Each of these openings has gauged arches of brick rubbers and, above these, further brick arches. The windows are modern double glazing set in original mid-19th century openings, and the door is original. Crossing the ground floor section of the elevation are four string courses of blue brick. Above the ground floor windows is a dentillation course of blue brick.



Plate 5
Block 2,
southern
entrance,
looking
northeast

The upper part of the southern gable is pebble-dashed. There are two original sash windows to the room (Room 14). These are set either side of a rectangular projecting chimney. At the top of the gable is a square chimney stack that is not set square to the roof apex, but rather at 45° (Plate 6).



Plate 6
General view
of southern and
eastern sides of
station house,
looking
northwest

Most of the western elevation is covered by Blocks 1 and 5. However, the upper storey, which is pebble-dashed, contains two windows, both in original openings though the glazing in the northern window is a later replacement. Dentilation occurs at the eaves (Plate 7).



Plate 7
General view of
western
elevations of
station house:
Block 1 right
foreground;
Block 5 left
foreground;
Upper part of
Block 2 to rear,
looking east

The northern gable is fairly plain. There is a projecting chimney located centrally and rising to the stack at the apex of the gable. This chimney interrupts the ground floor dentilation, and

the upper storey is pebble-dashed (Plate 8).



Plate 8
General view
of north side of
station house,
looking
southwest

The eastern elevation of Block 2 projects northward beyond the attached block to the east (Block 3). At ground floor level (Room 8) this projecting section contains a large original window with concrete mullions, transom and lintel (Plate 8). There is a dentilation course which follows through from the room to the east and continues onto the northern elevation, but no string courses. The upper storey is pebble-dashed but contains a tall, very narrow window at its southern end. Further to the north is an original window with concrete mullions. At the eaves there is a dentilation course which continues from the adjacent range (Block 3) to the east.

Block 3

The next section to the east is also two storeys high (Plate 6). In the eastern part of the southern elevation are two ground floor windows (Room 5), both containing double glazing. One of the windows, the western, is an original opening and the top is higher than the eastern window, which has been inserted in a blocked doorway, the infill being handmade brick (Plate 9). Crossing the ground floor elevation are four blue brick string courses and there is blue brick dentilation at the top of the ground floor section. These decorative details continue from Block 2 to the west through to Block 4 on the east side. The upper storey of the southern elevation (Room 13) is pebble dashed and contains a single centrally-positioned original sash window (Plate 6).



Plate 9
Blocks 3 (left) and 4
(right), southern
elevation, showing
windows inserted
into blocked
doorways, and
infilled niche,
looking northwest

Most of the eastern gable is obscured by adjacent Block 4, but the upper part of the elevation is plain and pebble-dashed (Plates 6 and 8).

At ground floor level the northern elevation contains two original narrow sash windows, one each on either side of a projecting chimney block. The string and dentilation courses, which continue through to Block 4 to the east, are interrupted by this chimney block, which also breaks the dentilation course on the upper storey. There is no stack to this chimney. The upper storey (Room 13) is pebble dashed and contains original sash windows, one on each side of the chimney (Plate 10).



Plate 10
General view of
northern elevation
of station house,
looking southwest

Block 4

Immediately east of Block 3, and forming the eastern end block (Plates 6 and 8), Block 4 is a single storey structure (Room 7). Within the southern façade is a central window inserted in a blocked doorway, with handmade brick used for the blocking (Plate 9). Just west of this is a blocked or infilled rectangular recess. This is too low for a window and it might be the former position of a fuse box or similar. The blue brick dentilation and string courses follow through from the adjacent room to the west (Block 3). Towards either end of the eastern gable are small original windows. The blue brick string courses follow through from those in the southern elevation. An irregular area of lighter (or cleaner) brick rises up through the centre of the gable to the roof apex (Plate 6).

The northern elevation of Room 7 contains an original window with timber mullions. String courses of blue brick continue from those in the eastern gable and there is a dentilation row just below the eaves. The strings and dentilation continue westward into Block 3 (Plate 10).

Block 5

Set back (to the south) slightly from, and on the western side of, the northern part of Block 2, is single storey Block 5 (Plate 7). In the north wall of this block, at its eastern end, is a modern door within an original opening. This doorway is covered with a porch formed from a mono-pitched roof running from the western side of Block 2 to a short north-south wall to the west of the door (Plate 11). This wall is butted up against the northern elevation of Block 5.



Plate 11
Porch over
doorway at
junction of
Blocks 2 (left)
and 5 (right),
looking
southeast

Immediately west of the porch is a small rectangular recess in the wall, perhaps the former location of a fuse box. There are two windows in the elevation, a large one to the eastern end (Room 9) covered over with planking, and a second toward the western end (Room 10). This second window, which is original, has a carved wooden mullion or glazing bar and a gauged arch of brick rubbers (Plate 12). There is a dentilation course of blue brick at the eaves.



Plate 12
Carved window glazing
bar, Block 5, northern
elevation, looking south

The western gable of the block is mostly covered with render but contains a modern window towards its southern end (Room 11). The rendering covers over the junction with adjacent Block 1, to the south (Plate 7). The southern side of the block is against Block 1, while the eastern side is against Block 2.

Interior

Ground floor (Figs. 4-6)

Access to the interior is via the north doorway in Block 5. There is a second doorway in the middle of the southern elevation, Block 2.

The north door opens into a short corridor. At the northern end of the corridor is an entrance to a room on the east side (Block 2, Room 8), while the southern end of the corridor gives access to a room on the west (Block 5, Room 9) and a staircase to the east.

The northern room (Room 8) has an original doorway and contains a blocked fireplace on the north side (Plate 13) and the original concrete-mullioned window on the east (Plate 14). There is an opening in the southeastern corner to a passage leading south, beneath the stairs.



Plate 13
Room 8,
showing
blocked
fireplace and
original door,
looking
northwest



Plate 14
Room 8, detail of mullioned
and transomed window,
looking east

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

The room (Room 9) to the west of the corridor has an original window in the north elevation and a suspended ceiling. There is a modern (1980s+) inserted partition wall on the west side with doors leading to a utility room (Room 10) and a bathroom (Room 11). The utility room has a small original window in the north side, while the bathroom has an inserted window in the west wall.



Plate 15
Room 9, view
towards inserted
partition and
Rooms 10 (right)
and 11(left),
looking west

Leading from the southwestern corner of Room 8 (see above), the passage provides access to Room 2 (Block 2). In the south wall of this are the southern door to the complex and flanking windows. A wide opening on the west side of the room gives access to Room 1 (Block 1). There is a low and short partition leading west from the north side of the entry, and the floor slopes down. There are the modern double glazed windows in the south wall and double doors in the west side. A blocked fireplace is located on the north wall.



Plate 16
View from Room 2
to Room 1, looking
west

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

Two doors are located in the east side of Room 2 (Block 2). The northern entry gives access to a washroom and separate toilet cubicle (Rooms 3 and 4 respectively) in Block 3. The southern door leads to Room 5 (Block 2), which has two windows in the south wall. There is an inserted partition wall across the north side of the room and a doorway toward the eastern end of this partition leads to Room 6 (Block 3). In the north wall of this room is a blocked fireplace and cupboards beneath the original window.

A doorway in the east wall of Room 5 leads to Room 7 (Block 4) at the eastern end of the complex. In the east wall of this room is an empty disused fireplace (now containing shelves) flanked by two small original windows (Plate 17). There is a modern double glazed window in the south wall and an original window in the north side.



Plate 17
Room 7,
showing former
fireplace and
windows,
looking east

Upper floor (Figs. 4, 5 and 7)

At the top of the stairs are two small landings, the one directly at the top of the stairs having a narrow window in the east wall (Plate 18). The northern landing gives access to the north room (Room 12, Block 2). This has a suspended ceiling, an original window with concrete mullions in the east wall, and a probable replacement window in an original opening on the west side. There is a fireplace on the north side and this contains a cast iron hearth, possibly original but more likely reused or a modern copy (Plate 19).



Plate 18
Narrow window on landing
at top of stairs, looking
northeast



Plate 19
Room 12, showing
fireplace and
mullioned
window, looking
northeast

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

The southern landing provides access to three further rooms. There is an original doorway to the eastern room (Room 13, Block 3). This room has an original window on the south side and a fireplace flanked by windows on the north side.



Plate 20
Room 13,
looking north

Off the south side of the landing is Room 14 (Block 2). In the south wall of this room is a fireplace flanked by two windows, all original. The fireplace contains a cast iron hearth that is probably a modern or reused insertion, but may be original.

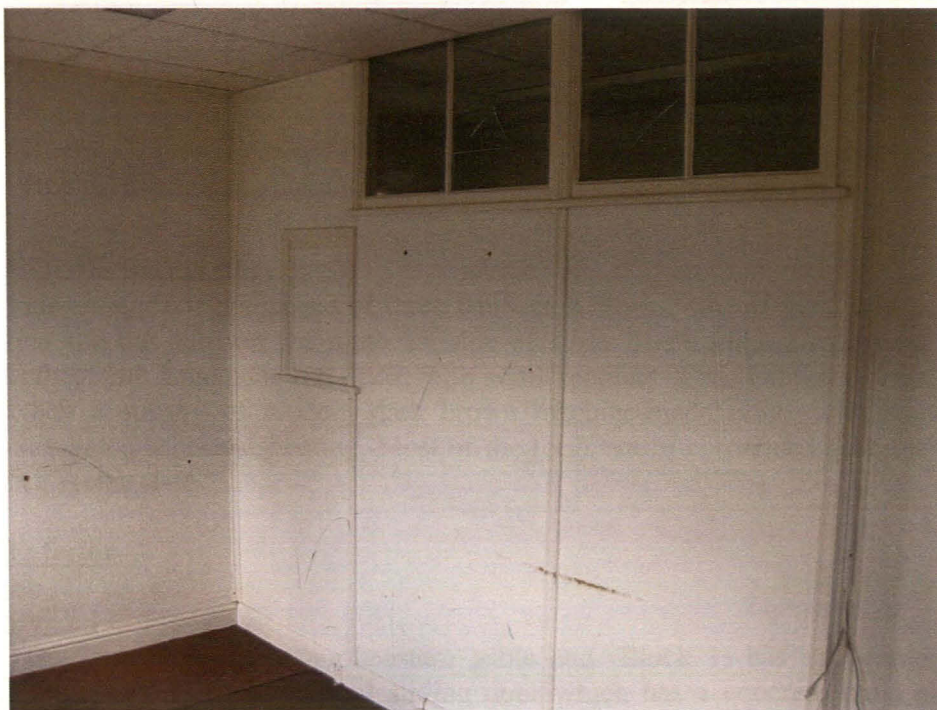


Plate 21
Room 14,
showing
inserted
partition
separating it
from Room 15,
looking
northwest

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

A wooden partition with glazing along the top forms the north wall of Room 14, separating from Room 15 (Block 2). There is a blocked window towards the western end of this partition (Plate 21). Room 15 is narrow and contains a deeply recessed small window in the west end wall (Plate 22). At the western end of the north wall is an original door that gives access to a small storage area (Room 16). This appears to have a blocked exit on the north side, suggesting this small room originally served as a passage to, or common store with, Room 12 to the north (Plate 23). However, there are no indications of this possible exit within Room 12. All the upper floor rooms have modern suspended ceilings.

