

**Romsey Railway  
Station, Romsey,  
Hampshire**

**Historic Building  
Recording**

Client: AHR ARCHITECTS

AB Heritage Project No:10683

Date:24/11/2015

## Romsey Railway Station, Romsey, Hampshire

### Historic Building Recording

**Client** AHR ARCHITECTS  
**Project Number** 10683  
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## EXECUTIVE SUMMARY

AB Heritage was commissioned by AHR Architects to undertake a Historic Building Recording and Historic Building Watching Brief monitoring at the Grade II Listed Romsey Railway Station, Romsey, Hampshire. The initial historic building recording and monitoring took place during exploratory works associated with alterations to form new WC provisions. This was undertaken during November 2015.

The station building at Romsey is considered to be a substantially intact example of a Classical style station building, with the Stationmaster's House part of the complex retaining a large amount of original joinery. The station also boasts a rare surviving fenestrated chimney.

Analysis of late 19th century sources has identified that the station buildings have changed little since the 1880s. The historic building recording has been identified that the doorway to the waiting room, to be removed during the alteration works, is laid out in its original position. The door itself may also be original.

The historic building recording also confirmed the presence of a large amount of the original joinery within the Stationmaster's House part of the building.

The initial monitoring of the exploratory works, undertaken in the proposed position of the new doorway between the present lobby and waiting room, identified that the wall and panelling on the lobby side are original features of the building. The waiting room side of the wall has been replaced, probably during the 1980s refurbishments.

It is recommended that additional monitoring should be undertaken during the removal of all supplementary wall coverings and panelling during the remainder of the alteration works, in order to record the additional, larger sections of historic fabric that are likely to be exposed. Currently the remainder of the alteration works are provisionally scheduled to take place during January 2016.

## 1. INTRODUCTION

### 1.1 Project Background

- 1.1.1 AB Heritage Limited (hereafter AB Heritage) was commissioned by AHR Architects to undertake a Historic Building Recording and monitoring during an Historic Building Watching Brief at the Grade II Listed (National Heritage List for England (NHLE) ref. 1391160) Romsey Railway Station, Romsey, Hampshire, during exploratory works associated with alterations to form new WC provisions, undertaken during November 2015.
- 1.1.2 The Historic Building Recording and Historic Building Watching Brief was requested by Test Valley Borough Council as a condition for listed building consent (Listed Building Consent Application No. 15/01169/LBWS), for alteration works to form new WC provisions.
- 1.1.3 The station building at Romsey is considered to be a substantially intact example of a Classical style station building (Photo 1), with the Stationmaster's House part of the complex retaining a large amount of original joinery. The attached booking hall (Photo 1) and the waiting room on the northern (up line) platform retain the original fretwork canopies supported on cast iron columns (Historic England, 2004). The station also boasts a rare surviving fenestrated chimney (Photo 1) (Hampshire Archaeology & Historic Building Record (ABHR), 2004). The station buildings have changed little since the 1880s.



**Photo 1: Romsey Railway Station from the south**

### 1.2 Site Location & Description

- 1.2.1 The proposed development site consists of the Grade II Listed Romsey Railway Station, Romsey, Hampshire, centred on National Grid Reference (NGR) SU 35670 21580. The station was originally located on the outskirts of the town but with the growth of the town, the station is now situated towards the centre of the town of Romsey, on the south-western side (down line) of what is now the Wessex Main Line between Bristol and Southampton. Station Road and Station Approach lead up to the station building from the south-west (See Figure 1).
- 1.2.2 The station consists of a Stationmaster's House on the north-west side of the complex (Photo 1), which has an extension on the north-west side. A booking hall is located on the south-east side of the complex.

- 1.2.3 A waiting room is located on the northern (up line) platform, linked via a subway. Part of the former goods shed and yard are present to the south-east of the station building.

### **1.3 Proposed Development**

- 1.3.1 The proposed development involves a scheme to improve accessibility to the station facilities. This includes a full refurbishment and change of layout of the ladies WC area to incorporate a new accessible toilet located within the original 1840s Stationmaster's House part of the station building (See Figure 2).
- 1.3.2 This will include raising the floor level in the lobby to match the adjacent waiting room. Installation of a new wall on the northern side of the lobby to allow for the insertion for a new accessible WC with improved ramped access.
- 1.3.3 There will be an additional ladies WC and the replacement of the doorway on the north wall of the waiting room, with automatic doors proposed for this doorway and the booking hall. New signage will also be installed.
- 1.3.4 The improvements also include the insertion of a new doorway in the north-east corner of the western wall of the waiting room, for improved access to the new, more accessible WC. This will involve the removal of a section of original skirting board, panelling and dado rail on the lobby side of the wall.
- 1.3.5 The proposed internal alterations to reposition the ladies WC and incorporate a new wash room with boxed in pipes, is likely to result in the removal of some of the original remaining joinery on the western wall of the lobby.

## 2. AIMS & METHODOLOGY

### 2.1 Aims of Works

2.1.1 The principle aim of the scheme of Historic Building Recording and monitoring during a Historic Building Watching Brief is to ensure that the evidence for the historic fabric of the building is not lost during the exploratory and development works.

