

**DESK-TOP ASSESSMENT OF THE
ARCHAEOLOGICAL IMPLICATIONS OF
PROPOSED DEVELOPMENT AT
ANCASTER ROAD,
BOURNE,
LINCOLNSHIRE
(ARB95)**

Work Undertaken For
Design Services (South Kesteven District Council)

February 1995



A P S
ARCHAEOLOGICAL
PROJECT
SERVICES

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1. SUMMARY

A desk-top assessment was undertaken to determine the archaeological implications of proposed development to the east of Ancaster Road, Bourne, South Kesteven District, Lincolnshire. Several archaeological sites and findspots are located in the vicinity of the development. Evidence for prehistoric activity in the area is represented by flint artefacts found on the development site. However, it is possible that these were introduced to the site when the railway was built in the 19th century.

Romano-British occupation of the region has been identified to the south and southwest of the site, and includes pottery kilns associated with a small town. The eastern boundary of the investigation area is marked by the Car Dyke, a Romano-British waterway that had banks on each side. It is probable that the proposed development site encompasses some of the western bank flanking the dyke, as well as part of the originally wider water channel.

Medieval activity is well documented and Bourne is referred to in the Cartularium saxonicum of A.D. 1060 and the Domesday survey of 1086. Bourne Castle, the earthworks of which still survive, became the centre of a small medieval town. The parish church was once part of an Augustinian abbey founded in 1138 and dissolved in 1536. Bourne was an important regional pottery producing centre from the 14th to 16th century. Finds of this period include stone carvings, metalwork and pottery.

A railway embankment was constructed across the site in the mid 19th century. The railway remained in use until 1956, whereupon the embankment was flattened.

Present ground conditions suggest fair

preservation of any surviving archaeological deposits. Recent intrusion into the site is represented by two storm drains. Ground conditions were considered to be unsuitable for geophysical survey.

Overall, the area of development reflects post-war housing in the suburbs of Bourne.

2. INTRODUCTION

2.1 Planning Background

Archaeological Project Services were commissioned by Design Services (South Kesteven District Council), to undertake a desk-top assessment of land to the east of Ancaster Road, South Kesteven District, Lincolnshire. This was in order to determine the archaeological implications of proposed development at the site, as detailed in planning application SK.93/1123/12/45. The archaeological assessment was undertaken in accordance with a brief set by the Community Archaeologist for South Kesteven District Council.

2.2 Topography and Geology

Bourne is situated 24km southeast of Grantham and approximately 15km northeast of Stamford, in South Kesteven District, Lincolnshire (Fig. 1). Local topography describes Bourne at the base of a gentle eastern slope with the fens to the east.

The proposed development is located 700m to the northeast of Bourne town centre as defined by the Town Hall (Fig. 2). Situated at a height of c. 6.5m OD on land to the east of Ancaster Road (National Grid Reference TF10252050), the proposed development site covers approximately 1.4 hectares (Fig. 3).

Local soils are of the Aswarby Association, gleyic brown calcareous earths, and Badsey 2 Association, brown calcareous earths over calcareous gravels (Hodge *et al.* 1984, 99; 101). Beneath these deposits is a solid geology of Oxford Clay overlying Kellaway Beds.

3. AIMS

The aims of the desk-top assessment were to locate and, if present, evaluate any archaeological sites in the vicinity of the proposed development area. Such location and assessment of significance would permit the formulation of an appropriate response to integrate the needs of the archaeology with the proposed development programme.

4. METHODS

Compilation of the archaeological and historical data relevant to the area of the proposed development site involved examination of all appropriate primary and secondary sources available. These have included:

- historical documents, held in Lincolnshire Archives
- enclosure, tithe, parish and other maps and plans, held in Lincolnshire Archives
- recent and old Ordnance Survey maps
- the County Sites and Monuments Record
- the files of the South Kesteven District Community Archaeologist
- aerial photographs
- archaeological books and journals
- place-name evidence

Information obtained in the literature and cartographic examination was

supplemented by a walk-over survey of the proposed construction site. This walk-over survey investigated the present land use and condition; the extent of hardstanding and other firm surfaces; the presence, or otherwise, of dumped materials; and the appropriateness for geophysical survey. Results of the archival and field examinations were committed to scale plans of the area.

