



Hornsea Project One

North Killingholme, North Lincolnshire

Historic Building Recording



Ref: 110497.03
July 2017



**Hornsea Project One
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Historic Building Recording

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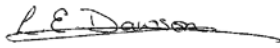

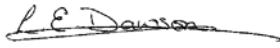
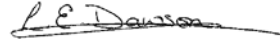
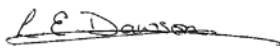
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Hornsea Project One North Killingholme, North Lincolnshire

Historic Building Recording

Contents

Summary	v
Acknowledgements.....	vi
1 INTRODUCTION.....	1
1.1 Project background	1
1.2 The Site and description	1
2 AIMS AND OBJECTIVES.....	1
2.1 General.....	1
3 METHODOLOGY.....	2
3.1 General.....	2
3.2 Documentary research.....	2
3.3 Historic building recording methodology	2
4 HISTORICAL BACKGROUND.....	3
4.1 Introduction.....	3
4.2 Romano-British (AD 43 – AD 410).....	3
4.3 Medieval (AD 410 – 1485)	3
4.4 Post-medieval to 19th century (AD 1485 – 1899).....	4
4.5 20th century to World War II (AD 1900 – 1946).....	4
4.6 Post-WWII (AD 1946 – present day).....	6
5 BUILDING DESCRIPTION	6
5.1 Introduction.....	6
5.2 Fuel Compound.....	6
5.3 Accommodation.....	7
5.4 Air Raid Shelters	8
5.5 Ablutions, Latrines and Drying Room.....	9
6 DISCUSSION	10
6.1 General.....	10
6.2 Archive	11
7 BIBLIOGRAPHY.....	12
7.1 References	12
7.2 Consulted cartographic sources.....	12
7.3 Consulted online sources.....	12
7.4 Historic Environment Records.....	13



8	APPENDICES	14
8.1	Appendix 1: OASIS form	14
8.2	Appendix 2: Figures and plates.....	16

FIGURES AND PLATES

Figures

- Figure 1* Site location plan
Figure 2 Air Ministry Site Plan: Site No.4
Figure 3 Ordnance Survey Map 1947 – 1950
Figure 4 Site plan showing surveyed structures and plate viewpoints

Plates

- Plate 1* General view of track running through Fuel Compound
Plate 2 View of northern wall of Fuel Compound
Plate 3 View of south-eastern corner of Fuel Compound
Plate 4 View of partially collapsed south-western wall
Plate 5 View of north-western corner of Fuel Compound
Plate 6 View of north-western corner and northern projecting end (possibly entrance porch) of A1
Plate 7 View of north-western corner and northern projecting end (possibly entrance porch) of A1, with Air Raid Shelter 2 beyond
Plate 8 View of north-western corner and northern projecting end (possibly entrance porch) of A1
Plate 9 View of the concrete base of the southern end of A1
Plate 10 View of the concrete base of A2
Plate 11 View of south-western corner of A3
Plate 12 View of south-eastern corner of A4
Plate 13 View of south-western corner foundations of A5
Plate 14 View of western elevation foundations of A5
Plate 15 View of concrete step entrance to A5
Plate 16 View of red-brick foundations of south-western corner and fragmented concrete base of B1
Plate 17 View of red-brick foundations of elevation of B1
Plate 18 View of foundations of southern elevation of B2
Plate 19 View of the foundations of the southern wall of B2
Plate 20 View of concrete step entrance to B2
Plate 21 View of red-brick foundations of western wall of B3
Plate 22 Concrete step abutting the northern elevation of B3
Plate 23 View of red-brick foundations of western wall of B4
Plate 24 View of foundations of eastern wall of B5
Plate 25 View of the south-eastern corner of foundations of C1
Plate 26 View of south-eastern corner foundations of C2
Plate 27 View of red-brick foundations of western side of C2
Plate 28 View of foundations of northern elevation of C2
Plate 29 View of foundations of projection at northern end of C2 with remnants of slate damp-proof coursing visible
Plate 30 View of south side of Air Raid Shelter 1, with escape hatch visible at the rear
Plate 31 View of the southern end of Air Raid Shelter 1, with the remnants of a concrete post or wall situated close to the doorway
Plate 32 View of interior of Air Raid Shelter 1, showing the joins of the pre-cast concrete arches, with the north-eastern doorway beyond
Plate 33 View of Air Raid Shelter 2 showing the collapsed western section
Plate 34 View of eastern elevation and entrance to Air Raid Shelter 2, with truncated escape tunnel projecting above



- Plate 35* View of interior of Air Raid Shelter 2
Plate 36 View of Air Raid Shelter 3, with truncated escape hatch projecting from the roof
Plate 37 View of western elevation of Air Raid Shelter 3, with truncated escape hatch projecting from the roof
Plate 38 View of interior of Air Raid Shelter 3 with joints of pre-cast arches visible
Plate 39 View of pipe set within concrete slab of Latrine 1
Plate 40 View of remnants of urinal of Latrine 1 with Air Raid Shelter 2 beyond
Plate 41 View of remnants of Latrine 2, with pipe set within the ground to the west, and remains of a urinal on the east situated north of concrete foundation
Plate 42 View of concrete base of Latrine 3, with pipe set within the base visible to the north
Plate 43 View of remnants of concrete base of Sergeant's and Airmen's Ablutions structure
Plate 44 View of foundations of the south-eastern corner elevation of the Drying Room
Plate 45 View of manhole



Hornsea Project One North Killingholme, North Lincolnshire

Historic Building Recording

Summary

Wessex Archaeology was commissioned by DONG Energy to undertake a programme of historic building recording at Hornsea Project One, North Killingholme, North Lincolnshire centred on National Grid Reference (NGR) 514988, 417555.

The site comprises part of a WWII dispersed airfield site (known as 'Site No. 4') formerly belonging to RAF North Killingholme, which has most recently been used for agricultural purposes, and which partially lies within the onshore cable corridor of Hornsea Project One. The survey and historic building recording was carried out following a previous assessment conducted by Wessex Archaeology in 2016 to determine which structures stood within the limits of the onshore cable route. It was observed that one of the air raid shelters, in addition to the extant partial foundations of at least four other structures were located partially within the cable corridor route. The results of this assessment informed the preparation of the Written Scheme of Investigation and Method Statement for this project.

According to the Air Ministry's Site Plan, the site consisted of three Stanton Air Raid Shelters, four Officer's Quarters, six Sergeant's Quarters, fifteen Airmen's Barrack Huts, one Picket Post, seven Latrines, two Ablutions blocks, one Fuel Compound, and one Blast Shelter. Due to extensive vegetation, it was not possible to access, view and record all of the structures in full. Additionally, it was observed that only four of the forty-one structures on the site remained in anything close to their original form (the three Stanton Air Raid Shelters and the Fuel Compound); the remaining accessible structures comprised extant low walls, foundations and fragmented bases and platforms. Those structures that were visible and accessible were subject to a Historic England Level 2 survey which was conducted on 23rd May 2017.

The historic building recording archive is currently held in the Wessex Archaeology Sheffield Office under the project code 110497. This archive will be deposited along with a copy of this report with the North Lincolnshire Historic Environment Record Office.



Hornsea Project One North Killingholme, North Lincolnshire

Historic Building Recording

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The historic building recording was undertaken by Alvaro Mora-Ottomano and James Wright. Analysis and report compilation was undertaken by James Wright. Illustrations were prepared by Will Foster and Alvaro Mora-Ottomano. The project was managed for Wessex Archaeology by Lucy Dawson and Richard O'Neill.



Hornsea Project One North Killingholme, North Lincolnshire

Historic Building Recording

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by DONG Energy (here after 'the Client') to undertake a programme of historic building recording of a WWII dispersed airfield site belonging to RAF North Killingholme, located to the west of Eastfield Road, North Killingholme (Figure 1); hereafter 'the Site', centred on National Grid Reference (NGR) 514988, 417555.