### 2.2 Objectives

2.2.1 The principal objectives of the programme of works are to:

- Produce a written description of the elements of the building to be affected by the proposed development prior to the commencement of any alterations works. This includes the form, function, date, history and sequence of development, any significant architectural details or fixtures / fittings related to the history and function of the building.
- Produce an additional written description of any historic fabric of the building that might be exposed during the exploratory and alterations works.
- Undertake a photographic record of the overall appearance of the principle rooms affected by the proposed development, including any significant architectural details or fixtures / fittings related to the history and function of the building prior to the commencement of the alteration works.
- Make an additional photographic record of any historic fabric that might be exposed during the alteration works.
- Mark up existing plans supplied by the client, with elements of the building affected by the proposed development and any historic architectural features exposed during the alterations works.

### 2.3 Methodology of Works

2.3.1 The methodology for the Historic Building Recording and monitoring during the Historic Building Watching Brief has been carried out in accordance with *Understanding Historic Buildings: A Guide to Good Recording Practice* issued by English Heritage (now Historic England) (2006) and NPPF (2012) and included the following:

- An order and review of the data held by the Hampshire Archaeology and Historic Building Record (AHBR);
- A review of relevant documents held in the Network Rail Corporate Archive, Hampshire Record Office & Romsey Local Studies Library was undertaken on the 17th November 2015
- A basic descriptive and photographic recording of the areas of the building that were to be affected by the proposed alterations, as existing;
- The form and nature of any structural features of historic significance, as existing have been marked up using existing plans/elevations;



- A photographic recording undertaken by AB Heritage during the removal, by the onsite contractor, of all wall covering.
- Completion of an Online Access to the Index of Archaeological Investigations (OASIS) entry.

2.3.2 The survey was carried out broadly in accordance with a Historic England Level 2 recording.

2.3.3 The site visit was undertaken by Kerry Kerr-Peterson (Assistant Project Archaeologist, AB Heritage) on the 17th November 2015. During the site visit descriptions were made and photographic recording was undertaken of the principal areas of the building that will be affected by the proposed development, prior to the commencement of any alteration works

2.3.4 A Historic Building Watching Brief was also conducted during the exploratory works for the position of the proposed new doorway.

2.3.5 The photographic record was made using DSLR colour photography. Within the report, selected digital images have been reproduced along with plates where relevant.

## 2.4 Documentary Research

2.4.1 The Online Hampshire County Council Archaeology and Historic Building Record <http://historicenvironment.hants.gov.uk/ahbresults.aspx> was accessed to undertake an initial assessment of the records related to Romsey Railway Station;

2.4.2 The Hampshire Archive & Local Studies online catalogue <http://calm.hants.gov.uk/> was accessed to identify relevant documents held by Hampshire County Council &;

2.4.3 An initial online search of the Network Rail Corporate Archive was undertaken <http://www.networkrail.co.uk/VirtualArchive/Explore/> to determine if they held any relevant documents.

## 2.5 Consultation

2.5.1 Consultation was undertaken between Kerry Kerr-Peterson (Assistant Project Officer, AB Heritage) and Michael Bullen (Test Valley Borough Council Design & Conservation Team Leader) via telephone during October 2015, covering the scope of works. Michael expressed that the historic building recording should be undertaken broadly in line with a Level 2 survey in accordance with *Understanding Historic Buildings: A Guide to Good Recording Practice* issued by English Heritage (now Historic England) (2006).

2.5.2 Michael also requested that an archaeologist should be present during the removal of all wall coverings in order to record any historic fabric exposed during the alteration works.

2.5.3 Consultation between Michael Bullen and the client (AHR Architects) during November 2015 identified concerns regarding cutting out small sections of the wall panelling and dado rail during the exploratory works. Michael requested that full lengths of timber, areas of boarding should be removed should this be required.

## 2.6 Limitations

- 2.6.1 It should be noted that the report has been prepared under the express instruction and solely for the use of AHR Architects, and any associated parties they elect to share this information with. Measurements and distances referred to in the report should be taken as approximations only and should not be used for detailed design purposes.
- 2.6.2 All scale drawings have been sources directly from the client and have been annotated by AB Heritage where necessary.
- 2.6.3 Additional monitoring will need to be undertaken during the remainder of the alterations works that require the removal of the any additional wall coverings or joinery. The additional information will be added to the report once the alteration works that require monitoring have been completed. The likely date of the completion of the works is currently provisionally scheduled for January 2016.

### 3. HISTORIC BACKGROUND

#### 3.1 Statutory Designation

- 3.1.1 Romsey Railway Station is a statutory designated Grade II Listed Building (NHLE ref. 1391160). The station building was first designated as Grade II Listed in 2004.
- 3.1.2 The significance of the station building is mostly related to its historical and aesthetic value, as it is a substantially intact example of a Classical style station building (Photo 1), with the Stationmaster's House section retaining a large amount of original joinery.
- 3.1.3 The attached booking hall and the waiting room on the northern (up side) platform retain the original fretwork canopies supported on cast iron columns (Historic England, 2004). The station also boasts a rare surviving fenestrated chimney (Photo 1) (Hampshire Archaeology & Historic Building Record (ABHR), 2004).