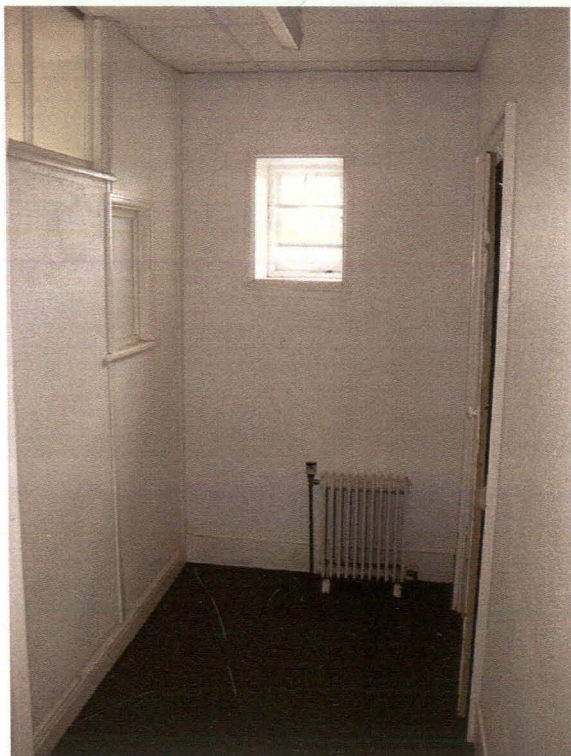


Plate 22
Room 15, showing door to storage area,
Room 16, on right, looking west



Plate 23
Room 16, storage area, showing
blocked opening at rear, looking north

GOODS SHED (Figs. 8-10)

This complex is composed of three connected blocks, two of them in a northeast-southwest line and the third on the southeast side of these. The northeast-southwest section is mainly built of late handmade red brick, with some sections of modern grey brick. The southeastern block is mostly of modern dark brown machine-made brick, with some grey brick and corrugated asbestos sheeting. Most of the roofs are of corrugated asbestos though one block has Welsh slate.

Exterior

Block 1

Two storeys high, the northeastern gable end (Block 1) has two corner and two central buttresses and a tall planked sliding door which has a concrete lintel above. The plinths

flanking the entrance are edged with blue bullnose bricks. The gable is of modern grey brick.



Plate 24
Goods shed,
northeastern and
northwestern
elevations, looking
south



Plate 25
Goods shed,
northwestern
elevation, looking
south

The long northwestern elevation has a series of seven recessed areas separated by six slight plinths. These recessed panels have the appearance of large windows, though only the top D-shaped section was glazed. There is a ragged join on the northern edge of the most southerly panel and the remainder of the wall south from this point is of modern grey brick (Plate 26). This panel is flat topped and does not contain glazing. At the southwestern end of the

elevation is a corner buttress of grey brick with edging of blue, black and brown brick.



Plate 26
Western end of northwestern
elevation, showing repair,
looking southeast

The southwestern elevation is partially obscured by attached Block 2. The northern half of the elevation, almost up to eaves level, is a large patch of modern machine-made brick topped by a large concrete lintel. This probably represents a blocked loading door. This patch contains a modern door (Plate 27).



Plate 27
Southwestern elevation
of goods shed, and
attached Block 2,
looking east

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

South of the blocked loading door the walling is of handmade brick and contains two recesses, one flat-topped and the other with a D-shaped arch (Plate 28). Two little of these were revealed to determine if either were ever glazed. The gable is of modern machine-made brick.



Plate 28
Southwestern
elevation of goods
shed, showing
arched recess
crossed by roof of
adjacent Block 2,
looking northeast

Most of the southeastern elevation is covered by Block 3. Immediately east of Block 3 the elevation contains a tall wide wooden sliding door. The entry is topped with a timber lintel just below the eaves. On the east side of this entry is a ragged join and patch of modern machine-made brick. There are two plinths further to the east, one at the corner of the elevation. Between the plinths is a tall recessed panel with a blocked D-shaped window at the top (Plate 29).



Plate 29
Eastern end of
southeastern
elevation of goods
shed, looking
northwest

Block 2

This single storey section is located at the southwestern end of, and set slightly back from, Block 1. It is built of late handmade brick and has a slate roof. There is a brick chimney rising from the eastern end of the roof apex, and attached to the wall of Block 1. The northern elevation contains three windows with concrete frames, mullions and transoms (Plate 30). The western gable end contains two further concrete framed windows with mullions, transoms and lintels all of concrete. Although mostly obscured by vegetation and dumped materials the southern elevation appears to be plain (Plate 31).



Plate 30
Northern
elevation of
Block 2. Note
recessed panel in
wall of Block 1
(on left) crossed
by roof line,
looking
southeast



Plate 31
Western and
southern
elevations of
Block 2, looking
north

Block 3

Two storeys high with a corrugated asbestos roof, this block is attached to the southeastern side of Block 1. The western gable end is of modern grey brick to 1.2m high, and corrugated asbestos sheet above. Vegetation obscures the southwestern corner of the building (Plate 32).

Of dark brown machine-made brick, the southern façade contains three modern metal roller doors, two (located towards either end of the wall) being almost the full height of the elevation, the third being half as tall. There is also a normal sized wooden door between the western and central roller doors. The eastern gable end is plain.



Plate 32
Western and
southern sides of
Block 3, looking
north

Interior

Block 1

This block is divided into two compartments by an inserted partition of grey brick covered by board running the length of the building. There was only access to Room 1, the northern section.

Room 1 has a concrete floor and a series of roof trusses which also go over inaccessible Room 2 to the south. The D-shaped windows are evident in the north wall but there are no indications of the recessed panels beneath, as seen on the exterior. There is a series of plinths in the eastern gable that support roof joists. In the southeastern corner of the room is a single story office of breeze block with a modern glazed door in the north side (Room 3).

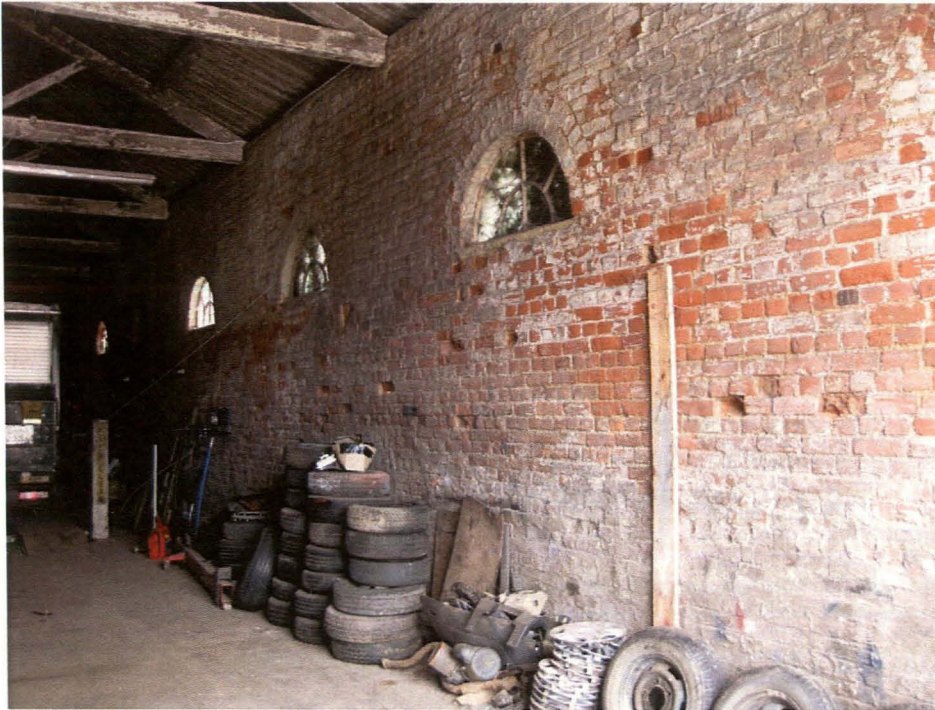


Plate 33
Goods shed
Room 1, north
side, looking
west



Plate 34
Goods shed
Room 1,
showing roof
trusses and
inserted
partition, looking
west

Block 2

There was no internal access to this block (Room 4).

Block 3

This block is divided into a least two compartments. Only the eastern room (Room 5) was accessible, the western room not being entered (Room 6).

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

The western wall of Room 5 was of breeze block and separated it from inaccessible Room 6 to the west. The northern wall was of late handmade brick and contained a large blocked doorway with a D-shaped arch. This entrance extended westward beyond the breeze block wall. Due to this room being use for vehicle repair and paint spraying it was not possible to photograph the arch.

6. DISCUSSION

Examination of the buildings at the former Holbeach railway station has indicated that the complex is largely of three phases (Fig. 11). The earliest phase is the original build of the station house and goods shed in c. 1858, while the second phase is an extension to the station house and the addition of a weighing machine to the goods shed, both perhaps made in the 1860s-70s. Alterations were made to the station house probably in the 1970s-80s, and at about the same time a large extension was added to the goods shed (Plates 35 and 36).

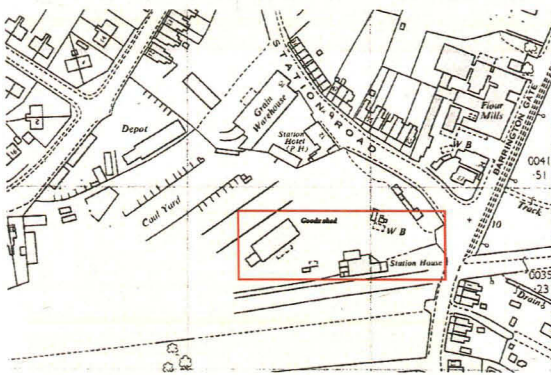


Plate 35
Extract of 1970 Ordnance Survey map,
showing station house and goods shed
OS Licence Number AL5041A0001

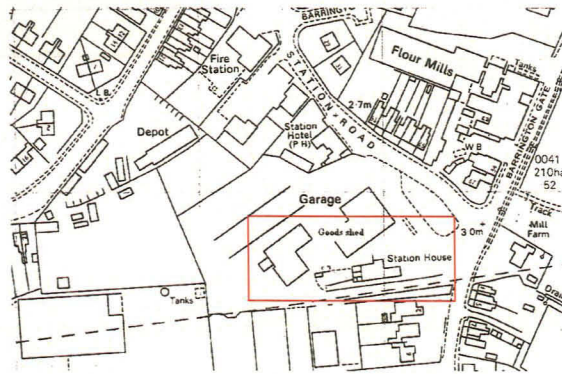


Plate 36
Extract of 1982 Ordnance Survey map,
showing alterations to station house and
goods shed, OS Licence Number AL5041A0001

The station house is currently vacant but is in a good state of repair. Used as vehicle workshops, the goods shed is in moderate-good condition.

Station house

Historical evidence shows that the station house was built according to a plan that was used with minor adaptations at other stations on this line. In particular, the station house at Long Sutton was very similar to Holbeach, and that at Moulton was also closely comparable (plates 37-39).



Plate 37
Long Sutton station house,
c. 1900



Plate 38
Moulton station house, 1958



Plate 39
Holbeach station house,
2009, showing similarity to
Long Sutton and Moulton

Boundary wall

The date of construction of the boundary wall is unclear but it seems to be a second phase of building at the station, along with adjacent Block 1. It is possible that the range represented by the wall was constructed in the 1860s-70s.

There are ragged joins toward both the western and eastern ends of the boundary wall. Additionally, in the western end of this wall is a partial straight join, and the wall has a slight return (0.5m long) to the north. It is not clear what these various joins relate to, though the ragged joins might be from partial rebuilding of the wall.

The boundary wall relates to rendering across the west sides of Blocks 1 and 5. Historic photographs, taken between *c.* 1906 and 1961, show the boundary wall forming part of a flat-roofed extension to the station house complex. This extension was probably a toilet block, though the 1961 photograph shows that the building had a chimney. Comparable flat-topped toilet blocks, in broadly the same relative position to this one at Holbeach, are recorded at the closely similar station houses at Long Sutton and Moulton.



Plate 40
Holbeach station house,
1961

Originally, the building was one storey high, with the top at about the level of the eaves of adjacent Block 1. However, when the toilet block was demolished the wall was lowered to about half its original height. The date of demolition of this building is unknown, but was clearly after 1961.

Block 1

On the evidence of mis-aligned brick courses, the western single storey block appears to have been added to the remainder of the station house complex. On the basis of some maintenance of architectural style and detailing, it is considered that this was soon after the original station construction in *c.* 1858. Moreover, it is possible that this was not a separate phase of construction but merely the final stage of the single building programme for the station house.