1.1.2 The historic building recording was carried out in advance of demolition works, and in order to mitigate the impacts of the proposed works as part of Hornsea Project One through 'preservation by record'.

1.1.3 The survey and building recording was carried out at the Site on 23rd May 2017 and followed the methodologies and standards set out in the Written Scheme of Investigation (WSI) (Royal HaskoningDHV 2016). The WSI was produced in consultation with the Client and approved by North Lincolnshire Council ahead of archaeological works. All work conducted was in-keeping with current industry standards and guidance (Chartered Institute of Archaeologists (CIfA) 2014 and Historic England 2016).

1.2 The Site and description

1.2.1 North Killingholme is located approximately 17 km north-west of Grimsby and 6 km north-west of Immingham, on the southern bank of the Humber estuary. The village is situated on the north side of a section of the A160 known as Humber Road (Figure 1).

1.2.2 The bedrock geology of the Site is Burnham Chalk Formation. Sedimentary Bedrock formed approximately 84 to 94 million years ago in the Cretaceous Period. The superficial geology comprises Diamicton Till (British Geology Survey).

1.2.3 The Site occupies part of the former RAF dispersed site known as 'Site No. 4', formerly belonging to RAF North Killingholme. It is located to the west of Eastfield Road, north of Church Lane, and east of the main airfield of RAF Killingholme. It is accessible via Eastfield Road off the A160.

1.2.4 The Site is an enclosed field, and has most recently been used for grazing. The Lindsey Oil Refinery lies to the east of the Site.

2 AIMS AND OBJECTIVES

2.1 General

2.1.1 The principal aim of the historic building recording, as stated in the Method Statement (Wessex Archaeology 2017) and as set out in the WSI (Royal HaskoningDHV 2016), was

to create a Historic England (2016) Level 2 record of the structures sited within the cable corridor at the Site prior to their demolition, so that they are 'preserved by record'

2.1.2 The specific aims of the work were:

- *to produce a floor plan of the historic structures within the Site;*
- *to produce a detailed photographic record of the Site within its setting;*
- *to produce a descriptive and factual written account of the Site, and*
- *to produce a report which will present the results of the Level 2 survey in sufficient detail.*

3 METHODOLOGY

3.1 General

3.1.1 Wessex Archaeology adopted the following methodology which is in accordance with the WSI (Royal HaskoningDHV 2016) and Historic England (2016) and ClfA (2014) guidelines for archaeological investigation and recording of standing buildings or structures.

3.1.2 The Level 2 survey (Historic England 2016) recorded structures within the Site that have been identified as non-designated heritage assets, prior to the commencement of works which will either remove the heritage asset, or impact on their current setting. The survey comprised a detailed photographic and measured survey with an accompanying written account.

3.2 Documentary research

3.2.1 The existing DBA produced by RPS (2013) was utilised to provide a general documentary background history for the Site. Further research was conducted at the Lincoln Central Library, North East North Lincolnshire Archives and Grimsby Central Library on the 22nd May 2017.

3.3 Historic building recording methodology

3.3.1 The photography was based on the requirements set out by Historic England (2016) for a Level 2 survey and comprises:

- *all external elevations;*
- *all internal elevations, including internal walls/subdivisions;*
- *the roof structure of each section of the building (structure), as applicable;*
- *the structures in the context of their immediate surroundings (i.e. the relationship to other buildings and structures and/or wider landscape);*
- *details, e.g. windows, openings, doors, any decorative brickwork, and any other interesting features, fixtures or fittings. Where particular features such as windows or openings of a single type, occur more than once within the structure, only representative photographs were taken;*
- *a general internal photographic record of each structure; and*
- *general views adequately recording the form, general appearance and method of construction of each area photographed, again as applicable.*

- 3.3.2 The photographic record comprises high-quality digital format using a Canon EOS 5D MkII digital camera (with 21 megapixel capability). The images will be supplied in two formats: RAW and tagged image file format (TIFF). All digital photography followed the Historic England *Guidance on Digital Image Capture and File Storage* (2015).
- 3.3.3 All photographic viewpoints have been recorded on copies of the Site plan. These were complemented by photographic registers which, as a minimum, give the direction of the view and a brief description of the subject.
- 3.3.4 A selection of the digital photographic record has been used to illustrate the report (Plates 1-45). A plan showing the location of photographic plates used to illustrate the report is included as Figure 4 in the report.
- 3.3.5 The full photographic record, together with copies of any marked-up plans and the photo gazetteer are included in the full site archive. The image archive will be deposited with the online Archaeology Data Service (ADS) and the North Lincolnshire HER.

4 HISTORICAL BACKGROUND

4.1 Introduction

- 4.1.1 The historical background and development of the Site was previously undertaken by RPS (2013). The following is a summary of that information combined with additional research undertaken by Wessex Archaeology.

4.2 Romano-British (AD 43 – AD 410)

- 4.2.1 There are no recorded Romano-British sites or findspots within the Site. There is, however, evidence of a probable Romano-British enclosure and associated settlement situated approximately 0.5 km north-west of the Site (NGR TA1440717915), (RPS 2013). This indicates that the earth ridge upon which East Halton, South Killingholme, and North Killingholme are situated, and which persists into the medieval period, is likely to date back to at least the Romano-British period (*ibid.*).
- 4.2.2 Further evidence of Romano-British activity in the area surrounding the Site includes a high concentration of Romano-British archaeology approximately 2 km north-east of the Site (NGR TA1519919684), comprising evidence of a Romano-British 'ladder settlement' dating to 1st – 5th century AD (*ibid.*). Additionally, an area between North Killingholme and South Killingholme (NGR TA1475516746), situated approximately 0.7 km south-west of the Site, has been identified as an area of high potential, due to finds of Romano-British greywares (*ibid.*). It is noteworthy that the medieval parish boundaries wrap around this site, signifying it to be of recognised significance by the time the parish boundaries were established.
- 4.2.3 Whilst activity of this period is extant in the surrounding areas of the Site, there is no evidence for activity within the Site itself, and it is likely that the Site, if used, was utilised for agricultural purposes.

4.3 Medieval (AD 410 – 1485)

- 4.3.1 The place name 'Killingholme' originates in the early medieval period – combining the English proper name 'Cynwulfyngas' and the Danish word 'holm' (elevated ground in a swamp).

- 4.3.2 Approximately 0.4 km south-west of the Site (NGR TA1463517187), finds of Saxon pottery are further evidence of possible early and middle Saxon settlement on the Killingholme Ridge.
- 4.3.3 North Killingholme's inclusion in the Domesday Book (1086) provides an insight into the local medieval landscape; North Lincolnshire's medieval system of administration had developed from the late Saxon period, with North Killingholme part of the North Riding (RPS 2013).
- 4.3.4 The influence of the ridge running between the Skitter Beck and the coast, mentioned previously, persists into this period, and continues to influence settlement patterns, with East Halton, South Killingholme and North Killingholme forming a near-continuous line of settlement along, with open fields extending to the east and west of the ridge (*ibid.*).
- 4.3.5 The evidence therefore suggests that throughout this period the Site was used for agriculture, forming part of 'the East Field' (*ibid.*) as part of the open field systems that flanked the Killingholme Ridge.

4.4 Post-medieval to 19th century (AD 1485 – 1899)

- 4.4.1 One of the most significant changes of the post-medieval period was the dissolution of the monasteries, which led to the transfer of ownership of significant quantities of land in and around North Killingholme, from monasteries such as those mentioned above, to private tenure.
- 4.4.2 Another significant change during this period, occurring at the turn of the 18th century was the enclosure of the open fields, with long, straight roads dividing the fields of North Killingholme thereafter.
- 4.4.3 Evidence from historic mapping suggests that the Site and surrounding area remained predominantly agricultural during this period.