#### 3.2 Historic Development

- 3.2.1 The station at Romsey was located at the junction between the routes from Bristol to Southampton and Eastleigh to Salisbury. The station was officially opened by the London and South Western Railway Company (LSWR) on the 9th March 1847, although goods services had commenced in January of that year (Atkins, 2012).
- 3.2.2 The original station layout consisted of a single platform, which is now the up line platform on the southern side of the station. The eastern part of the Stationmaster's House survives from this period (Plate 1), with three storeys on the southern side adjacent to Station Road and two storeys on the platform side of the building. These differing levels of the building were due to the difference in ground and platform level of the southern side of the station (Atkins, 2012).
- 3.2.3 The original station building was constructed from Flemish bonded yellow stock bricks in a symmetrical style, with a hipped slate roof with two fenestrated chimneys (Plate 1 & Photo 1 & 2) which were a typical feature of LSWR stations built during the 1840s (Atkins, 2012).



**Photo 2: The Stationmaster's House from the south-east**

- 3.2.4 Following an increase in traffic created by the opening of the line between Andover and Redbridge via Romsey in c. 1865, an additional platform was constructed on the northern (up

line) side of the line, with an accompanying waiting room. A goods shed was constructed to the south of the station buildings with additional sidings.

- 3.2.5 At around this time the Stationmaster's House was extended to the west in a similar style to the original building, albeit with a different style of window (Plate 1 & Photo 2), creating a storeroom on the ground level and additional rooms on the upper levels (Cousins, 1983).



**Plate 1: Romsey station in c. 1884 from the north-east (Cousins, 1983)**

- 3.2.6 In c. 1887 an adjacent parcel office was joined to the main building to create a new booking office on the eastern side of the station building complex. The former booking office within the Stationmaster's house became a waiting room. It seems likely that the present ladies waiting room was the former booking office. (Cousins, 1983, Hampshire AHBR online, 2015 & Historic England, 2004).



**Photo 3: The c. 1887 eastern extension to the station building from the south-east**

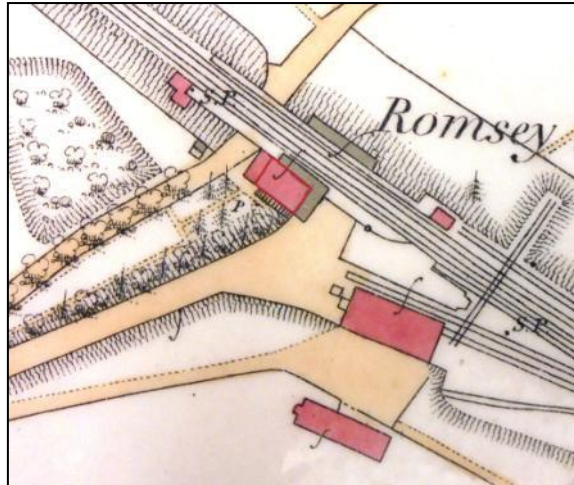
- 3.2.7 Around this time both of the platforms and canopies were rebuilt and extended. A subway was built to connect the two sides of the station (Cousins, 1983).
- 3.2.8 Passenger rail services between Andover and Redbridge via Romsey ceased on 7th September 1964, although freight services continued until September 1967. Further passenger rail services were withdrawn from the line between Romsey and Eastleigh in 1969 with this section of line being reduced from double to single track in 1972 (Atkins, 2012).

- 3.2.9 The station underwent a scheme of refurbishment during the 1980s and the line was reopened to passenger traffic in 2003 (Atkins, 2012).

### 3.3 Historic Map Sources

25" 1st edition OS map sheet 16:4 surveyed c. 1866-7 & published c. 1871 (Plate 2)

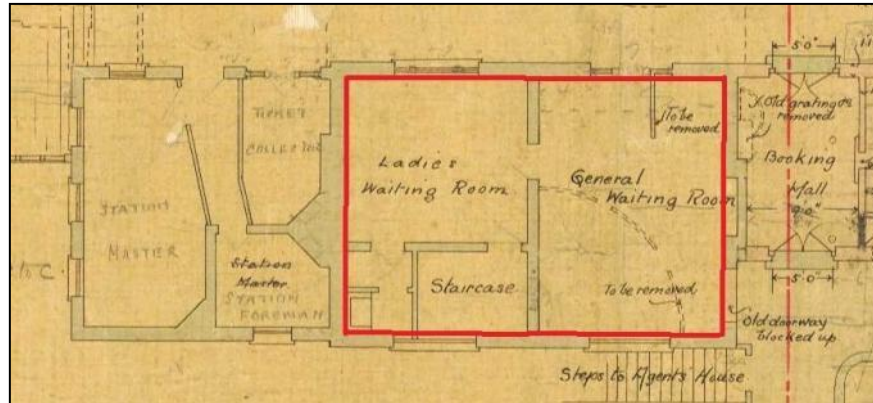
- 3.3.1 The earliest map that depicts the station buildings is the 1st edition of the OS map. This shows the main part of the station building, with a recent extension on the north-west side. A large goods shed is shown to the south-east of the station.