Extensive patching in the brickwork of the southern façade indicates substantial alterations to this part of the structure. A window (the eastern) was inserted and the vertical ragged join may indicate a doorway was removed and blocked up. Internally, the block is a single large open space with a low stub wall by the entrance from the rest of the complex. This wide

entrance may have been to allow passage of trolleys or similar and the room perhaps served as a store area for packages to be transported on the trains. A fireplace provided heating, but this was later blocked. Perhaps in the 1970s-80s a double door was installed in the western elevation.

In consideration of the similar station houses at Long Sutton and Moulton (see Plates 37 and 38, above), and the suggestion that, originally, there was a central doorway in the southern elevation (see Plate 4, above), this block might have initially been a toilet block, perhaps unroofed or with a flat roof. If so, the building seems to have been altered soon after its construction and a new toilet block, represented by the boundary wall, erected alongside.

Blocks 2-4

These blocks were constructed together under the unified building scheme for the station house in *c.* 1858. As noted above, the close similarity of the style and layout of Holbeach station house to others on this branch line show them to have been built to a common, though adaptable, plan.

The southern rooms of these blocks, Rooms 2, 5 and 7, may have been the original ticket sales and waiting rooms of the station, Room 2 probably being where tickets were purchased. All three originally had doors on to the platform but two of these, to Rooms 5 and 7, were later blocked and replaced by windows. Rooms 3 and 4 were perhaps originally a single room created in the corner of Room 5. This may have provided toilet facilities or possibly functioned as the ticket office. A partition wall was installed across Room 5, creating Room 6, which was perhaps used for storage. This partition perhaps dates to the mid 20th century and by the time it was inserted the fireplace, which had originally provided heating to the open Room 5, had been blocked. Heating was also provided by a fireplace in the end waiting area, Room 7, though this fireplace was later taken out and the chimney stack removed. Similarly, the chimney stack to Rooms 6 and 13 (Block 3), was also removed.

On the north side of the station house, Room 8 was probably domestic and used by the station master. It would seem likely that the understairs passage, that allows access between this room and those to the south, was originally provided with doors to restrict public access. However, any indications of such doors have been totally removed.

Stairs lead from the 'domestic' Room 8 to a series of upper floor rooms. Initially there were three rooms, all provided with fireplaces. One of these rooms, the one at the southwestern side, was subsequently divided, probably in the mid 20th century, to form two, Rooms 14 and 15. There appears to have been a short passage, or possibly a pair of wardrobes with a common back, between the northern and southern rooms. However, the access from the northern room (Room 12) to this passage/wardrobe was subsequently closed, but at an unknown date.

Block 5

This block was probably also built as part of the unified station house plan in *c.* 1858. Initially, it may have been one large room, but was more probably two, though there are no surviving architectural indications of a dividing wall. However, a historic photograph, taken in 1961 (Plate 39, above), shows a centrally-located chimney stack rising through the roof, and also suggests an alteration in the roof line where the chimney is located. This photographic evidence implies this block was divided into two rooms, perhaps with back-to-

back fireplaces on the dividing wall.

This postulated dividing wall was removed sometime subsequent to 1961, perhaps in the 1980s or later, when a new partition was installed and a bathroom and utility room created.

Goods shed

The goods shed is probably also of three main phases, the initial construction of c. 1858, an addition of a weighing machine room perhaps in the 1860s-70s, and major extensions constructed in the 1970s. These extensions are not shown on the 1970 Ordnance Survey map, but are recorded on the 1982 plan (Plates 35 and 36, above).

The original goods shed is represented by Block 1, the internal divisions creating the separate rooms all being aspects of the 1970s alterations. At either end of the goods shed are wide tall entrances. Maps of 1902 and 1932 reveal that one of the goods lines passed through the goods shed, through these large opposed entrances (Plates 40 and 41). There is a substantial area of rebuild in grey brick on the north side of the western entrance (Plate 26). This may signify that this area of walling collapsed, or was damaged, and was subsequently rebuilt.

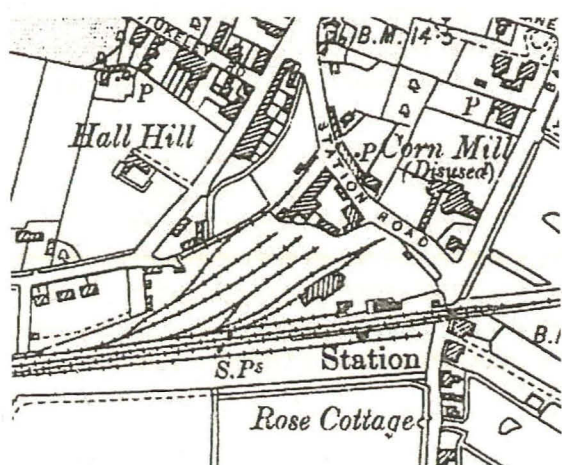


Plate 41
Extract of 1902 Ordnance Survey map,
showing sidings track going through goods
shed

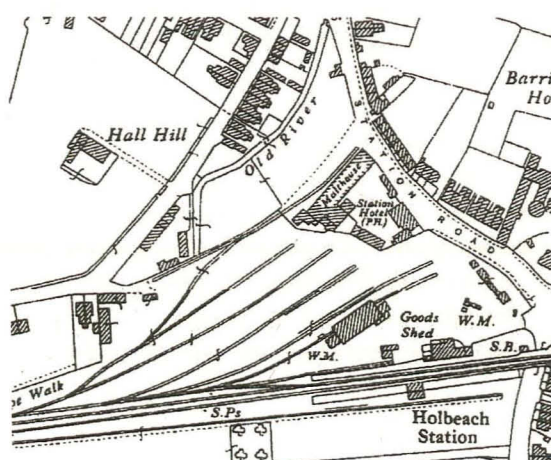


Plate 42
Extract of 1932 Ordnance Survey map,
showing sidings track going through
goods shed

Both gables are infilled with later brick than that used in the lower walls. This probably indicates that the gables were open originally, or had a different infill, such as timber planks. These alterations perhaps occurred in the 1960s-70s, and the western entrance was subsequently blocked, probably when the extensions were added in the 1970s.

In the south side of the goods shed is another tall and wide entrance, probably for vehicular access. There was also a centrally-located doorway that was probably used for pedestrian access. The 1970 map shows there was a large porch over this entrance at that time (Plate 35, above). This entry was blocked when the 1970s extensions were constructed.

At the western end of the goods shed is a single storey room, Block 2. The roof line of this

HISTORIC BUILDING SURVEY OF THE FORMER RAILWAY STATION, HOLBEACH, LINCOLNSHIRE

block crosses two recessed panels in the western end of Block 1. It seems likely, therefore, that this single storey block was built against the pre-existing goods shed. The date for this addition is unknown but the building is shown on the 1888 map of the area and construction in the 1860s-70s seems probable. Map evidence shows that this building was the weighing machine and it probably housed the mechanism and recording gear for an adjacent weigh bridge ('W.M.' marked on 1932 map, Plate 40). There is no obvious entry to this building. It may be that there was an entry in the south side, currently inaccessible and obscured by vegetation, or perhaps access was from the main goods shed block, possibly from the southern room (Room 2) which was not accessible at the time of survey.

Large extensions (Block 3) were constructed on the south side of the goods shed in the 1970s and probably at the same time the goods shed itself was subdivided into three rooms. These alterations and additions were for their use as motor vehicle workshops.

7. CONCLUSIONS

Recording of the station buildings of the former Holbeach Railway Station, Station Road, Holbeach, Lincolnshire was undertaken as the buildings are of historical and architectural significance. Survey of the station house and goods shed has provided a detailed record of the current appearance of the buildings and their development.

The station house was of three main phases of construction and alteration. These commence with the original main core of *c.* 1858, with an extension of perhaps the 1860s-70s. Alterations associated with the creation of new rooms, windows, and the partial removal of the extension occurred in the 20th century, probably mostly in the 1970s-80s. The goods shed was predominantly of *c.* 1858, with a weighing machine added soon after, perhaps in the 1860s-70s, and a large extension constructed in the 1970s. Historical research indicated the station house was built to a plan also used for other station houses on the same railway line.

8. ACKNOWLEDGEMENTS

Archaeological Project Services wishes to acknowledge the assistance of Trevor Clay of Trevor Clay RIBA Ltd who commissioned this investigation on behalf of Mr D Lefley. The project was coordinated by Gary Taylor. This report was edited by Steve Malone and Tom Lane. Thanks are also due to the staff of Lincolnshire Archives, Lincoln Central Reference Library and Holbeach Library. David Start permitted access to library maintained by Heritage Lincolnshire.

9. PERSONNEL

Project Coordinator: Gary Taylor
Building Recording: Bob Garland, Jonathon Smith, Gary Taylor
CAD Illustration: Sue Unsworth
Photographic reproduction: Sue Unsworth
Analyst: Gary Taylor

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11. ABBREVIATIONS

ALGAO	Association of Local Government Archaeological Officers
APS	Archaeological Project Services
IFA	Institute of Field Archaeologists
OS	Ordnance Survey