5. RESULTS

5.1 Historical Data

Bourne is first mentioned in the *Cartularium saxonicum* of 1060 and again in the Domesday Book of 1086. Referred to as 'Brunne' or 'Brune' the name would appear to have derived from the Old English *burna* meaning stream. A reference from c. 960 may indicate regional importance dating from the Saxon times (Ekwall 1974). Mentioned as having half of a church and several mills, the parish consisted of land belonging to Ivo Taillebois, Alfred of Lincoln and Oger the Breton (Foster and Longley 1976).

A market and three annual fairs were established in the 12th century at approximately the same time as Bourne Castle. No serious attempt was made to establish merchants in Bourne and the market and fairs suffered changing fortune until recently.

By the end of the medieval period, Bourne had grown into a quite substantial settlement. In the mid 16th century the population stood at 174 families, larger than the figures recorded for Spalding, Grantham and Grimsby. A period of good fortune in the market saw the introduction of wealth into the town. Red Hall, a small mansion built in the south of Bourne at this time, perhaps reflects this.

Two catastrophic fires, in 1605 and 1637, severely affected the town. In particular, it would appear that the town's pottery industry, which had flourished since the medieval period, was effectively terminated by the latter fire.

After the Tudor period (16th - early 17th centuries) Bourne declined in wealth and in 1654 a private donation was made for the erection of a workhouse. The introduction of the railways in the mid 19th century, together with other improvements in transportation systems, have helped in revitalising the town (Birkbeck 1970).

5.2 Cartographic Data

Ancaster Road is situated on the northeast side of Bourne. Appropriate maps of the vicinity were examined.

An enclosure award plan of 1770 shows the site to be one large open field. The Car Dyke is marked and it would appear that the land to the east of it was subject to the enclosure awards.

Dating from 1825, a sketch map of Bourne and a street plan show the area of development as a large open field (Fig. 4). Named as East Field, the nearest buildings were located along a thoroughfare called Star Lane (now Abbey Road).

Bryant's *Map of the County of Lincoln* (1828) portrays a road, now called Manning Road, as having been built with a small number of structures located close to the town centre. Areas to the north and east of the proposed development are shown as open ground (Fig. 5).

The first edition one-inch Ordnance Survey map of *c.* 1855 shows Bourne to be smaller than today. Buildings were situated in the centre of the town, most noticeably along West Gate, South Street

and Northgate and open fields surrounded the town. Some of the boundaries and roads are still recognizable today. The Bourne to Sleaford railway had been built by this time and the map clearly records an embankment across the site. An Ordnance Survey 25" scale map of the site dating from *c.* 1900 shows the land between the Car Dyke and the railway embankment to be a marsh, possibly due to bad drainage. Later Ordnance Survey maps of 1905 show the continued expansion of Bourne into a small town, the site remaining as open ground. Ancaster Road and the associated houses would appear to date from after the Second World War, at which time they first appear on maps.

5.3 Aerial Photograph Data

Aerial photographs, including those published or transcribed in secondary sources, were examined for evidence of archaeological remains.

A photograph in the parish files of the South Kesteven Community Archaeologist shows the general area of the site as it was in 1947 (Plate 1). The site is obscured because of a railway embankment aligned north to south. The northern section of Ancaster Road is visible with a small number of houses built in the area. To the south, land appears to have been parcelled in such a way to suggest allotment gardens (*ref:* CPE UK 1932).

A photograph taken four years later, at a lower altitude differs little but for the fact that the remaining portion of Ancaster Road was under construction (Plate 2). The site, still with the railway visible, was covered in shrubs and trees (*ref:* 4010 58/716).

A published photograph, taken between 1992 and 1993, has the view of Bourne town centre in the foreground with the site

visible on the edge (Start 1993). The access road to the site is visible and there is no trace of the railway embankment evident on earlier photographs. Land use cannot be ascertained but grassland is visible.