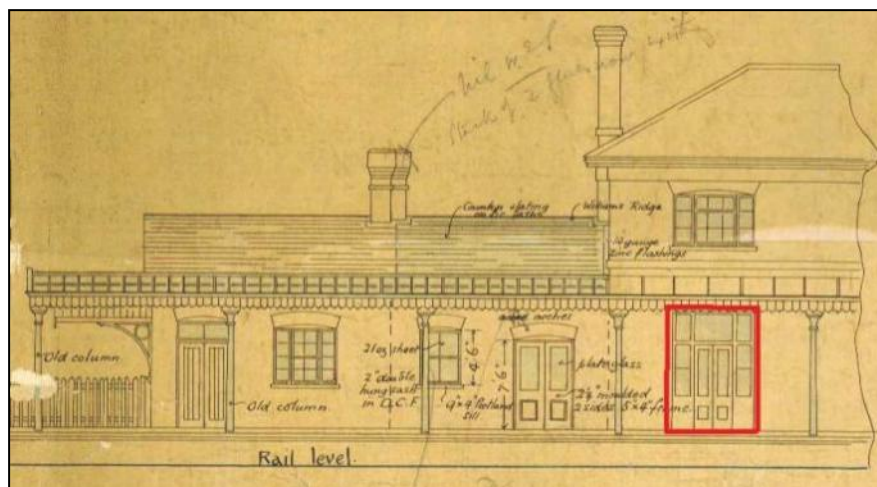
**Plate 2: Extract from 25" 1st edition OS map published c. 1871. The building to be altered is outlined in red (Romsey Local Studies Library)**

L&SWR Romsey Station Improvements Drawing No. 1, undated (c. 1880s) (Plate 3 & 4)

- 3.3.2 The earliest plan that shows the station building in any detail is an undated plan, likely to date to c. 1887 that details proposed improvements to the station, including the addition of the booking hall on the south-eastern end of the station building as well as details of the proposed subway.
- 3.3.3 The plan shows the layout of the present waiting room and lobby has changed very little since the 1880s. The present waiting room was then known as the General Waiting Room. An additional partition wall extended to the south from the waiting room door and a part circular, possible temporary screen was located on the southern side of the waiting room. Both of these features were earmarked for removal on the 1880s plan (Plate 3).
- 3.3.4 There is an additional partition shown within the area of what is now the ladies WC that is no longer extant (Plate 3).
- 3.3.5 The drawing of the north elevation of the station building (Plate 4) shows that the doorway on the north side of the waiting room has remained relatively unchanged since the 1880s, apart from the fact that they have been refenestrated with the insertion of some additional glazing bars.



**Plate 3: Extract from L&SWR Romsey Station Improvements Drawing 1. The rooms to be altered are outlined in red (Network Rail Corporate Archive)**



**Plate 4: Extract from L&SWR Romsey Station Improvements Drawing 1. The doorway to be removed is outlined in red (Network Rail Corporate Archive)**

- 3.3.6 The drawings of the southern and northern elevations of the station building (Plate 4), have identified that the doorways of the present station booking office, have been altered since the 1880s.

*25" OS map sheet 16:4, surveyed 1865-6, revised 1908 & published 1909* (Plate 5)

- 3.3.7 The edition of the OS map published in 1909 shows the station buildings much as they are shown on the 2nd edition on the map published in 1897. The station building has been substantially extended to the south-east, with an additional small extension on the north-east side of the Stationmaster's House part of the building, following the implementation of the proposed improvements outlined on the previous plan.

*50" sheet 3521 NE surveyed 1988 & published 1989* (Plate 6)

- 3.3.8 The 50" edition of the OS map published in 1989 demonstrates that the station building complex has changed very little since the 1880s.

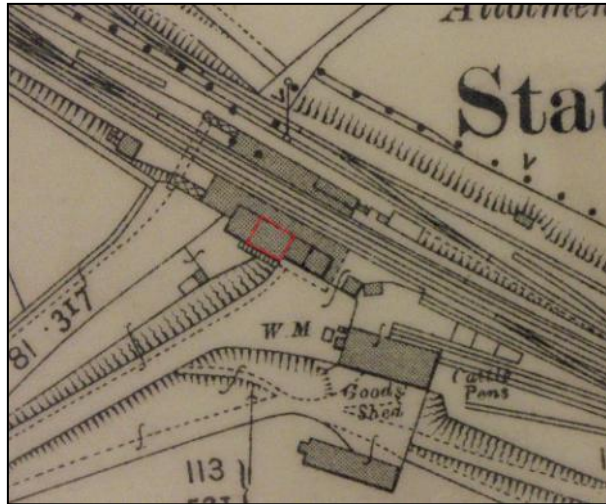


Plate 5: Extract from 25" OS map published 1909. The building to be altered is outlined in red (Romsey Local Studies Library)