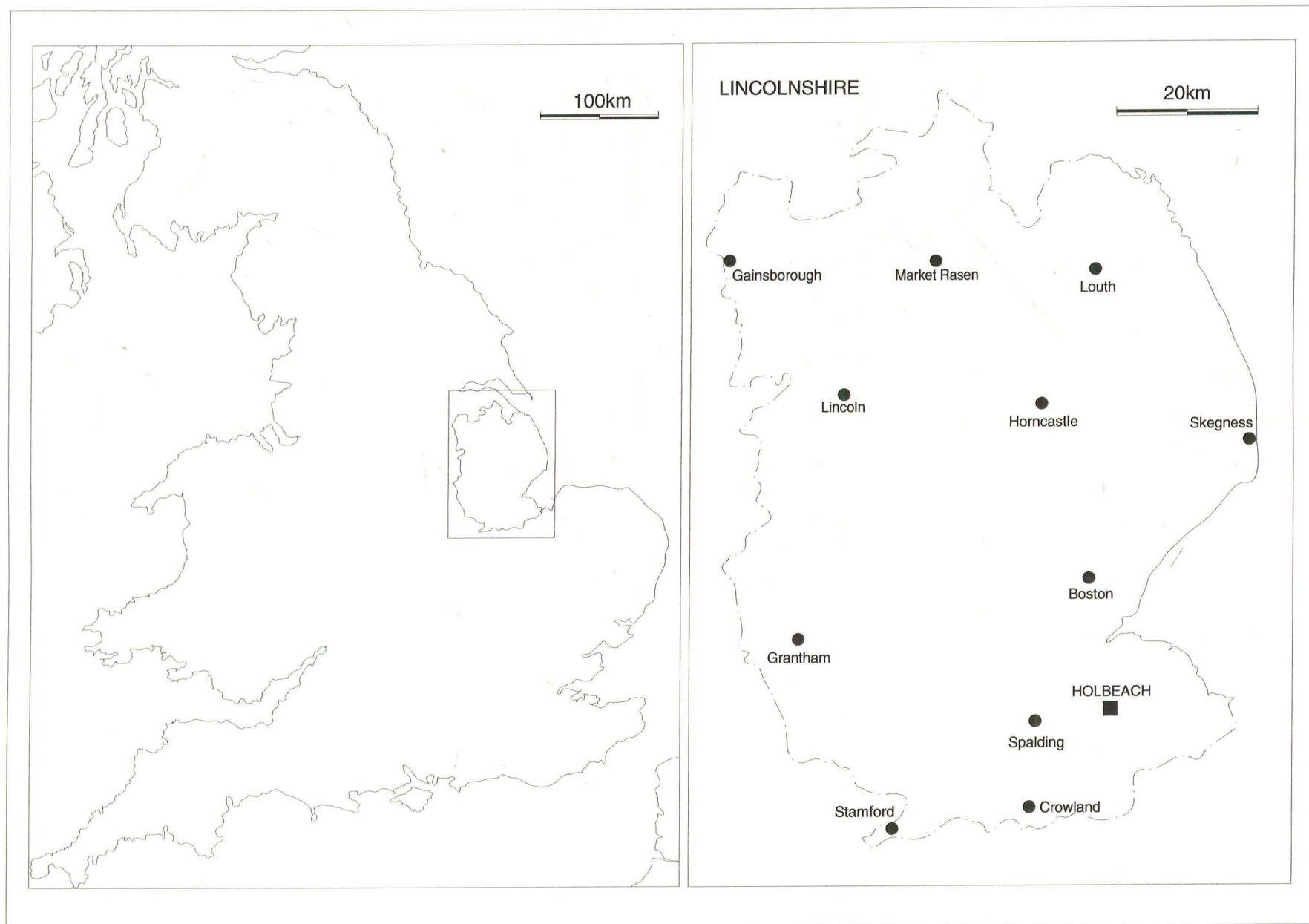
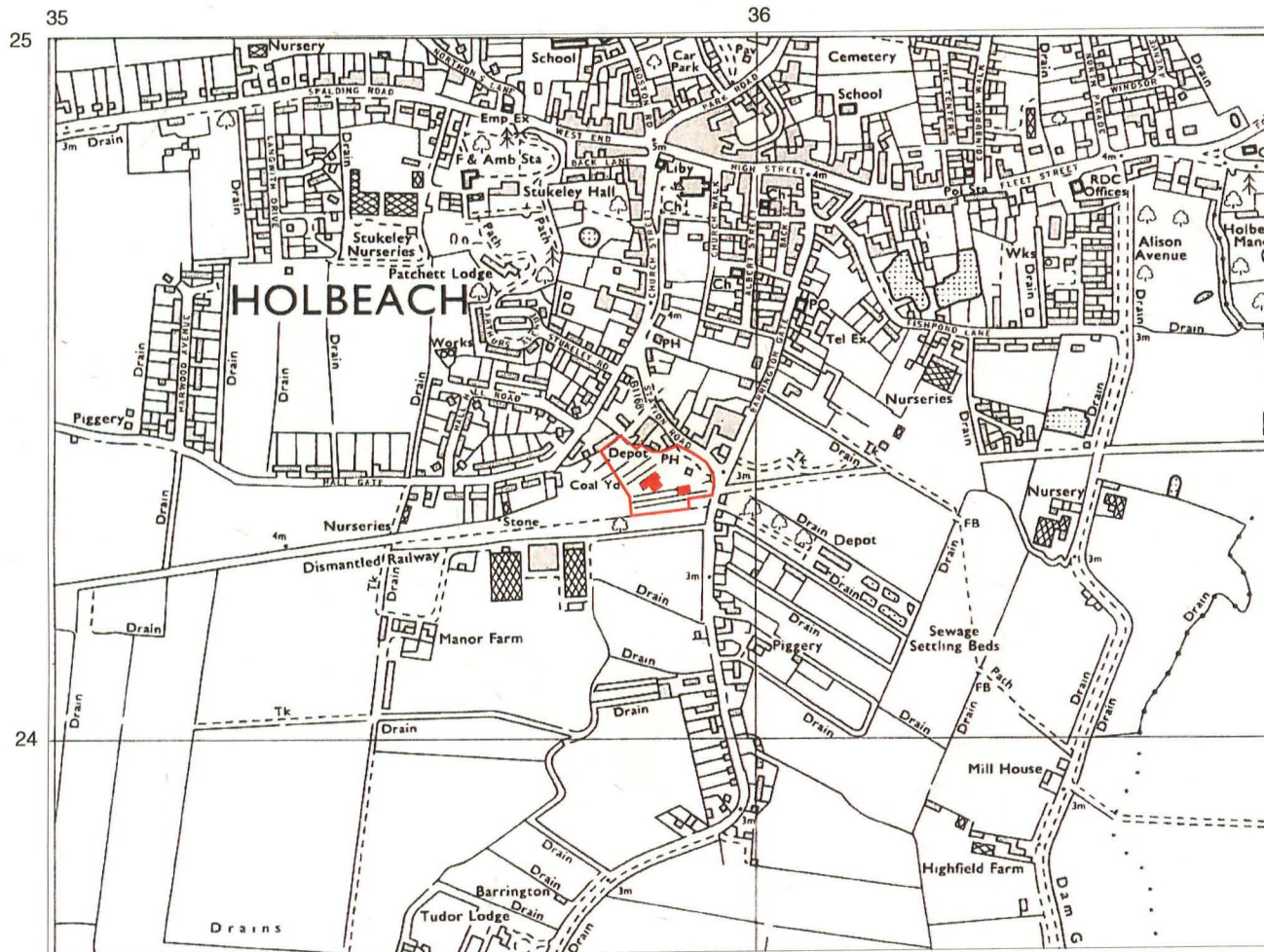


Figure 1 General Location Plan



KEY



The site and recorded buildings

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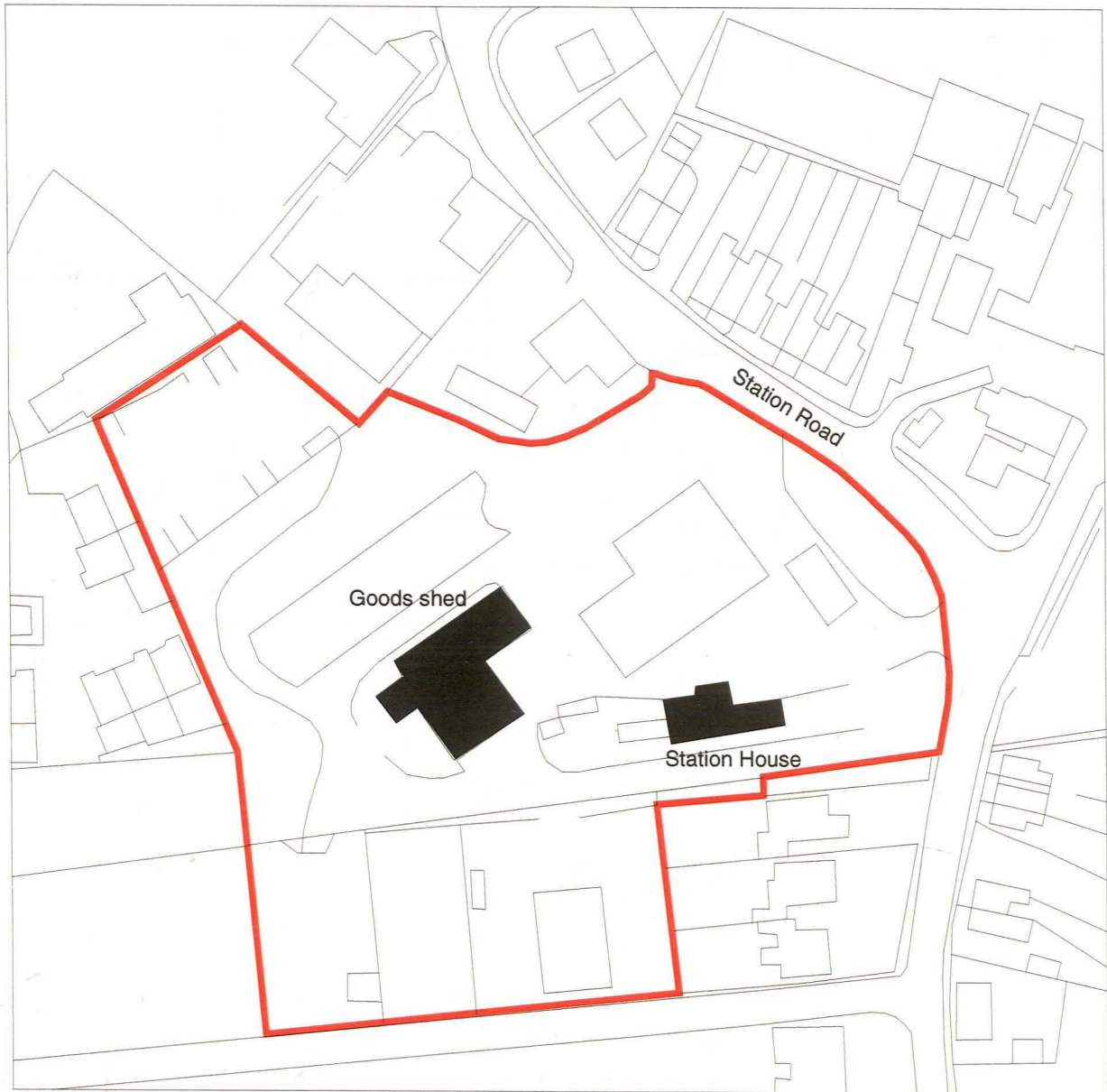
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Project Name: Holbeach Station Road HOSR09		
Scale 1:10000	Drawn by: GT	Report No: 73/09

Figure 2 Site Location Map




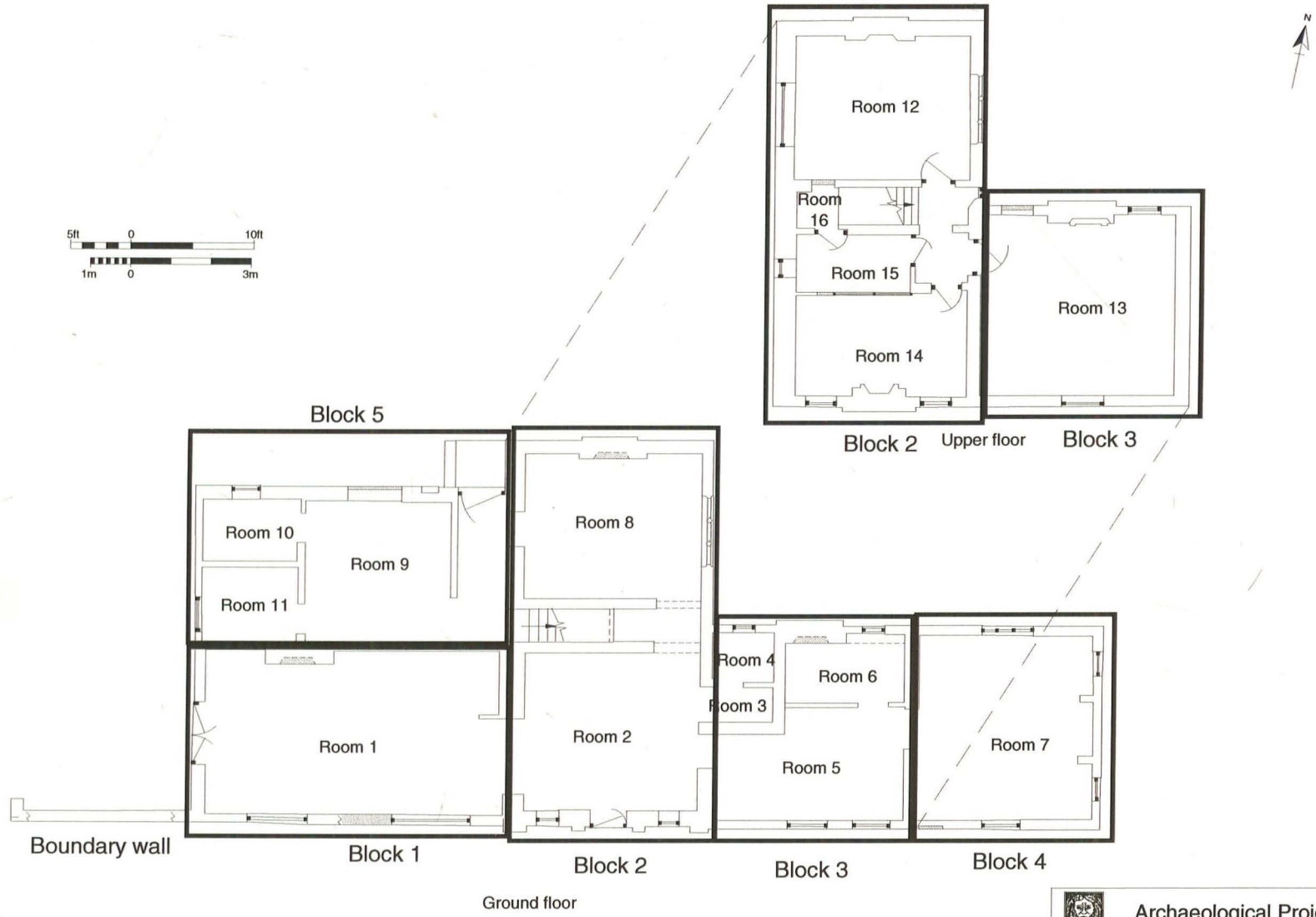
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Project Name: Holbeach Station Road HOSR09		
Scale 1:1250	Drawn by:GT	Report No: 73/09