5.4 Archaeological Data

Records of archaeological sites and finds held in the Lincolnshire County Sites and Monuments Record and the files of the South Kesteven District Community Archaeologist were consulted. Other, secondary, sources were also examined. Details of archaeological and historical remains falling within half a kilometre of the proposed development area are collated here and committed to Fig. 6.

County Sites and Monuments Code	Description	Grid Reference	South Kesteven Community Archaeology Code
33213	Medieval pottery	TF09702000	
33214	Post-medieval pottery	TF09702000	
33215	Bourne Abbey Church, built 1138 A.D.	TF097200	SK12.04
33233	Abbey site, founded in 1138 A.D., by Augustinian friars. Dissolved in 1536	TF099200	SK12.17
33234	Medieval pottery	TF10002080	SK12.29
33236	Medieval pottery	TF10501990	
33237	Medieval pottery kilns on Eastgate c. 13th and 14th century	TF1060019930	SK12.03
33238	Post-medieval pottery kilns, 16th century	TF1060019930	SK12.03
33245	Medieval pottery, possible medieval kiln site	TF106200	SK12.09
33246	Medieval pottery - not shown on map	TF107210	SK12.32
33248	Tanged flint arrowhead and blade scraper	TF102204	SK12.31
33254	Old Grammar School, built 1636 A.D.	TF09731995	SK12.73
33259	Bourne to Morton Roman canal	TF108205	
	Medieval pottery	TF103200	SK12.90
	Medieval and Romano-British pottery - not shown on map	TF09781971	SK12.91
	Medieval pottery	TF105199 (approx)	SK12.92
30044	Car Dyke, Romano-British waterway	TF105216	SK12.131

	Romano-British pottery kiln	TF100200	SK12.161
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Generally, Bourne is situated in an area of dense archaeological activity. Although prehistoric activity has been recognised in the form of finds, no settlement has so far been found within Bourne.

During the Romano-British period, evidence suggests that Bourne was a small town built along the Roman road, King Street. A second Roman highway, Long Hollow, branched from King Street approximately 1km northeast of the present investigation site and headed northwestwards. Along the courses of both roads, sites and artefacts of Roman date have been found, including a pottery kiln close to Bourne Grammar School, c. 1km to the southwest. A second kiln (SK12.161 above) is located to the south of the proposed development site.

The Car Dyke, a Roman waterway borders the investigation area on the east side. This watercourse connected the River Witham near Lincoln with the River Nene east of Peterborough (Whitwell 1970). A further Roman waterway is located to the east and connected Bourne to a now extinct water channel near Morton.

During the medieval period (1066 - 1500 A.D.) Bourne grew into a substantial settlement, centred around the Abbey church. Bourne Castle, the earthworks of which still survive today, is located to the west of the church. At one time this would have been a single motte, a defensive mound, possibly surmounted by a stone tower with two enclosures or baileys containing further buildings and a possible stone gatehouse that has since been destroyed (Cathcart-King 1980).

Areas to the east of Bourne have been

extensively surveyed by the Fenland Research Project. In particular, fields immediately to the northeast of the proposed development area were examined during the Fenland Survey and found to have traces of medieval ridge and furrow (Hayes and Lane 1992, figs. 78, 83).

5.5 Walk-over Survey

In mid-February 1995, a walk-over survey of the proposed development site was undertaken. Visibility was good.

Access was limited due to a fence crossing the site east to west. A noticeable linear mound was briefly examined and is thought to be the remains of the railway embankment, lying at a height of approximately 1m above the ambient ground level. In comparison to a surviving stretch of railtrack causeway to the north, it would appear that this length of embankment has been levelled. No evidence of borrow pits to provide material for the railway embankment was noted in the area.

The Car Dyke was also examined. With the exception of the ditch itself, no surviving earthworks relating to the waterway were observed. The dyke had a V-shaped section that indicates that alterations to the original Roman monument, which was U-shaped in profile, have occurred. A large storm drain and steel drain were also observed entering the dyke from the side of the proposed development area. This suggests disturbance across part of the site that would have destroyed archaeological remains, if any are present.

The site is unused at present and has

returned to a dominantly grassy open space. Geophysical survey is deemed unsuitable due to the flattened railway embankment.