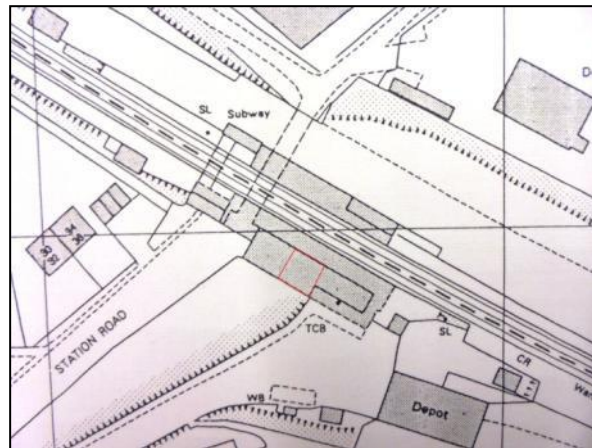


Plate 6: Extract from 50" OS map published 1989. The building to be altered is outlined in red (Romsey Local Studies Library) (© Crown Copyright 2015. Ordnance Survey Licence Number 100050237)

## 4. HISTORIC BUILDING RECORDING & MONITORING

### 4.1 Historic Building Recording Prior to Alteration Works

#### Waiting Room

- 4.1.1 The waiting room is located within the original 1840s Stationmaster's House part of the station building. Analysis of the historic plans (Plate 3) has identified that the layout of the room has changed little since the 1880s, with the removal of a short partition wall that extended to the south from the waiting room door and a part circular, possible temporary screen that was located on the southern side of the waiting room. There is no clear evidence for the features that were removed during the 1880s.
- 4.1.2 The interior of the waiting room has painted walls of plaster or plasterboard with a large original wooden sash window in the southern wall, with panels of four lights on either side of the main sash window. The floor has a linoleum covering.
- 4.1.3 Skirting board is present around the base of all of the internal walls and architrave is located around the door and window frames.
- 4.1.4 A double casement door is located on the northern wall of the waiting room (Photo 5 & 6). The frame has a rectangular three light overlight window above the door and rectangular four light side panels. The lower section of the door and doorframe has a wooden panel.
- 4.1.5 It is possible that the door is the original one shown on the 1880s elevation (Plate 4), although the door frame appears to have been refenestrated with additional glazing bars inserted.
- 4.1.6 A brass mortice lock and hook plate are located on the interior of the door, although part of the lock has been replaced (Photo 7). Brass knobs are present on both sides of the western of the two doors.



Photo 4: View of the interior of the waiting room, from the south-east, scale 1m





Photo 5: External view of the waiting room door, from the north, scale 1m



Photo 6: Interior of the waiting room door from the south, scale 1m



**Photo 7: Mortice lock, brass knob and hook plate on the interior of the waiting room door**

Lobby

- 4.1.7 The lobby is situated within the original 1840s Stationmaster's House part of the station building. Analysis of the historic plans has identified that the layout of the room has also changed little since the 1880s, with only the removal of an additional partition shown within the area that is now the ladies WC (Plate 4).
- 4.1.8 The interior of the lobby has painted plaster or plasterboard walls with joinery consisting of mid height panelling, skirting boards and dado rail. Architrave is present around the door and window frames and two large sash windows are located in the northern and southern walls, in the same design as the window in the waiting room, (Photo 8). A small area of the panelling on the western wall of the lobby has been removed in an unrelated event (Plate 9).
- 4.1.9 An unused doorway is present in the south-east corner of the lobby that leads to a disused staircase. A WC is located in the south-west corner with mid height tiling and a toilet and hand basin attached to the western wall.



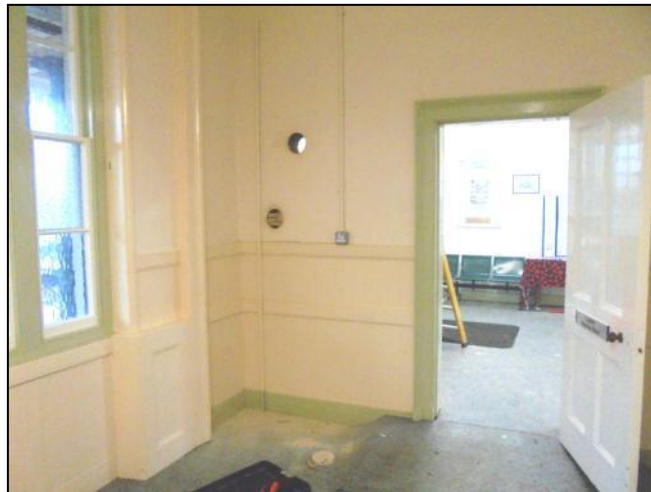
**Photo 8: The lobby viewed from the south-west, scale 1m**



**Photo 9: View of the western interior wall of the lobby, from the east, scale 1m**

## **4.2 Exploratory Hole Monitoring**

- 4.2.1 Four exploratory holes, located in the position of the proposed new doorway, in the north-east corner of the lobby, were monitored on the 17th November 2015 by Kerry Kerr-Peterson (Assistant Project Officer, AB Heritage) (See Figure 2). The exploratory holes were made using a 0.16m diameter circular drill mount.
- 4.2.2 Two exploratory holes were made on the lobby side of the wall (Photo 10). The decision was taken during the exploratory works to avoid the disturbance of the original panelling at this stage to avoid any unnecessary damage. Therefore, both of the exploratory holes were positioned above the level of the dado rail (Photo 10).