Figure 3 Site Location, showing recorded buildings




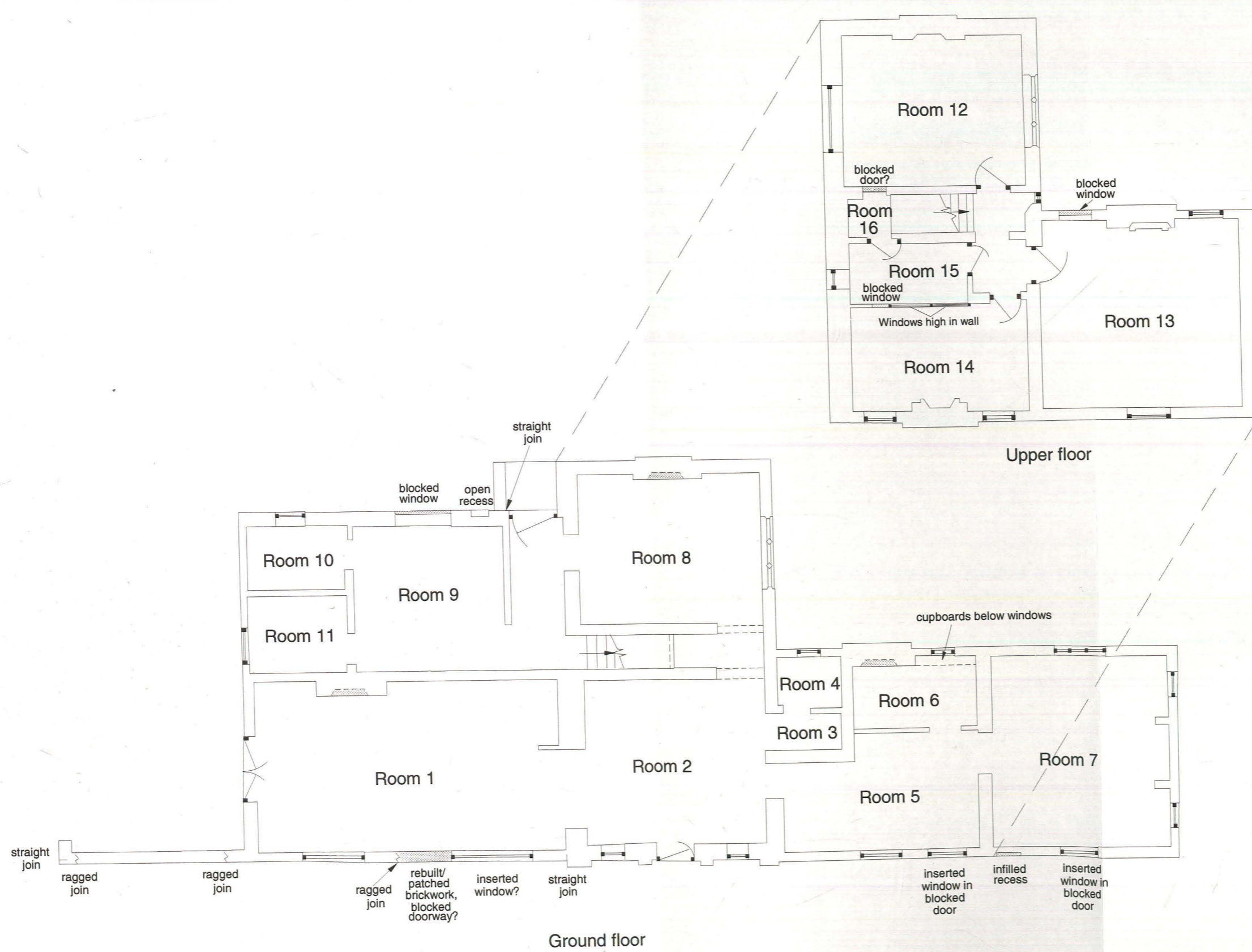
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Figure 4 Station house, block arrangement and room numbering




	Archaeological Project Services
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Report No: 73/09	