4.5 20th century to World War II (AD 1900 – 1946)

- 4.5.1 The docks at Immingham, approximately 4 km south-east of the Site, and the Humber Commercial Railway, approximately 0.5 km south of the Site, both constructed in the early 20th century, were mutually, an influential component in the industrialisation of the local area.
- 4.5.2 The North Lincolnshire HER shows the Site to be a 'WWII RAF dispersed site', known as 'Site No. 4', and associated with RAF North Killingholme (North Lincolnshire HER). An Air Ministry Site Plan for Dispersed Sites of RAF North Killingholme (Figure 2) indicates that the Site provided accommodation for airmen, sergeants and officers who were based at RAF North Killingholme. Indeed, from the documentary evidence and the mapping, it is evident that this was the first instance of the Site being used for non-agricultural purposes, and the first recorded instance of structures being present on the Site.

RAF North Killingholme

- 4.5.3 Construction of RAF North Killingholme began in September 1942 with the construction of the aerodrome. The station, within 1 Group Bomber Command, opened in November 1943, and was home to 550 Squadron from January 1944 until October 1945 (Blake *et al.* 1984, 139).

- 4.5.4 The Site exists as part of a wider network of dispersed sites belonging to RAF North Killingholme, which extend from the airfield situated approximately 1.5 km west of the Site, and which include additional accommodation camps, the technical site, the W.A.A.F site, sick quarters, and the mess site, all of which are located to the west and north-west of Site No.4.
- 4.5.5 A significant proportion of this network of associated sites, including Site No.4, was identified from 1940s aerial photographs in assessments undertaken throughout 2010 and 2011 (NLHER, 22594; 22595; 22596; 22597; 22598).
- 4.5.6 Forty-one structures are depicted on the Air Ministry Site Plan of Site No.4 (note: an error exists on this plan, which assigns numbers '20' and '22' to the same structure, therefore the true total is forty structures). This consists of: one Picket Post; four Officer's Quarters; six Sergeant's Quarters; fourteen Airmen's Barrack Huts; seven Latrines; two Ablution blocks; one Fuel Compound; one Blast Shelter; one Drying Room; and three Air Raid Shelters.
- 4.5.7 Additional information was provided by the Air Ministry's Site Plan with reference to the type of construction, and in some instances the materials used, for each of the structures on the Site. It is indicated that the Picket Post, Fuel Compound, Latrines, and Drying Room were 'temporary brick buildings'; the Sergeant's and Officer's Quarters, and the Airmen's accommodation, were 'Nissen huts'; the Air Raid Shelters were concrete; whilst the Blast Shelter was 'concrete block'.

Development and use of the Nissen Hut

- 4.5.8 The Nissen Hut a pre-fabricated structure designed by Major Peter Norman Nissen, first saw use during WWI, and persisted prolifically as a form used for military accommodation and storage throughout WWII (Osborne 1997, 52; Foot 2005). Consisting of semi-circular steel rib frames (though during WWII some instances of asbestos concrete sheeting used in its place have been noted) (Foot 2005, 8), set at 1.8 m intervals, overlaid by corrugated steel sheeting supported by timber joists, the huts could vary in length, but generally conformed to the standard widths of 4.9 m, 7.3 m or 9.2 m (Anon 1995).
- 4.5.9 Although variations could exist, it was common for Nissen huts to have a door positioned at either end, with a square window flanking on each side, and a ventilation opening located above the door (Thames Valley Archaeological Services Ltd 2012).
- 4.5.10 Due to the pre-fabricated nature of Nissen huts, it was possible for them to be dismantled and re-assembled elsewhere. As a result, it was not uncommon for Nissen huts to be relocated and used for storage or agriculture on non-military sites (Foot 2005). Therefore, extant evidence of Nissen hutting may frequently be limited to the foundations and concrete plinths upon which they were originally sited. The limited lifespan of Nissen structures should also be considered in this regard; Evans (2006, 30) estimates this to be a mere ten years from the date of erection. Indeed, it is rare for Nissen huts to survive in near-original condition, or in their original context within former military camps (Foot 2005, 8).
- 4.5.11 Whilst no photographic evidence of the Nissen huts on the Site was found, photographs of Nissen hutting on Site No. 2 of RAF North Killingholme (Anon 1995), part of the same network of dispersed sites, was identified. These photographs (not reproduced due to their poor quality) provide an insight into the possible form that the Nissen structures on Site No. 4 may have taken. From the photographs (Anon. 1995), it appears that the Nissen hutting on Site No. 2 followed the standard form of having two square windows flanking a door with

a ventilation opening sited above, set in the end of the hut. It also seems that these Nissen huts had two dormer windows situated along the side that is visible in the photographs.

Development and use of Stanton Air Raid Shelters

- 4.5.12 Stanton Air Raid shelters, manufactured by the Stanton Iron Works Co Ltd, consisted of pre-cast concrete arch-shaped panels, usually eighteen, each one in two parts, bolted together to form a standard shelter for fifty people (Brown 1996). Usually semi-sunken, or covered with earth or turf for concealment, the Stanton shelter had a square escape hatch protruding from its roof at its rear end, with a door opening at both ends (Francis n.d).

4.6 Post-WWII (AD 1946 – present day)

- 4.6.1 Following the end of WWII, the grassland areas of the airfield belonging to RAF North Killingholme passed to the control of the Ministry of Agriculture, Fisheries and Food in 1946, prior to being sold to farmers in 1965 (Blake *et al.* 1984). It is not clear, however, whether this change in administration also applied to the dispersed sites of RAF North Killingholme, including that of Site No. 4.

5 BUILDING DESCRIPTION

5.1 Introduction

- 5.1.1 An assessment with GPS survey of the Site was undertaken by Wessex Archaeology in 2016 in order to establish the location of surviving structures and to determine which structures stood within the limits of the onshore cable route. The results of this assessment and survey indicated further building recording was required and informed the preparation of the WSI; it was established that at least five structures survive within the limits of the cable route.
- 5.1.2 The Site had most recently been used for grazing, and as a result much of the vegetation had been left unimpeded. Consequently, a number of the structures on the Site were obscured by dense and extensive foliage. This prevented access to, and either partially or completely concealed, a number of the structures at the time of recording. In addition, a number of structures had collapsed or had been dismantled, with stacks of rubble visible in multiple locations across the Site. Upon commencing historic building recording it became apparent that many of the surviving structures were scarcely above ground remains, the notable exceptions being three Stanton Air Raid Shelters, and the Fuel Compound.
- 5.1.3 For the purposes of the building descriptions which follow, the Air Ministry Plan (Figure 2) has been utilised to assign names to the structures which are referred to.

5.2 Fuel Compound

- 5.2.1 To the south of the Site, and east of the cable route, stood a chain-link Fuel Compound (Plate 1 and Figure 4), which is depicted as building 37 on the Air Ministry Plan (Figure 2). The structure was approximately square in plan although intersected by an entrance track which run through the compound in a north-east south-west alignment. The track extended south-west towards Block A of a group of former Nissen huts, and continued in a small circuit to the north, wrapping around the remains of the compound, as depicted on the Air Ministry Plan (Figure 2) and the 1947-1951 OS map of the Site (Figure 3).
- 5.2.2 The Fuel Compound comprised two brick-built opposed 'U'-shaped units, each arranged with a long north-east south-west aligned wall with short perpendicular return walls

extending towards the central track. It was built with two skins of standard-sized (9" x 4 1/2" x 3") red-brick laid in English bond with an overall height of 0.8 m above ground level (Plate 2). The coping survived on both sides of the compound wall indicating that the height of the wall had not been reduced (Plate 3); although, based on the Air Ministry Plan (Figure 2), it appears that a chain-link fence would have extended above this. No traces of this, however, in the form of bracket holes in the walls, or in remains of fencing or brackets, were identified in the recording. In addition, no evidence of drums or containers for liquid fuel were recorded, meaning it is likely that the compound was used to store solid fuels (likely coal, coke and wood).

5.2.3 The return walls appeared to have been partially truncated and a collapsed section within the southern unit was identified (Plates 3 – 5). Consequently, as none of the return walls which would have terminated at the track edge which may have held fixtures connecting to a gate, remained in full, it has not been possible to record the method of enclosure across the track for the Fuel Compound, if one existed. However, it is likely that chain-link gates would originally have completed the enclosure of the compound.