**Photo 10: Position of the exploratory holes on the lobby side of the wall, from the west**

- 4.2.3 The holes on the lobby side of the wall identified that the wall is constructed of a series of vertical stud wall timbers with the width of c. 0.15m, spaced c. 0.3m apart. Horizontal timber lathes have been tacked onto the timber studs and covered with several layers of lime mortar based plaster, containing horse hair, to a thickness of c. 0.02m (Photo 11). This is likely to pre-date in introduction of plasterboard during the 1930s.



**Photo 11: Details of the plaster from the lobby side of the wall, with timber lathe impressions**

- 4.2.4 The upper exploratory hole was drilled through to the waiting room side of the wall (Photo 10 & 13). This identified that the waiting room side of the wall had been constructed from plasterboard, likely to have been replaced sometime after the 1930s. The back of the timber lathes were exposed in the upper of the two exploratory hole on the waiting room side of the wall, with the plaster keying visible on the back of the timber lathes (Photo 12).



**Photo 12: The back of the timber lathes with plaster keying, from the waiting room side of the wall**



**Photo 13: Position of the exploratory holes on the waiting room side of the wall, from the south-east**

- 4.2.5 The back of the timber panelling was exposed in the lower exploratory hole on the waiting room side of the wall (in front of the Sisk Rail contractor in Photo 13). This identified that the timber panelling forms the lower part of the wall on the lobby side and that the lathe and plaster part of the walling does not continue behind the panelling (Photo 14).



**Photo 14: Back of the timber panelling from the waiting room side of the wall**

## 5. CONCLUSION

- 5.1.1 The analysis of historic maps, plans, elevation drawings and photographs, dating from the late 19th century onwards (Plates 1-6), relating to Romsey Railway Station, has identified that the station buildings have changed little since the late 1880s. Historic England (2004) have identified that the Stationmaster's House part of the station building contains a large amount of original joinery. The site visit and historic building recording undertaken during November 2015, has confirmed the presence of a large amount of original joinery within the Stationmaster's House part of the station building.
- 5.1.2 The historic drawing of the north elevation of the station building, likely dating to the c.1880s (Plate 4), has identified that the doorway on the north wall of the waiting room is laid out in its original position. The door itself may be the same door as that shown on the elevation drawing (Plate 4 & Photo 5).
- 5.1.3 The exploratory works undertaken in the proposed position of the new doorway between the present lobby and waiting room (See Figure 2), have identified that the wall and panelling on the lobby side of the wall are original features of the building, with the wall constructed from lathes and plaster with horse hair inclusions (Photo 11, 12 & 14), pre-dating the introduction of plasterboard during the 1930s.
- 5.1.4 The exploratory works also identified that the waiting room side of the wall has been replaced with plasterboard. This is likely to have been undertaken as a part of the scheme of refurbishment works carried out during the 1980s.

## 6. RECOMMENDATIONS

- 6.1.1 It is recommended that additional historic building monitoring should be undertaken during the removal of all supplementary wall coverings and panelling during the remainder of the alteration works, in order to record the additional, larger sections of historic fabric that are likely to be exposed. Currently the remainder of the alterations works are provisionally scheduled to take place during January 2016.

## 7. REFERENCES

### 7.1 Documentary & Cartographic Sources

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Studies Library)

25" OS map sheet 16:4, surveyed 1865-6, revised 1908 & published 1909 (Romsey Local  
Studies Library)

50" sheet 3521 NE surveyed 1988 & published 1989 (Romsey Local Studies Library)