Figure 5 Station house, floor plans

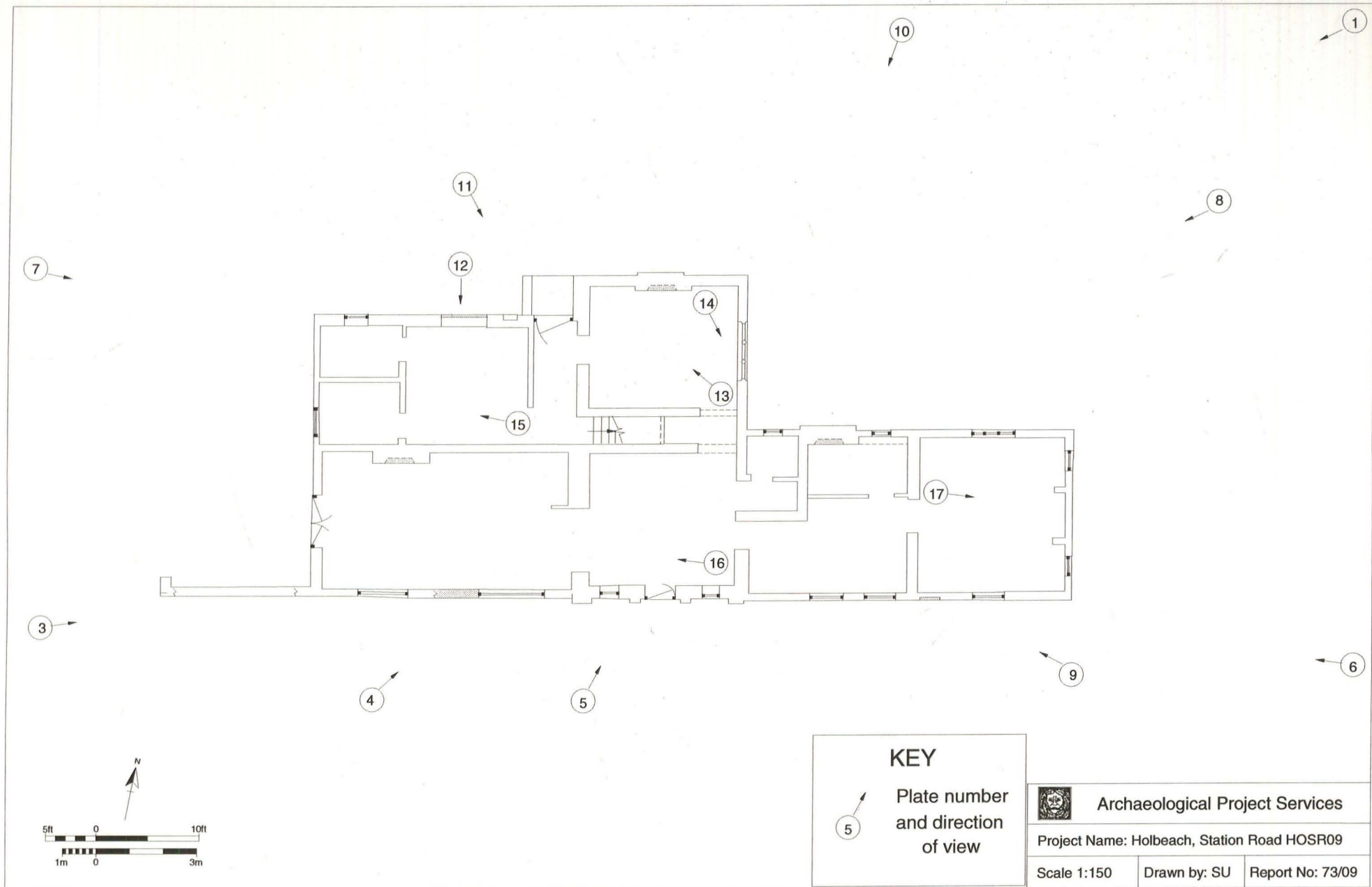


Figure 6 Station house, ground floor, plate arrangement

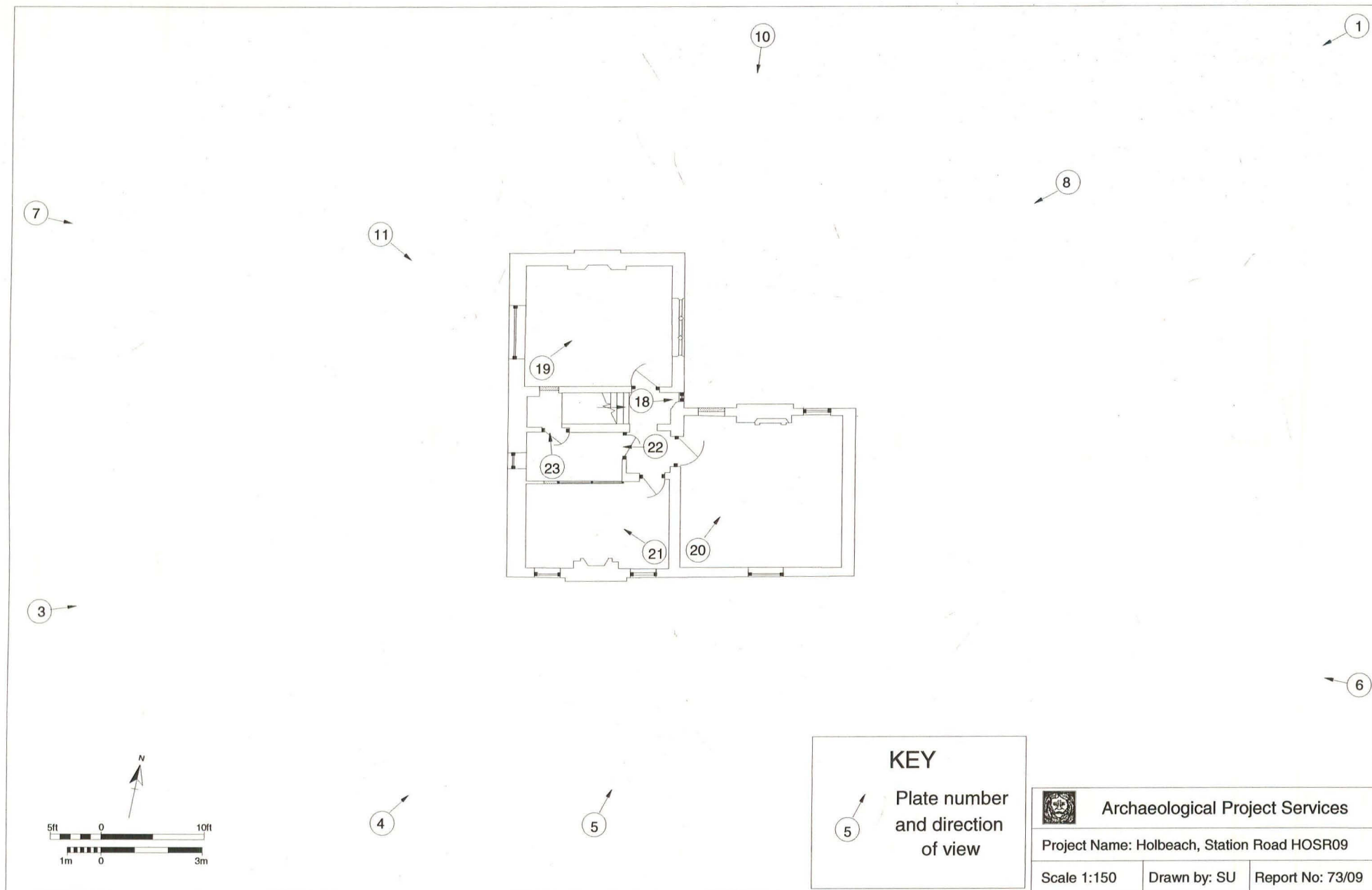


Figure 7 Station house, upper storey, plate arrangement

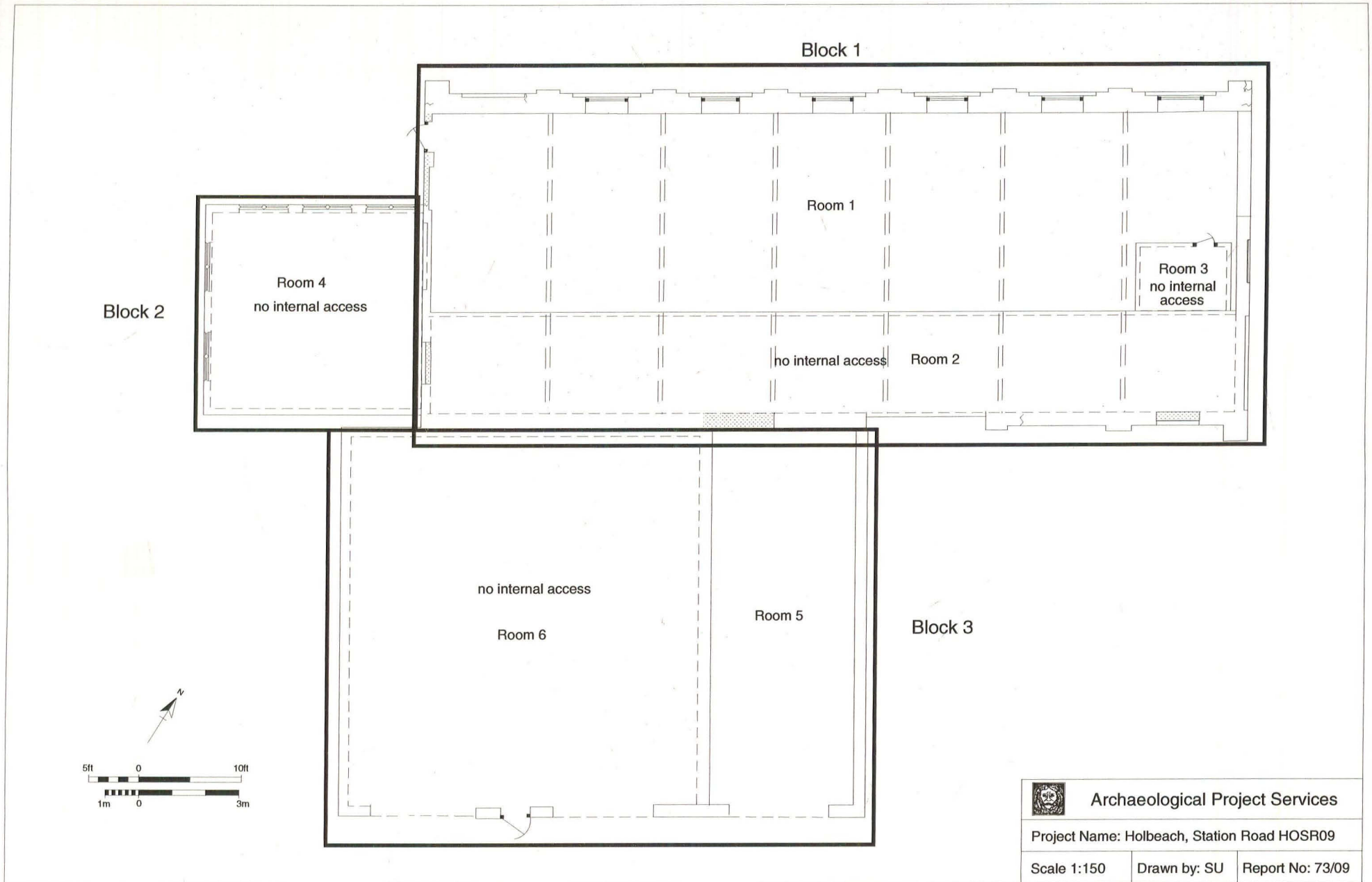
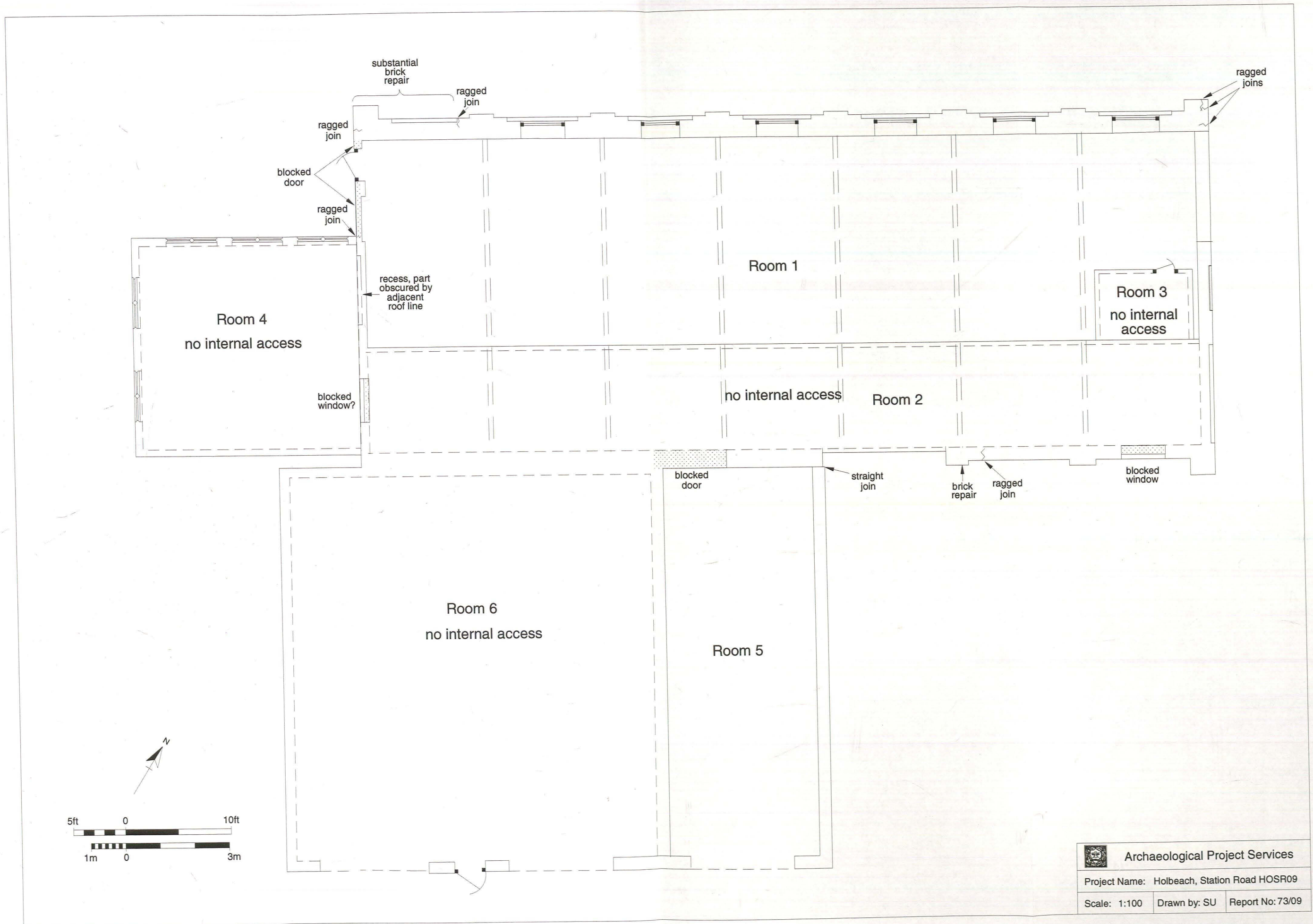


Figure 8 Goods shed, block arrangement and room numbering





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Figure 9 Goods shed, floor plan