5.2.4 Although much of the base of the compound is obscured by overgrown grass, a concrete base was partially visible close to the southern compound wall.

5.3 Accommodation

5.3.1 Three accommodation 'blocks' were recorded across the Site: two for Airmen (Assigned Blocks 'A' and 'B'), and one for sergeants (Assigned Block 'C') (Figure 4). Block B was located to the west of the Site and was partially intersected by the cable route, whilst Block A was situated in close proximity to the west of the Fuel Compound and south-east of Block B. Block C was positioned on the north-eastern edge of the Site. According to the Air Ministry Plan (Figure 2), another accommodation block for officers also existed along the eastern boundary of the Site. However, due to dense foliage, it was not possible to access, assess or record any surviving remains associated with this. All of the accommodation structures on the Site were constructed as Nissen huts (Figure 2). The extant remains of the recorded huts across the Site were poor, with the structural remains consisting of little more than fragmented foundations, platforms or bases.

5.3.2 The remains of the accommodation blocks appeared to align with the standard Nissen hut form of the 1940s which was used by the Air Ministry. This consisted of a semi-circular steel rib frame with brick foundations built over a concrete base and spaced at 1.82 m intervals, with corrugated steel sheeting overlain. A photograph (not reproduced due to its poor quality) from Site No. 2, which was part of the same network of dispersed sites belonging to RAF North Killingholme, situated approximately 0.8 km north-west of the Site, shows the Nissen huts to have two square windows flanking a door set within an end brick façade which has been rendered, with a small ventilation opening situated above, and two dormer windows placed along the sides (Anon 1995). Although Nissen huts could extend to any length as required, the standard was 36 foot (10.97 m) (*ibid.* 15).

5.3.3 Block A of the Airmen's accommodation consisted of five barrack huts which were situated west of the Fuel Compound, close to the south-western corner of the Site. Although this block lay outside of the cable corridor to the east, it was in close proximity to the route. This block consisted of five Nissen huts in a linear form, each being aligned roughly north-south. Little remained above-ground of these structures, although recorded fragments of the foundations seemingly point to these structures following the standard construction and dimensions of a Nissen hut, as described previously. The extant remains of A1 consisted

of part of the red-brick foundations of its northern end (Plates 6 – 8) and fragments of a concrete base at its southernmost end, measuring approximately 1.2 m x 2.2 m (Plate 9). The foundations at the north end of the A1 which projected north appeared to have consisted of the entrance of the hut, and based upon the remains of B3 (Plate 22), were likely to be the remains of a stepped-entrance. The concrete base for A2 survived partially, with fragments of brick foundations also recorded along its northern and western sides (Plate 10). Most of the eastern and southern foundations of A2 were either obscured by vegetation or had not survived. The only visible feature of A3 was part of the foundations of its south-western corner (Plate 11). Similarly, only part of the brick foundations of A4 were visible at the south-western edge of the hut (Plate 12). The south-western corner brick foundations which extended northwards along the western side of hut A5 were visible, and indicated that the hut was aligned roughly north-south (Plates 13 and 14), but its base and other foundations, if surviving, were covered by vegetation. A two-step concrete stair projected at the northernmost end of A5 (Plate 15).

- 5.3.4 Block B of the Airmen's barrack huts was situated to the west and north-west of Block A, and consisted of five Nissen huts, four (B2 – B5) of which were in a linear form running north-south, whilst B1 was located further to the west. The majority of this block was partially, and in most instances entirely obscured by dense vegetation. The south-western and north-western red-brick foundation walls (Plates 16 and 17), and parts of the concrete base belonging to B1 (Plate 16) were recorded. The southernmost edge of B2, comprising the remnants of a foundation wall were recorded (Plates 18 and 19). A concrete stepped-entrance was recorded at the north end of the eastern foundations (Plate 20), whilst another possible stepped entrance was noted further south along the same wall during the 2016 survey. A red-brick foundation wall forming part of the western wall of B3 indicated the alignment of the hut to be north-south (Plate 21), with a two-step concrete stair, presumably forming part of the entrance to the hut, projecting from its northernmost end (Plate 22). Sections of the western foundation wall of B4 (Plate 23), and the eastern foundations of B5 (Plate 24) were also observed.
- 5.3.5 The Sergeants quarters, Block C, consisted of two visible and accessible remnants of former Nissen huts situated in the north-eastern corner of the Site. The south-eastern foundations of C1, consisted of two-skin red-brick wall (Plate 25) indicating that the hut was aligned east-west, close to a track visible on the Air Ministry Site Plan (Figure 2) along the northern boundary of the Site. Fragments of the south-eastern corner of C2's foundations were also observed which also consisted of two skins of red-brick (Plates 26 and 27). The northern end of C2 comprised a projection of a concrete base with red-brick above, which included remnants of slate damp-proof coursing (Plates 28 and 29). This is likely to be an entrance similar to that of A1 (Plates 7-8).

5.4 Air Raid Shelters

- 5.4.1 Three 'Stanton' Air Raid Shelters were recorded on the Site (Figure 4). Stanton Air Raid Shelters, manufactured by the Stanton Ironworks Co Ltd, are a common feature of 1940s airfield sites. Semi-sunken, or above-ground with turf or earth overlaid, and pre-fabricated pre-cast concrete arched panels (usually of eighteen panels in length) they form a standard shelter for fifty people (Anon 1995). Commonly, a square escape hatch protruding from the roof of the shelter at its rear is incorporated (Brown *et al.*, 1996).
- 5.4.2 Each of the shelters consisted of eighteen pre-cast arched concrete sections, the standard used by the Air Ministry during 1942, which had been bolted together to form a pre-fabricated shelter for fifty people (Anon 1995). Two of the shelters were largely complete,

whilst one has partially collapsed. Although none of the shelters were covered by earth at the time of the survey, it is likely that originally they would have been, following the standard form (Brown *et al.*, 1996), and particularly as each shelter had a square concrete escape hatch protruding from its roof. Air Raid Shelter 1 was situated in the south-westernmost corner of the Site; Air Raid Shelter 2 north of Accommodation Block A and east of Accommodation Block B; and lastly Air Raid Shelter 3 was positioned north-east of the Fuel Compound (Figure 4).

- 5.4.3 Air Raid Shelter 1 remained largely complete, with eighteen concrete arched sections bolted together, door openings at both ends, and an over-head emergency escape hatch at the rear, constructed of two square pre-cast concrete blocks (Plates 30 and 31). Neither of the doors survived, although eight iron catches were located around the rear door opening of the shelter, inferring that this would have been secured, perhaps providing a means of an emergency escape route. A small square block of concrete was recorded immediately adjacent to the door opening, with remnants of what appear to be a concrete post or a concrete wall at its south-western corner. The other door opening had no such latches or other fixtures attached (Plate 30). Internally, a join was visible along the apex of the roof, indicating that each of the 18 pre-cast concrete arches was constructed from two parts, which would have been bolted together to complete an arch (Plate 32). No ladder was present at the time of recording, although it is probable that one would have led to the escape hatch.
- 5.4.4 Air Raid Shelter 2 retained twelve of the original pre-cast concrete arches although its westernmost end had collapsed. In a similar form to Air Raid Shelter 1, this shelter had eight iron catches surrounding the rear door opening at its eastern end. It was not possible to assess the door opening of the western end due to its collapsed state. An escape hatch was also present; however, it had been truncated with the uppermost concrete block of the hatch removed (Plates 33 – 35).
- 5.4.5 Air Raid Shelter 3 was comparable to Shelters 1 and 2, and consisted of eighteen pre-cast concrete arches, which too had been bolted together, with each constructed from two half-arches. Again, as with Shelters 1 and 2, the rear door opening, at the westernmost end of Shelter 3 had no door, but included eight iron catches positioned in similar location to those in Shelters 1 and 2. The opposing door opening also had no door, with no iron catches or fixtures visible, though this end of the shelter was covered in dense vegetation. Whilst the opening of the escape hatch was visible, the upper capping of the hatch was missing and no internal ladder was present (Plates 36 – 38).