### 7.2 Online Sources

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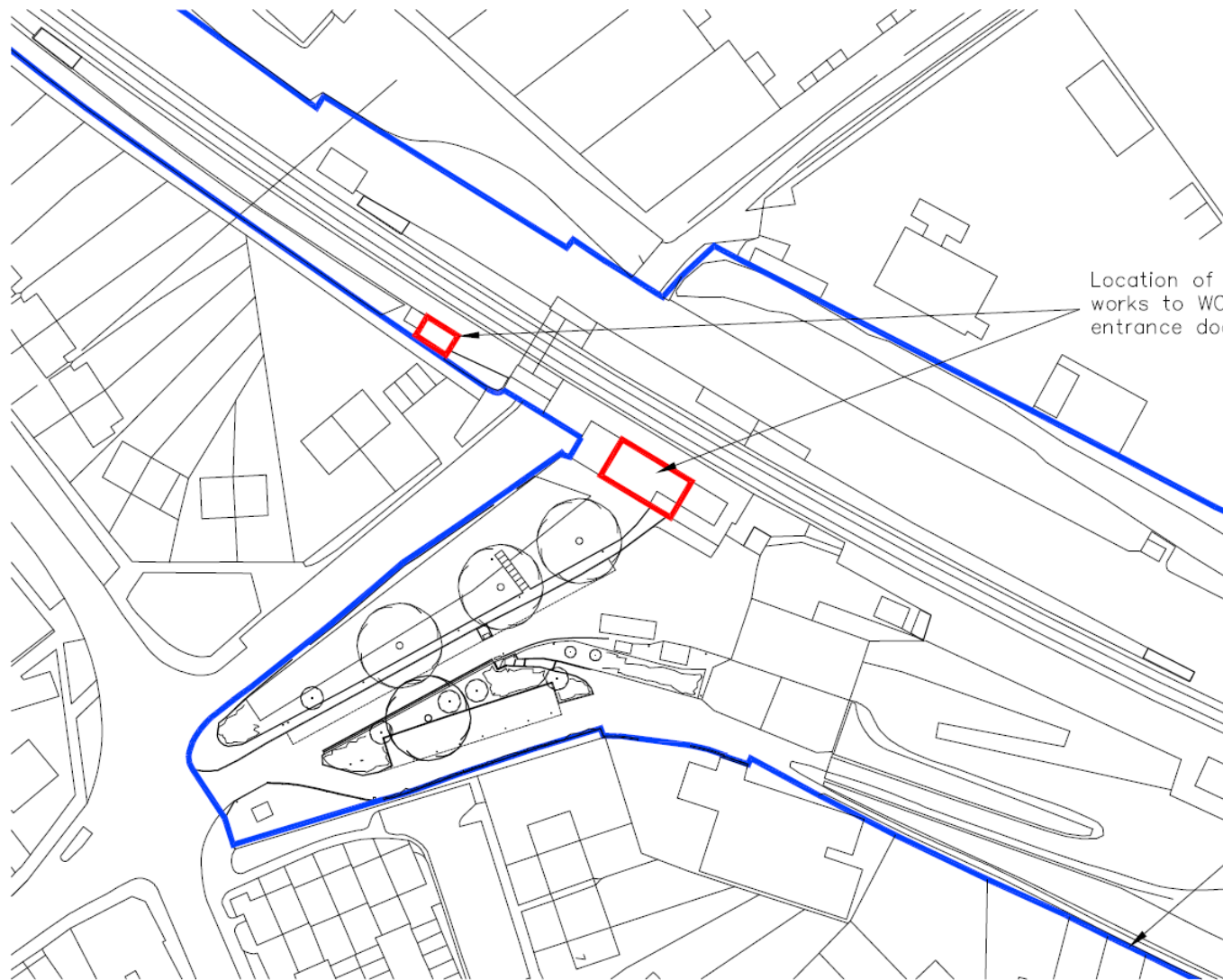
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19/10/2015]

Network Rail Corporate Archive online search  
<http://www.networkrail.co.uk/VirtualArchive/Explore/> [accessed 19/10/2015]





Location of proposed works to WCs and entrance doors.

Network Rail site boundary.