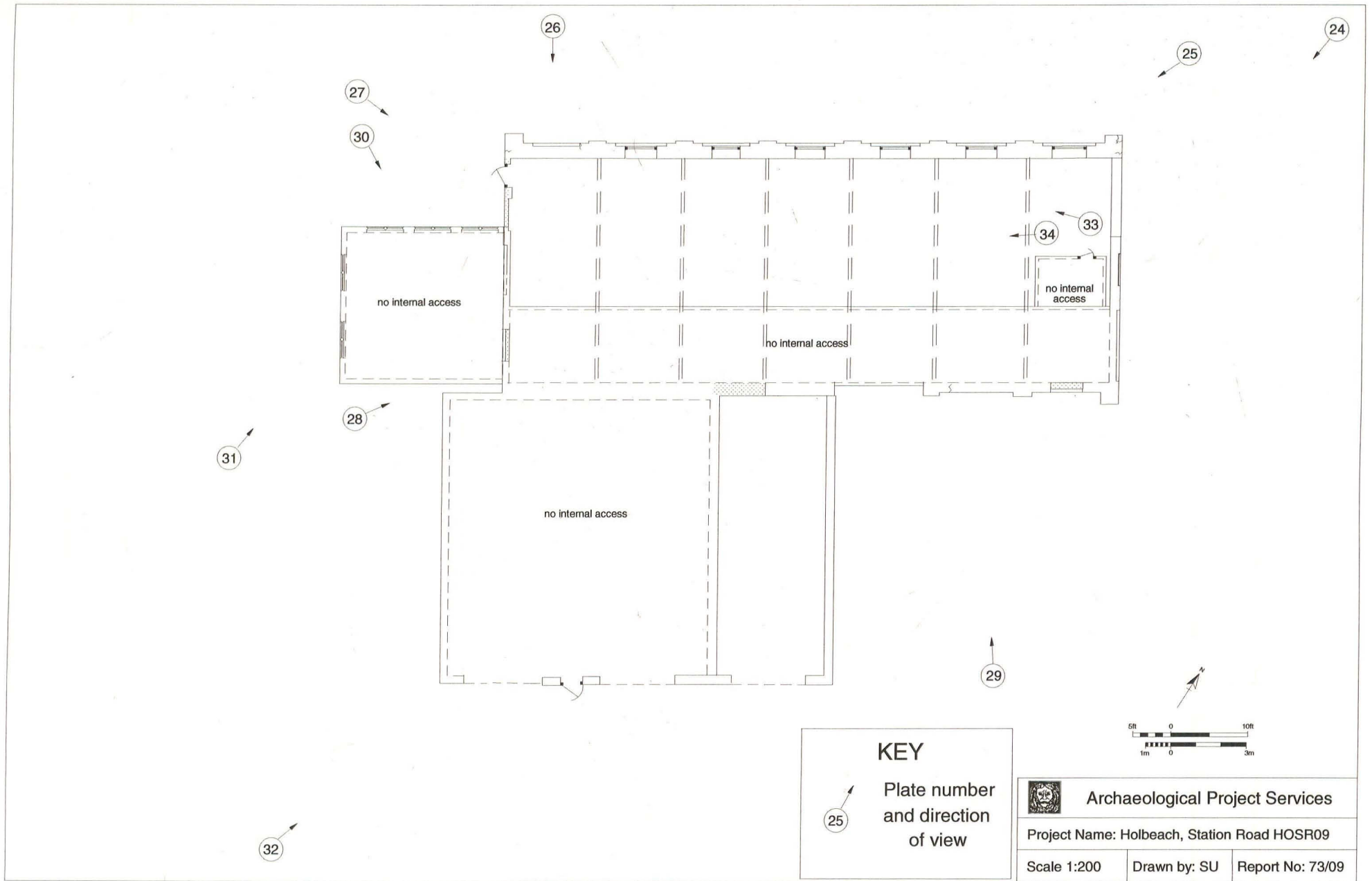



Figure 10 Goods shed, plate arrangement

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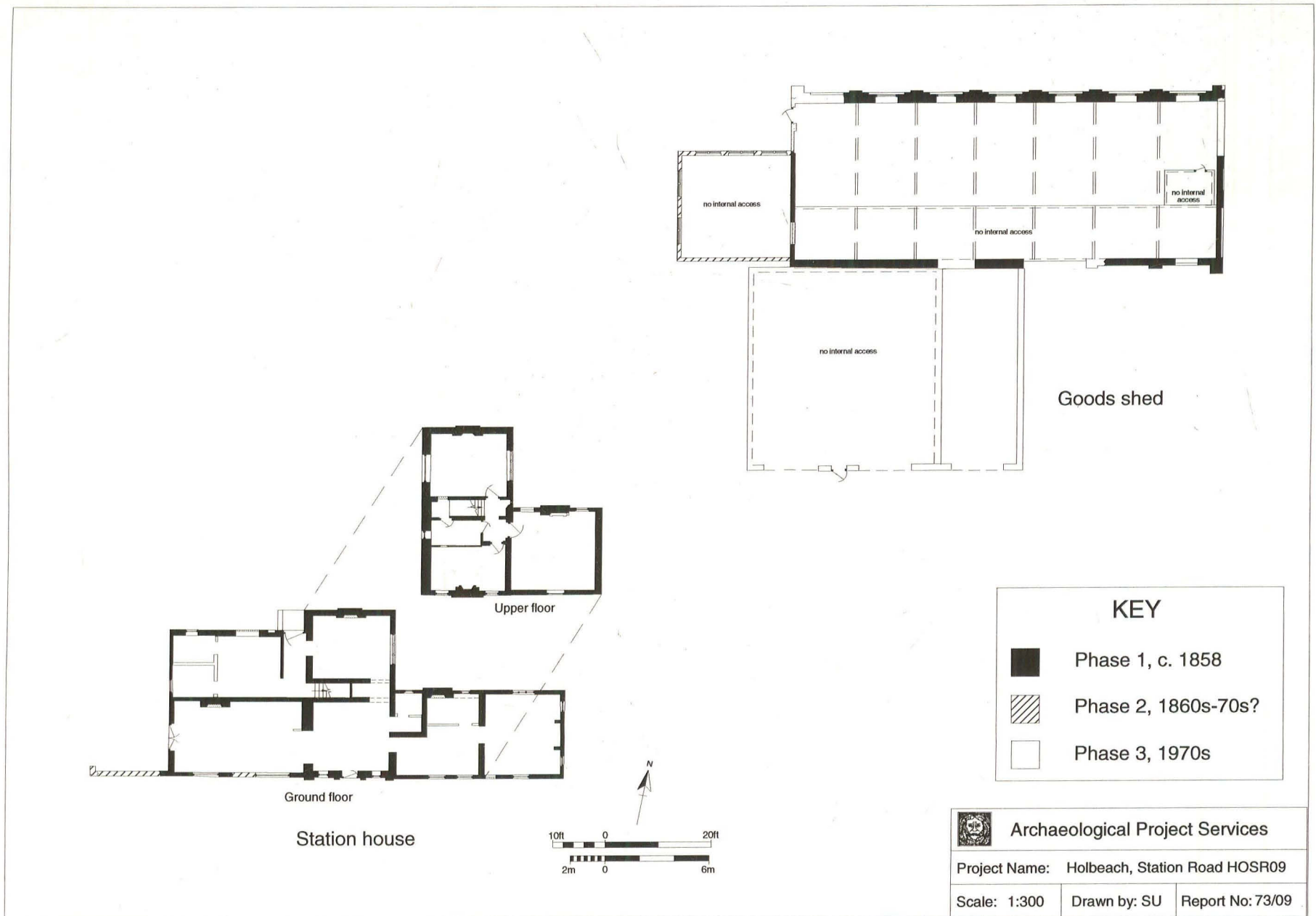



Figure 11 Station house and goods shed, phase plans

KEY		
■	Phase 1, c. 1858	
▨	Phase 2, 1860s-70s?	
□	Phase 3, 1970s	
 Archaeological Project Services		
Project Name: Holbeach, Station Road HOSR09		
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Appendix 1

**LAND AT
STATION ROAD,
HOLBEACH,
LINCOLNSHIRE**

**SPECIFICATION FOR
ARCHAEOLOGICAL EVALUATION
AND
PHOTOGRAPHIC SURVEY OF BUILDINGS**

**PREPARED FOR
TREVOR CLAY**

**BY
ARCHAEOLOGICAL PROJECT SERVICES
Institute of Field Archaeologists'
Registered Archaeological Organisation No. 21**

APRIL 2009

1 SUMMARY

- 1.1 *This document comprises a specification for the archaeological field evaluation and building recording at Station Road, Holbeach, Lincolnshire.*
- 1.2 *The area is archaeologically sensitive, and numerous burials, probably associated with the lost medieval chapel of St Peter, have been found in the vicinity of the site previously. Roman and post-medieval remains are also known close by. The investigation area is the site of Holbeach railway station, constructed in the 19th century.*
- 1.3 *A programme comprising archaeological evaluation by trial trenching and written, drawn and photographic recording of buildings is required at the site.*
- 1.4 *On completion of the fieldwork a report will be prepared detailing the findings of the investigations. The report will consist of a text describing the nature of the archaeological deposits located by the evaluation and will be supported by illustrations and photographs. Reporting of the building recording will be comprised of a text and plates related to plans of the buildings.*

2 INTRODUCTION

- 2.1 This document comprises a specification for the archaeological field evaluation and building recording of land at the former railway station, Station Road, Holbeach, Lincolnshire.
- 2.2 The document contains the following parts:
 - 2.2.1 Overview
 - 2.2.2 The archaeological and natural setting
 - 2.2.3 Stages of work and methodologies to be used
 - 2.2.4 List of specialists
 - 2.2.5 Programme of works and staffing structure of the project

3 SITE LOCATION

- 3.1 Holbeach is located 11km east of Spalding in the South Holland district of Lincolnshire. The site is in the southern part of the town, on the southwest side of Station Road, at national grid reference TF 3581 2446.

4 PLANNING BACKGROUND

- 4.1 The site is the subject of a planning application (H09/0799/08) for residential development comprising 29 plots with associated parking and access. Permission has been granted, subject to conditions that include the undertaking of an archaeological evaluation by trial trenching and photographic building recording. The evaluation may indicate the need for further archaeological investigation or mitigation measures.

5 SOILS AND TOPOGRAPHY

- 5.1 Holbeach is on a slight east-west ridge which, peaking at 5m OD, is followed by High Street and West End. The town is on Romney Series coarse silty gleyic brown calcareous soils developed on roddens and reclaimed marshland. South of the town are Wisbech Series calcareous alluvial gleys. These soils overlie marine alluvium that seals upper Jurassic clay

(Hodge *et al.* 1984). The investigation site lies at 3m OD at the bottom of the gentle slope known from the north.

6 ARCHAEOLOGICAL OVERVIEW

- 6.1 Holbeach is in an area of archaeological remains of Roman and later date. Roman pottery has previously been found about 300m south of the present investigation site. Holbeach comprised several manors at the time of Domesday Book in 1086AD, indicating the settlement was in existence in the Late Saxon period. The medieval chapel of St Peter is believed to have been located in the vicinity of the former railway station. The probable cemetery of this lost chapel was first identified in 1719 and levelling of the area in 1867 exposed more than 130 skeletons along with medieval pottery (Archaeological Project Services 2001). Approximately 200m north of the site is Stukeley Hall. This was constructed in 1922 on the site of the residence of the family of William Stukeley, the famous 18th century antiquarian. The gardens of the hall are 18th century. The railway station, which previously occupied the site, was established in the 19th century (Archaeological Project Services 1997).

7 AIMS AND OBJECTIVES

- 7.1 The aim of the work will be to gather sufficient information for the archaeological curator to be able to formulate a policy for the management of the archaeological resources present on the site.
- 7.2 The objectives of the work will be to:
- 7.2.1 Establish the type of archaeological activity that may be present within the site.
 - 7.2.2 Determine the likely extent of archaeological activity present within the site.
 - 7.2.3 Determine the date and function of the archaeological features present on the site.
 - 7.2.4 Determine the state of preservation of the archaeological features present on the site.
 - 7.2.5 Determine the spatial arrangement of the archaeological features present within the site.
 - 7.2.6 Determine the extent to which the surrounding archaeological features extend into the application area.
 - 7.2.7 Establish the way in which the archaeological features identified fit into the pattern of occupation and land-use in the surrounding landscape.
 - 7.2.8 Establish the form of the recorded buildings.
 - 7.2.9 Identify the date of the buildings and features of special interest
 - 7.2.10 Assess the state of preservation of the buildings and any features of special interest.

8 LIAISON WITH THE ARCHAEOLOGICAL CURATOR

- 8.1 Close contact will be maintained with the archaeological curator throughout the investigation to ensure that the scheme of works fulfils their requirements.

9 TRIAL TRENCHING

- 9.1 Reasoning for this technique

SPECIFICATION FOR ARCHAEOLOGICAL EVALUATION AND BUILDING SURVEY: STATION ROAD, HOLBEACH

- 9.1.1 Trial trenching enables the *in situ* determination of the sequence, date, nature, depth, environmental potential and density of archaeological features present on the site.
- 9.1.2 The trial trenching arrangement has been specified as one trench at 30m x 1.6m and two trenches each 20m x 1.6m.

9.2 General Considerations

- 9.2.1 All work will be undertaken following statutory Health and Safety requirements in operation at the time of the investigation.
- 9.2.2 The work will be undertaken according to the relevant codes of practice issued by the Institute for Archaeologists (IfA). *Archaeological Project Services* is an IfA Registered Archaeological Organisation (No. 21).
- 9.2.3 Any and all artefacts found during the investigation and thought to be 'treasure', as defined by the Treasure Act 1996, will be removed from site to a secure store and promptly reported to the appropriate coroner's office.
- 9.2.4 Excavation of the archaeological features exposed will only be undertaken as far as is required to determine their date, sequence, density and nature. Not all archaeological features exposed will necessarily be excavated. However, the investigation will, as far as is reasonably practicable, determine the level of the natural deposits to ensure that the depth of the archaeological sequence present on the site is established.
- 9.2.5 Open trenches will be marked by orange mesh fencing attached to road irons or similar poles. Subject to the consent of the archaeological curator, and following the appropriate recording, the trenches, particularly those of excessive depth, will be backfilled as soon as possible to minimise any health and safety risks.

9.3 Methodology

- 9.3.1 Removal of the topsoil and any other overburden will be undertaken by mechanical excavator using a toothless ditching bucket. To ensure that the correct amount of material is removed and that no archaeological deposits are damaged, this work will be supervised by Archaeological Project Services. On completion of the removal of the overburden, the nature of the underlying deposits will be assessed by hand excavation before any further mechanical excavation that may be required. Thereafter, the trenches will be cleaned by hand to enable the identification and analysis of the archaeological features exposed.
- 9.3.2 Investigation of the features will be undertaken only as far as required to determine their date, form and function. The work will consist of half- or quarter-sectioning of features as required and, where appropriate, the removal of layers. Should features be located which may be worthy of preservation *in situ*, excavation will be limited to the absolute minimum, (*ie* the minimum disturbance) necessary to interpret the form, function and date of the features.
- 9.3.3 The archaeological features encountered will be recorded on Archaeological Project Services pro-forma context record sheets. The system used is the single context method by which individual archaeological units of stratigraphy are assigned a unique record number and are individually described and drawn.
- 9.3.4 Plans of features will be drawn at a scale of 1:20 and sections at a scale of 1:10. Should individual features merit it, they will be drawn at a larger scale.
- 9.3.5 Throughout the duration of the trial trenching a photographic record consisting of

SPECIFICATION FOR ARCHAEOLOGICAL EVALUATION AND BUILDING SURVEY: STATION ROAD, HOLBEACH

black and white prints (reproduced as contact sheets) and colour slides will be compiled. The photographic record will consist of:

- 9.3.5.1 the site before the commencement of field operations.
 - 9.3.5.2 the site during work to show specific stages of work, and the layout of the archaeology within individual trenches.
 - 9.3.5.3 individual features and, where appropriate, their sections.
 - 9.3.5.4 groups of features where their relationship is important.
 - 9.3.5.5 the site on completion of fieldwork
- 9.3.6 Should human remains be encountered, they will be left *in situ* with excavation being limited to the identification and recording of such remains. If removal of the remains is necessary the appropriate Home Office licences will be obtained and the local environmental health department informed. If relevant, the coroner and the police will be notified.
- 9.3.7 Finds collected during the fieldwork will be bagged and labelled according to the individual deposit from which they were recovered ready for later washing and analysis.
- 9.3.8 The spoil generated during the investigation will be mounded along the edges of the trial trenches with the topsoil being kept separate from the other material excavated for subsequent backfilling.
- 9.3.9 The precise location of the trenches within the site and the location of site recording grid will be established by a GPS and/or EDM survey.