5.5 Ablutions, Latrines and Drying Room

- 5.5.1 The Air Ministry Plan (Figure 2) depicts three latrines, one ablutions block, and one drying room, which were observed during the building recording. The Air Ministry Plan indicates that these structures were ‘temporary brick buildings’, which according to Anon (1995) commonly consisted of rendered brick walls and corrugated asbestos roofing.
- 5.5.2 The remnants of a pipe and urinal were recorded for Latrine 1 (Plate 39 and 40), situated south-east of Air Raid Shelter 2. No foundation walls, or flooring were observed, and as a result it was not possible to determine the full extent of the structure. Similarly, Latrine 2, located west of B4, comprised fragments of a pipe set within the ground sited close to remnants of a urinal (Plate 41). Partial concrete foundations were observed south of the urinal, running east-west. A concrete platform was recorded for Latrine 3, and although

much of it was obscured by vegetation, the remains of a pipe set within the concrete base were visible through the foliage (Plate 42).

- 5.5.3 Parts of a concrete base belonging to the Sergeant's and Airmen's Ablutions (Air Ministry Plan, Figure 2) were recorded (Plate 43). No other features associated with the structure were observed, however.
- 5.5.4 The extant remains of the Drying Room (Plate 44), showed the structure to be of red-brick, and aligned east-west, close to the track depicted on the Air Ministry's Site Plan. It was not possible to access or record any further features associated with the structure due to the presence of brambles.
- 5.5.5 In addition, the remains of a manhole devoid of cover were recorded west of C1. The manhole was brick-lined with a concrete surround (Plate 45).

6 DISCUSSION

6.1 General

- 6.1.1 This programme of historic building recording has produced a photographic record of accessible structures which formed part of Site No. 4 of RAF North Killingholme. The Air Ministry Plan (Figure 2) provided the basis for understanding the plan form of the Site and the usage of the structures observed. The recorded structures broadly corresponded with the buildings depicted on the Air Ministry Plan, although the plan is not very accurate.
- 6.1.2 The record produced provides a suitable preservation by record prior to demolition works. Despite limited survival, the survey successfully established the form, function, character and extent of the extant structures within the former WWII RAF dispersed Site No. 4 which provided accommodation for personnel including airmen, sergeants, and officers who were based on Site. This Site was built in 1942 as part of a wider network of dispersed sites belonging to RAF North Killingholme. The structures were mainly constructed as temporary buildings with concrete and brick foundations most of which survived at ground level despite substantial damage. Of note were three Air Raid Shelters, built with pre-cast concrete arched panels, one of which with a collapsed section; and a Fuel Compound composed of two brick-built opposed 'U'-shaped units intersected by an entrance track which run through the compound in a north-east south-west alignment.
- 6.1.3 The remaining structural elements comprised Nissen huts used as accommodation blocks, latrines and a possible Drying Room although these structures were mostly dilapidated.
- 6.1.4 It may be of note for structure B2, that a stepped-entrance was recorded at the northern end of its eastern foundation wall, in addition to fragments of a projection, possibly that of another entrance, situated further south, of the same wall, which was observed during the 2016 survey. Indeed, this may indicate that B2 was sub-divided, with two or more entrances for separate accommodation, which may account for why the structure was depicted as three separate huts on the Air Ministry Plan.
- 6.1.5 It is possible that some of the original structures constructed as temporary buildings might have been dismantled, and perhaps even reinstalled elsewhere, as no physical evidence of additional buildings shown on the Air Ministry Plan were identified during the recording works. Nevertheless, further structural remains may be obscured by vegetation which was severe in certain areas.



6.2 Archive

- 6.2.1 The recording of the historic structures on the Site has produced a drawn, written and photographic archive. This is currently held in Wessex Archaeology's Sheffield Office and will be deposited with the North Lincolnshire Historic Environment Record Office for deposition in due course. Digital data will also be deposited with ADS. An OASIS form (OASIS ID: wessexar1-290344) has been completed at <http://ads.ahds.ac.uk/projects/oasis> for inclusion in the ADS database. This will include an electronic copy of this report in PDF format which will be accessible six months after deposition. A copy of the form is included in Appendix 1.

7 BIBLIOGRAPHY

7.1 References

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RPS, 2013. Hornsea Offshore Wind Farm Project One: Environmental Statement Volume 6 – Onshore. Annex 6.5.1 Desk Based Assessment (PINS Document Reference: 7.6.5.1)

Thames Valley Archaeological Services Ltd, 2012. Isfield Camp, Station Road, Isfield, Uckfield, East Sussex: Building Recording and Desk-Based Assessment

Wessex Archaeology, 2017. Hornsea Project One, North Lincolnshire: Method Statement for Historic Building Recording (ref: 110497.02)

7.2 Consulted cartographic sources

- 1945 RAF North Killingholme Record Site Plan Dispersed Sites
- The North Lincolnshire & Howdenshire Electricity Co Ltd (n.d)
- 1947-1950 O.S Map of North Killingholme

7.3 Consulted online sources

- Archaeology Data Service (ADS) Available at: <http://archaeologydataservice.ac.uk>



- British Geological Survey (BGS) Geology of Britain Viewer. Available at: <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>
- Francis, P (n.d) (Pillbox Study Group) Stanton Air Raid Shelter. Available at: <http://www.pillbox-study-group.org.uk/other-wwii-defensive-structures/air-raid-shelters/>

7.4 Historic Environment Records

- North Lincolnshire Historic Environment Record, HER Number: 22594



8 APPENDICES

8.1 Appendix 1: OASIS form

OASIS ID: wessexar1-290344

Project details

Project name	Hornsea Project One, North Killingholme, North Lincolnshire. Historic Building Recording
Short description of the project	The historic building recording produced a photographic record of accessible structures which formed part of Site No. 4 of RAF North Killingholme. 6.1.2 The record produced provides a suitable preservation by record prior to demolition works. Despite limited survival, the survey successfully established the form, function, character and extent of the extant structures within the former WWII RAF dispersed Site No. 4 which provided accommodation for personnel including airmen, sergeants, and officers who were based on Site. This Site was built in 1942 as part of a wider network of dispersed sites belonging to RAF North Killingholme. The structures were mainly constructed as temporary buildings with concrete and brick foundations most of which survived at ground level despite substantial damage. Of note were three Air Raid Shelters, built with pre-cast concrete arched panels, one of which with a collapsed section; and a Fuel Compound composed of two brick-built opposed 'U'-shaped units intersected by an entrance track which run through the compound in a north-east south-west alignment.
Project dates	Start: 23-05-2017 End: 24-05-2017
Previous/future work	Yes / Not known
Any associated project reference codes	wessexar1-220872 - OASIS form ID
Type of project	Building Recording
Monument type	WWII MILITARY CAMP Modern
Significant Finds	NONE None
Methods & techniques	""Photographic Survey"", ""Survey/Recording Of Fabric/Structure""
Prompt	Planning condition

Project location

Country	England
Site location	NORTH LINCOLNSHIRE NORTH LINCOLNSHIRE NORTH KILLINGHOLME Hornsea Project One, North Killingholme, North Lincolnshire
Study area	100 Square metres
Site coordinates	TA 1498 1755 53.641567164593 -0.260564980439 53 38 29 N 000 15 38 W Point

Project creators

Name of Organisation	Wessex Archaeology
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Project brief originator	Royal HaskoningDHV
Project design originator	Wessex Archaeology
Project director/manager	R. O'Neill
Project supervisor	Alvaro Mora-Ottomano

Project archives

Physical Archive Exists?	No
Digital Archive recipient	North Lincolnshire Historic Environment Record Office
Digital Contents	"none"
Digital Media available	"Images raster / digital photography"
Paper Archive recipient	North Lincolnshire Historic Environment Record Office
Paper Contents	"none"
Paper Media available	"Report","Photograph","Plan"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Hornsea Project One, North Killingholme, North Lincolnshire
Author(s)/Editor(s)	Wright, J.
Date	2027
Issuer or publisher	Wessex Archaeology
Place of issue or publication	Sheffield