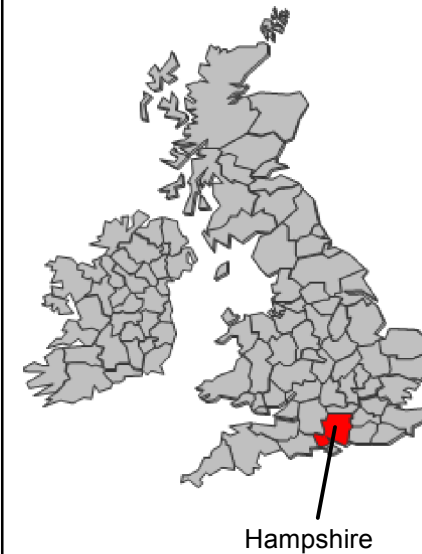


Figure 1: Site Location

Project: Romsey Station

Date: 20/10/15 | Job Number: 10683

Drawn by: ZE | Approved by: HS



PLATFORM 1

Tactile pavers

PLATFORM 1

Tactile pavers

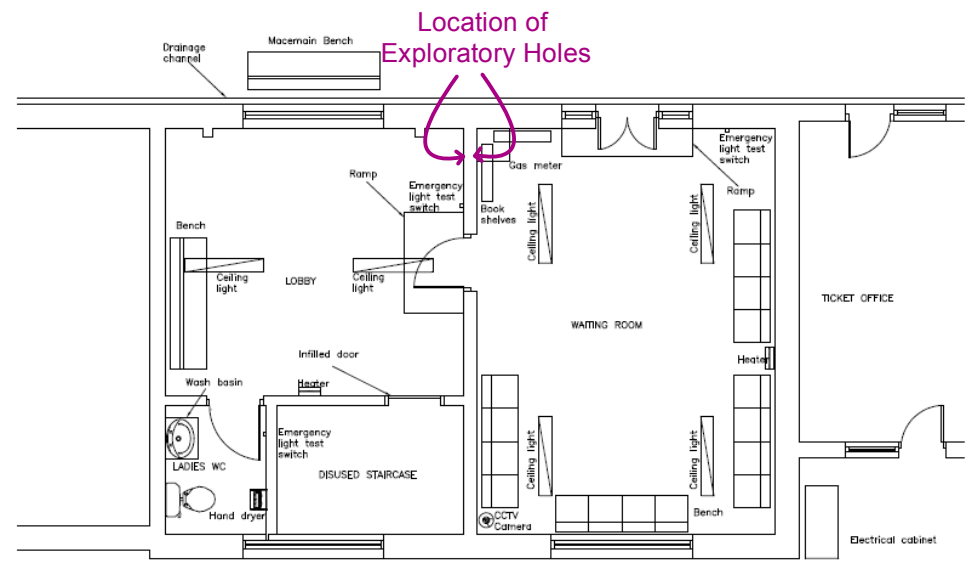
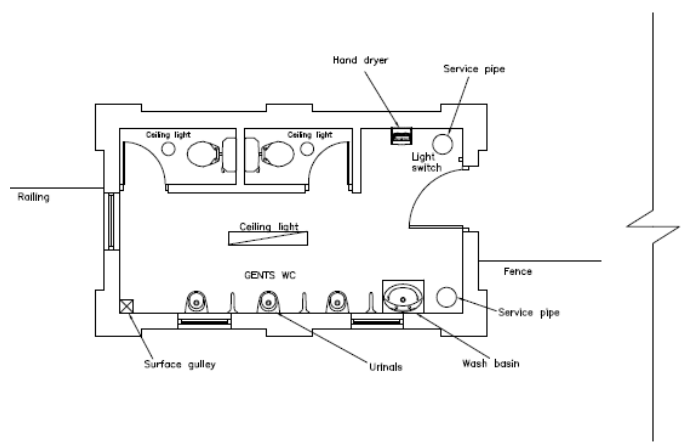


Figure 2: Existing Development Plan & Location of Exploratory Holes

Project: Romsey Station

Date: 23/11/15 | Job Number: 10683

Drawn by: ZE | Approved by: HS



NOT TO SCALE



PLATFORM 1  
Tactile pavers

PLATFORM 1  
Tactile pavers

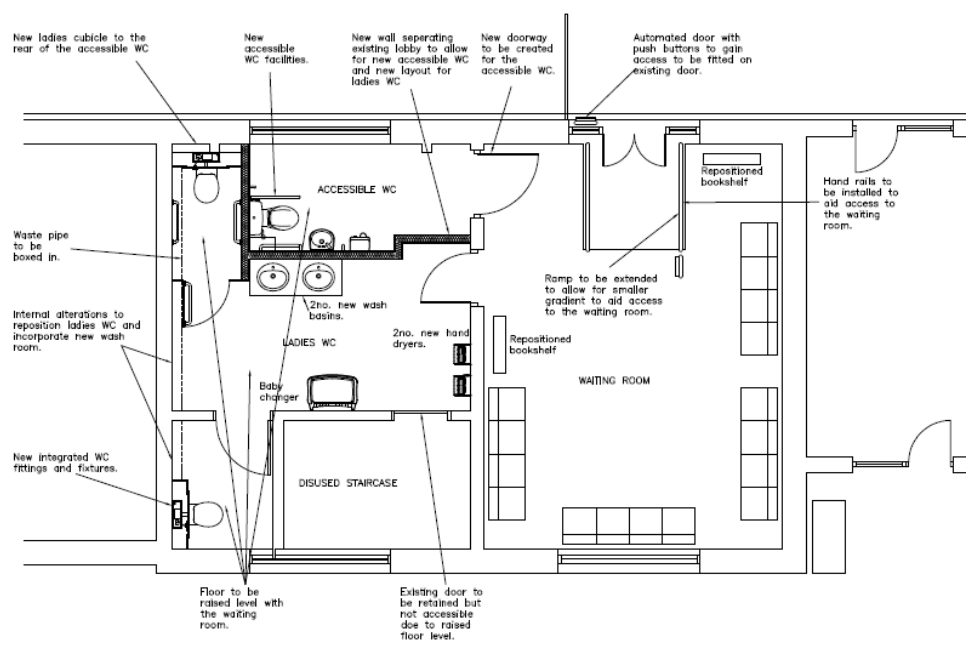
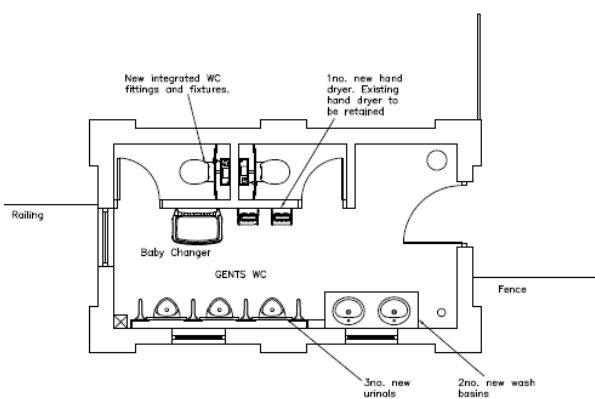


Figure 3: Proposed Development Plan

Project: Romsey Station

Date: 20/10/15      Job Number: 10683

Drawn by: ZE      Approved by: HS



NOT TO SCALE



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