10 ENVIRONMENTAL ASSESSMENT

- 10.1 If appropriate, during the investigation specialist advice will be obtained from an environmental archaeologist. The specialist will visit the site and will prepare a report detailing the nature of the environmental material present on the site and its potential for additional analysis should further stages of archaeological work be required. The results of the specialist's assessment will be incorporated into the final report.

11 BUILDING RECORDING

- 11.1 Building Investigation will be undertaken prior to the demolition or alteration of the existing buildings. A survey of the Station House and Goods Shed will be undertaken. Subject to accessibility and Health and Safety considerations, the record will include:
- 11.1.1 A comprehensive and detailed photographic survey showing the buildings in their context; details of the exterior and interior, including views of the principal rooms and circulation areas, and structural or decorative details. The photographs will be related to plans of the buildings
 - 11.1.2 A dimensioned floor plan, which will incorporate details of the form and location of any structural features of historic interest, and any phasing evidence; supplemented by
 - 11.1.3 A full written description of the building providing an account of the building's types, materials and possible dates and phasing.

11 **POST-EXCAVATION AND REPORT**

11.1 Stage 1

11.1.1 On completion of site operations, the records and schedules produced during the trial trenching will be checked and ordered to ensure that they form a uniform sequence constituting a level II archive. A stratigraphic matrix of the archaeological deposits and features present on the site will be prepared. All photographic material will be catalogued: the colour slides will be labelled and mounted on appropriate hangers and the black and white contact prints will be labelled, in both cases the labelling will refer to schedules identifying the subject/s photographed.

11.1.2 All finds recovered during the trial trenching will be washed, marked, bagged and labelled according to the individual deposit from which they were recovered. Any finds requiring specialist treatment and conservation will be sent to the Conservation Laboratory at the City and County Museum, Lincoln.

11.2 Stage 2

11.2.1 Detailed examination of the stratigraphic matrix to enable the determination of the various phases of activity on the site.

11.2.2 Finds will be sent to specialists for identification and dating.

11.3 Stage 3

11.3.1 On completion of stage 2, a report detailing the findings of the investigation will be prepared. This will consist of:

11.3.1.1 A non-technical summary of the results of the investigation.

11.3.1.2 A description of the archaeological and historic setting of the site and buildings.

11.3.1.3 Description of the topography and geology of the investigation area.

11.3.1.4 Description of the methodologies used during the investigation and discussion of their effectiveness in the light of the results.

11.3.1.5 A text describing the findings of the evaluation.

12.3.1.6 Location plans of the site and buildings.

12.3.1.7 Plans of the trenches showing the archaeological features exposed. If a sequence of archaeological deposits is encountered, separate plans for each phase will be produced.

12.3.1.8 Sections of the trenches and archaeological features.

12.3.1.9 Appropriate photographs of the site and specific archaeological features or groups of features.

12.3.1.10 Specialist reports on the finds from the site.

12.3.1.11 Interpretation of the archaeological features exposed and their context within the surrounding landscape.

SPECIFICATION FOR ARCHAEOLOGICAL EVALUATION AND BUILDING SURVEY: STATION ROAD, HOLBEACH

- 12.3.1.12 History of the buildings at the site, their origins, development and use.
 - 12.3.1.13 A full description and interpretation of the buildings and their development, phasing and use.
 - 12.3.1.14 Ground plans of the recorded buildings, showing their layout, the location of features of architectural interest, and evidence of phasing.
 - 12.3.1.15 Full photographic coverage of the buildings, showing all details of accessible exterior and interior views and specific features, correlated with plans showing the location of views and with identifying titles/labels.
- 123 **ARCHIVE**
- 12.1 The documentation, finds, photographs and other records and materials generated during the investigation will be sorted and ordered into the format acceptable to the appropriate local museum. This sorting will be undertaken according to the guidelines and conditions stipulated by the museum, and appropriate national guidelines, for long-term storage and curation.
- 13 **REPORT DEPOSITION**
- 13.1 Copies of the investigation report will be sent to: the client; and the Lincolnshire County Council Historic Environment Record.
- 14 **PUBLICATION**
- 14.1 Details of the investigation will be input to the Online Access to the Index of Archaeological Investigations (OASIS).
 - 14.2 Notes or articles describing the results of the investigation will also be submitted for publication in the appropriate national journals: *Medieval Archaeology* and *Journal of the Medieval Settlement Research Group* for medieval and later remains; *Britannia* for discoveries of Roman date; and *Industrial Archaeology Review* for industrial remains.
- 15 **CURATORIAL MONITORING**
- 15.1 Curatorial responsibility for the archaeological work undertaken on the site lies with the Lincolnshire County Council Historic Environment Team. They will be given written notice of the commencement of the project to enable them to make monitoring arrangements.
- 16 **VARIATIONS TO THE PROPOSED SCHEME OF WORKS**
- 16.1 Variations to the scheme of works will only be made following written confirmation from the archaeological curator, the client and their consultant.
 - 16.2 Should the archaeological curator require any additional investigation beyond the scope of the brief for works, or this specification, then the cost and duration of those supplementary examinations will be negotiated between the client and the contractor.
- 17 **STAFF TO BE USED DURING THE PROJECT**
- 17.1 The work will be directed by Tom Lane MifA, Senior Archaeologist, Archaeological Project Services. The on-site works will be supervised by an Archaeological Supervisor with

SPECIFICATION FOR ARCHAEOLOGICAL EVALUATION AND BUILDING SURVEY: STATION ROAD, HOLBEACH

knowledge of archaeological evaluations of this type. Archaeological excavation will be carried out by Archaeological Technicians, experienced in projects of this type.

- 178.2 The following organisations/persons will, in principle and if necessary, be used as subcontractors to provide the relevant specialist work and reports in respect of any objects or material recovered during the investigation that require their expert knowledge and input. Engagement of any particular specialist subcontractor is also dependent on their availability and ability to meet programming requirements.

<u>Task</u>	<u>Body to be undertaking the work</u>
Conservation	Conservation Laboratory, City and County Museum, Lincoln.
Pottery Analysis	Prehistoric: D Trimble, APS Roman: B Precious, APS Post-Roman: A Boyle, APS
Other Artefacts	J Cowgill, independent specialist/G Taylor, APS
Human Remains Analysis	J Kitch, independent specialist
Animal Remains Analysis	P Cope-Faulkner, APS/J Kitch, independent specialist
Environmental Analysis	Environmental Archaeology Consultancy/V Fryer, independent specialist
Radiocarbon dating	Beta Analytic Inc., Florida, USA
Dendrochronology dating	University of Sheffield Dendrochronology Laboratory

18 **PROGRAMME OF WORKS AND STAFFING LEVELS**

- 189.1 Evaluation fieldwork will be undertaken by appropriate staff, including supervisors and assistants, and to take about 3-4 days.
- 19.2 Building recording fieldwork will be undertaken by appropriately experienced staff and will take one day.
- 18.2 Post-excavation analysis and report production (both evaluation and building recording) will take about 10 days. A project officer or supervisor will undertake most of the analysis, with assistance from the finds supervisor, CAD illustrator and external specialists.

19 **INSURANCES**

- 19.1 Archaeological Project Services, as part of the Heritage Trust of Lincolnshire, maintains Employers Liability insurance to £10,000,000. Additionally, the company maintains Public and Products Liability insurances, each with indemnity of £5,000,000.

20 **COPYRIGHT**

- 20.1 Archaeological Project Services shall retain full copyright of any commissioned reports under the *Copyright, Designs and Patents Act 1988* with all rights reserved; excepting that it hereby provides an exclusive licence to the client for the use of such documents by the client in all matters directly relating to the project as described in the Project Specification.

- 20.2 Licence will also be given to the archaeological curators to use the documentary archive for educational, public and research purposes.
- 20.3 In the case of non-satisfactory settlement of account then copyright will remain fully and exclusively with Archaeological Project Services. In these circumstances it will be an infringement under the *Copyright, Designs and Patents Act 1988* for the client to pass any report, partial report, or copy of same, to any third party. Reports submitted in good faith by Archaeological Project Services to any Planning Authority or archaeological curator will be removed from said Planning Authority and/or archaeological curator. The Planning Authority and/or archaeological curator will be notified by Archaeological Project Services that the use of any such information previously supplied constitutes an infringement under the *Copyright, Designs and Patents Act 1988* and may result in legal action.
- 20.4 The author of any report or specialist contribution to a report shall retain intellectual copyright of their work and may make use of their work for educational or research purposes or for further publication.

21 **BIBLIOGRAPHY**

Archaeological Project Services, 1997 Archaeological Implications of the Reappraisal of Holbeach Conservation Area, Holbeach, Lincolnshire (HCA97), unpublished APS report no. 23/97

Archaeological Project Services, 2001 An Archaeological Watching Brief on land off Hallgate Lane, Holbeach, Lincolnshire (HHL98), unpublished APS report no. 90/01

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Specification: Version 2, 27/04/09

Appendix 2

GLOSSARY

Bay	Regular structural subdivision of a building; the bays may be marked by roof-trusses, beams <i>etc.</i>
Bullnose brick	Brick with one, or occasionally two, rounded edges, used where a sharp edge would be inconvenient or liable to damage.
Dentilation	With dentils – small blocks forming a long, closely set, horizontal series under the cornice.
Dressing	Decoration, often around door and window openings, carried out in material superior to that used for the main walling.
Gable	Triangular section of wall at the end of a pitched roof, extending from the eaves to the peak.
Gauged arch	Flat arch with a slightly cambered underside, often made of brick rubbers (<i>q.v.</i>).
Light	An aperture through which light may pass, such as a pane of glass (each separate pane of glass within a window).
Mono-pitched	Roof having only one side sloping.
Mullion	Vertical post between the lights (<i>q.v.</i>) of a window.
Ragged join	Approximately vertical, slightly irregular, junction between sections of walling where one elevation has been cut and bonded into an earlier one.
Rubber	Soft brick that can be sawn and rubbed to the required shape, used for making gauged arches (<i>q.v.</i>).
Sash	Rebated window frame fitted with one or more panes of glass that can be moved by sliding in grooves.
Straight join	Regular vertical junction between two sections of walling that shows one part was butted against the other.
String course	Horizontal course or moulding projecting from the surface of a wall.
Transom	Horizontal element framed across a window.

Appendix 3

THE ARCHIVE

The archive consists of:

- 4 Sheets of scale drawings
- 2 Daily Record Sheets
- 3 Photographic Record Sheets

All primary records are currently kept at:

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

The ultimate destination of the project archive is:

The Collection
Art and Archaeology in Lincolnshire
Danes Terrace
Lincoln
LN2 1LP

The archive will be deposited in accordance with the document titled *Conditions for the Acceptance of Project Archives*, produced by the Lincolnshire City and County Museum.

The Collection, Accession Number:	2009.64
Archaeological Project Services Site Code:	HOSR09
OASIS Record No:	archaeo11-60775

The discussion and comments provided in this report are based on the archaeology revealed during the site investigations. Other archaeological finds and features may exist on the development site but away from the areas exposed during the course of this fieldwork. *Archaeological Project Services* cannot confirm that those areas unexposed are free from archaeology nor that any archaeology present there is of a similar character to that revealed during the current investigation.

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Archaeological Project Services can provide

Pre-Planning Advice

*Desk-Based
Assessments*

Consultancy

*Environmental Impact
Assessments*

*Topographic and
Landscape Surveys*

Evaluation

Watching Briefs

Excavation

Illustration/CAD

*Building
Surveys*

*Desktop
Publishing*

Ceramic Analysis

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