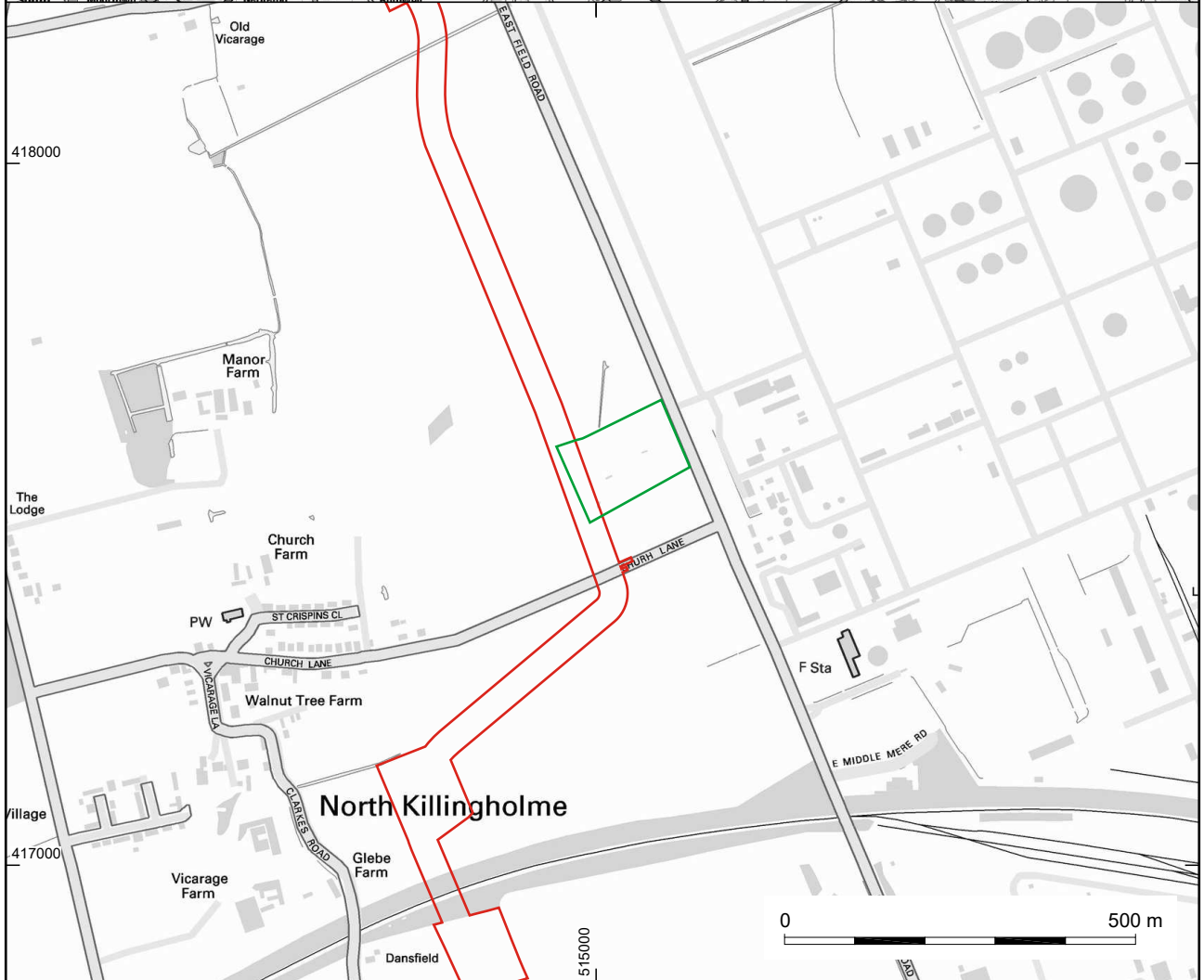
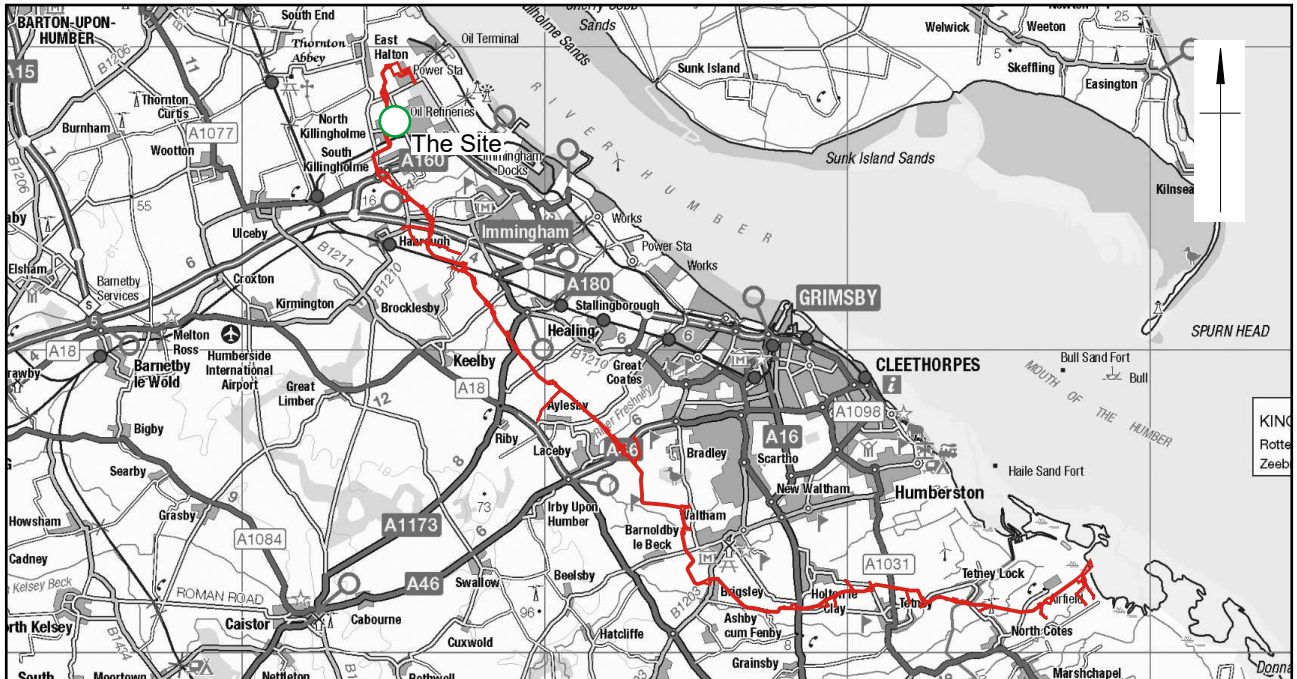
Entered by	Alvaro Mora-Ottomano (a.mora-ottomano@wessexarch.co.uk)
Entered on	17 July 2017




OASIS:

Please e-mail [Historic England](#) for OASIS help and advice
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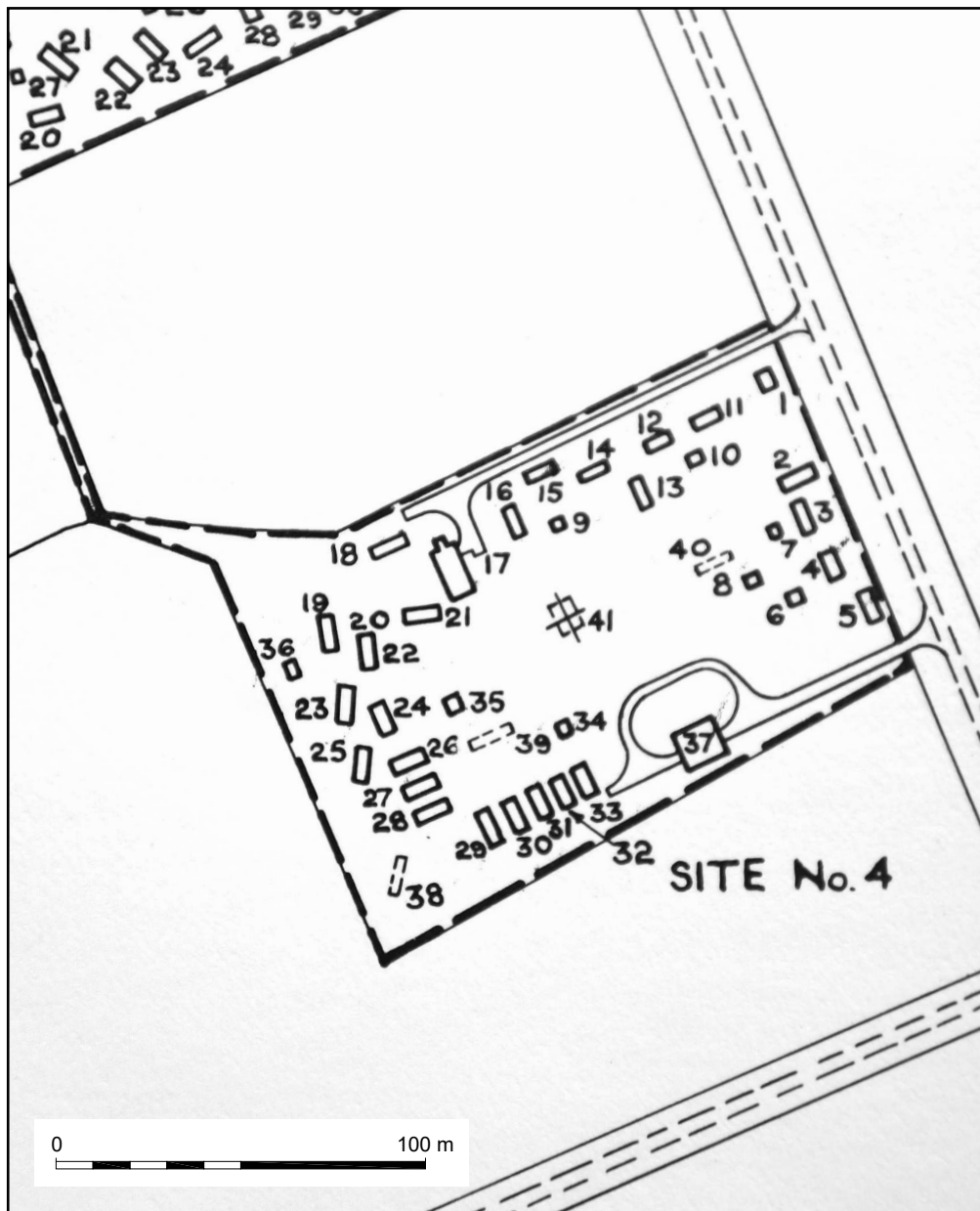
8.2 Appendix 2: Figures and plates



 Site boundary  Proposed cable route  Coordinate system: OSGB36 (OSTN15/OSGM15)	Contains Ordnance Survey data © Crown Copyright and database right 2017. This material is for client report only © Wessex Archaeology. No unauthorised reproduction.	
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	Scale: 1:10000 & 1:250000	Illustrator: WAF
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Site location plan

Figure 1



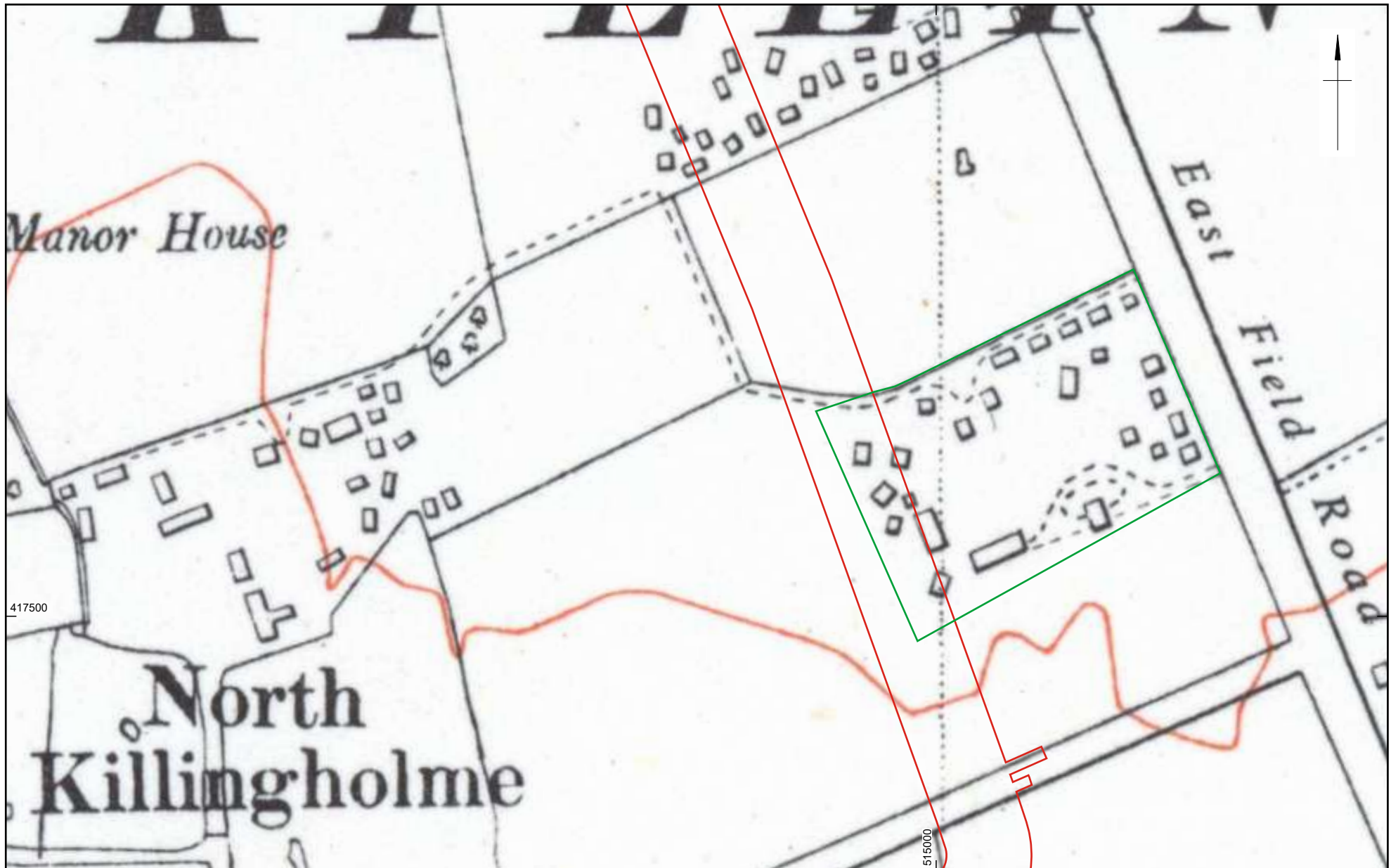
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2	OFFICERS QUARTERS	" 'B'		"
3	"	" 'B'		"
4	"	" 'B'		"
5	"	" 'B'		"
6	"	" 'B'		"
6	LATRINES			TB 6518, ...
7	"			"
8	"	ABLUTIONS (FOR 17/24)		" T.D./450
9	SERGEANTS LATRINES	(" 32)		" 6504/42
10	"	(" 32)		"
11	"	QUARTERS TYPE 'A'		" 2965/42
12	"	" 'A'		"
13	"	" 'B'		"
14	"	" 'B'		"
15	"	" 'B'		"
16	"	" 'B'		"
17	SERGEANTS & AIRMENS ABLUTIONS	(9)		" 6518/42
18	DRYING ROOM	(9)		" T.B TD/450
19	AIRMENS BARRACK HUT			" N 2965/42
20	"	"		"
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33	"	"		"
34	"	LATRINES (FOR 72)		" TB 6504/42
35	"	"		"
36	"	"		"
37	FUEL COMPOUND (CHAINLINK) 45'x45'			" - 9108/41
38-40	AIR RAID SHELTERS (STAN) (FOR 50)			" C. AM.CONTRACT
41	BLAST SHELTER (" 25)			" C.B 1946/43







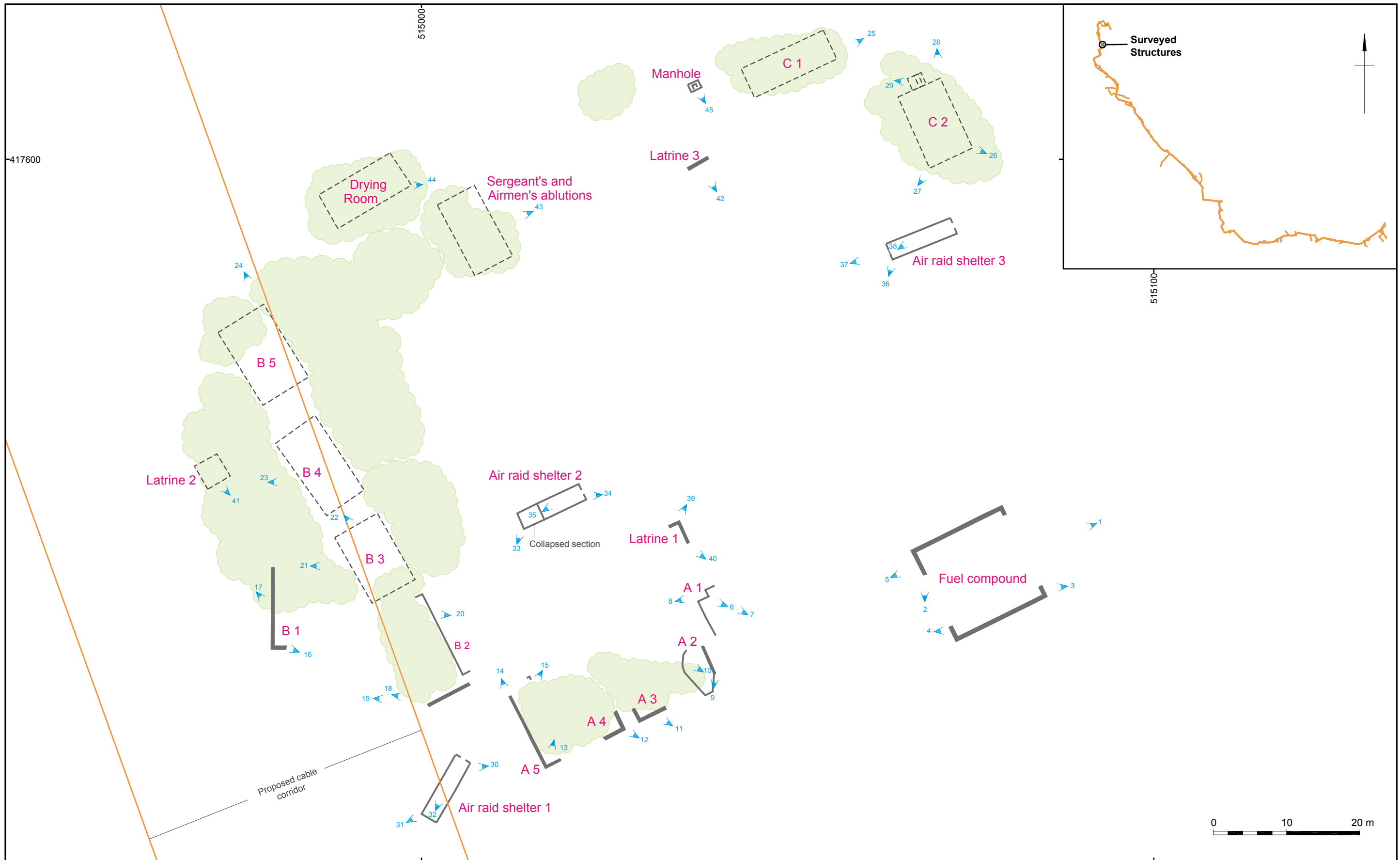
Coordinate system:
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 Coordinate system: OSGB36 (OSTN15/OSGM15)	 Site boundary		Date:	22/06/2017	Revision Number:	0
	 Proposed cable route		Scale:	1:2500@A4	Illustrator:	WAF
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	16 Plate viewpoints		Proposed cable corridor
	Structures obscured by vegetation		A1 Building code
	Brambles		

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Scale:	1:500 @ A3	Illustrator:	AMO
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Site plan showing surveyed structures and plate viewpoints

Figure 4



Plate 1: General view of track running through Fuel Compound



Plate 2: View of northern wall of Fuel Compound


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Plate 3: View of south-eastern corner of Fuel Compound



Plate 4: View of partially collapsed south-western wall


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Plate 5: View of north-western corner of Fuel Compound



Plate 6: View of north-western corner and northern projecting end (possibly entrance porch) of A1


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Plate 7: View of north-western corner and northern projecting end (possibly entrance porch) of A1, with Air Raid Shelter 2 beyond



Plate 8: View of north-western corner and northern projecting end (possibly entrance porch) of A1


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Plate 9: View of the concrete base of the southern end of A1



Plate 10: View of the concrete base of A2


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Plate 11: View of south-western corner of A3



Plate 12: View of south-eastern corner of A4


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Plate 13: View of south-western corner foundations of A5



Plate 14: View of western elevation foundations of A5

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Plate 15: View of concrete step entrance to A5



Plate 16: View of red-brick foundations of south-western corner and fragmented concrete base of B1


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Plate 17: View of red-brick foundations of elevation of B1



Plate 18: View of foundations of southern elevation of B2


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Plate 19: View of the foundations of the southern wall of B2



Plate 20: View of concrete step entrance to B2


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Plate 21: View of red-brick foundations of western wall of B3



Plate 22: Concrete step abutting the northern elevation of B3


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Plate 23: View of red-brick foundations of western wall of B4



Plate 24: View of foundations of eastern wall of B5


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Plate 25: View of the south-eastern corner of foundations of C1



Plate 26: View of south-eastern corner foundations of C2


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Plate 27: View of red-brick foundations of western side of C2



Plate 28: View of foundations of northern elevation of C2


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Plate 29: View of foundations of projection at northern end of C2 with remnants of slate damp-proof coursing visible



Plate 30: View of south side of Air Raid Shelter 1, with escape hatch visible at the rear


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Plate 31: View of the southern end of Air Raid Shelter 1, with the remnants of a concrete post or wall situated close to the doorway



Plate 32: View of interior of Air Raid Shelter 1, showing the joins of the pre-cast concrete arches, with the north-eastern doorway beyond


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Plate 33: View of Air Raid Shelter 2 showing the collapsed western section



Plate 34: View of eastern elevation and entrance to Air Raid Shelter 2, with truncated escape tunnel projecting above


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Plate 35: View of interior of Air Raid Shelter 2



Plate 36: View of Air Raid Shelter 3, with truncated escape hatch projecting from the roof


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Plate 37: View of western elevation of Air Raid Shelter 3, with truncated escape hatch projecting from the roof



Plate 38: View of interior of Air Raid Shelter 3 with joints of pre-cast arches visible


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Plate 39: View of pipe set within concrete slab of Latrine 1



Plate 40: View of remnants of urinal of Latrine 1 with Air Raid Shelter 2 beyond


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Plate 41: View of remnants of Latrine 2, with pipe set within the ground to the west, and remains of a urinal on the east situated north of concrete foundations



Plate 42: View of concrete base of Latrine 3, with pipe set within the base visible to the north


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Plate 43: View of remnants of Sergeant's and Airmen's Ablutions structure



Plate 44: View of foundations of the south-eastern corner elevation of the Drying Room



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Plate 45: View of manhole

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