6. DISCUSSION

Evidence for prehistoric activity is scarce, but is represented by the finds of a tanged flint arrowhead and a scraper. These tools are representative of the Early Bronze Age. Although found on the site, the location is said to be from the disused railway and this may indicate that they came from another source.

Romano-British occupation has not been recognised in the immediate vicinity, the nearest known site lying *c.* 500m to the south, around Victoria Place. However, the Car Dyke Romano-British waterway forms one boundary of the proposed development site. In this vicinity the present width of the dyke is *c.* 10m, though examinations elsewhere have revealed greater dimensions. Thus, a width of 13m for the dyke was recorded during excavations at Baston (Symonds 1989). Moreover, the dyke was provided with flanking banks upto 15m wide (Phillips 1970, 255). In consideration therefore, it is probable that part of the original channel, now silted up or backfilled, together with the western flanking bank, survive under the investigation area.

Evidence for the medieval use of the area is significantly greater closer to Bourne town centre. Represented by findspots and structures of this date, the evidence is typical of a small town. Occasional finds of pottery to the north and south of the investigation site may suggest dispersed settlement, perhaps isolated farmsteads.

During the 19th century a railway was constructed on a north to south alignment

across the site. Evidence suggests the track was raised on a causeway and remained in use until 1956, at which time the embankment was flattened.

At present, the whole site is open ground, and seems to have been so for some considerable amount of time. No buildings exist or are known to have existed on the site over the last 200 years. A railway embankment constructed on the site occupied approximately one-half of the development area. Two storm drains were observed entering the Car Dyke. Due to the size and nature of these drains archaeological deposits are likely to have been destroyed. Any archaeological deposits beneath the former embankment and away from the storm drains have a reasonable chance of survival.

7. ASSESSMENT OF SIGNIFICANCE

For assessment of significance the *Secretary of State's criteria for scheduling ancient monuments* has been used (DoE 1990, Annex 4; see Appendix 1).

Period:

The Car Dyke Roman waterway is the foremost British example of its category. Additionally, the waterway is a particularly regional characteristic of the Romano-British period.

Medieval activity, represented by finds of pottery that may suggest a small settlement, is recorded in the vicinity of the proposed development. Such small rural settlements are quite characteristic of the medieval period.

Rarity:

Romano-British waterways, comparable in size to the Car Dyke, are rare in national terms. However, several are known to

exist in the region, including examples near Lincoln, between Bourne and Morton and also from Brough on Humber.

Small medieval settlements are not rare, though they may possess rare or unusual features.

Documentation:

Records of archaeological sites and finds made in the Bourne area are kept in the Lincolnshire County Sites and Monuments Record and the files of the South Kesteven District Community Archaeologist. Synopses or syntheses of the historical and archaeological evidence have previously been produced (Birkbeck 1970).

Group value:

By virtue of the conjunction of the Car Dyke with another Roman waterway, Roman roads and settlement, the area has a high group value in local and regional terms.

Survival/Condition:

Limited invasive post-medieval development has occurred on the site, consequently buried deposits are likely to be well preserved. No previous archaeological intervention has been made into the site to assess the level of deposit survival.

Fragility/Vulnerability:

As the proposed development will impact the investigation area, possibly into natural strata, any and all archaeological deposits present on the site are extremely vulnerable.

Diversity:

Moderately functional diversity is provided by the localised grouping of Romano-British waterways, roads, settlement and industrial remains. Some period diversity is provided by the possibility of medieval occupation in the vicinity.

Potential:

Potential for Romano-British remains associated with the Car Dyke, spreading into the area are considered high.

8. CONCLUSIONS

The concentrations of archaeological finds and observations represent occupation and use of this area of Bourne in the past.

Prehistoric activity is restricted to the flint tools found on the site. However, the possibility of these having been transported here from elsewhere is likely.

A Romano-British waterway, the Car Dyke, provides the eastern boundary of the investigation area. Examinations of the dyke elsewhere would suggest that the waterway was larger than presently seen and that the original extent is, in part, encompassed by the proposed development site.

No artefacts were recognised or recovered on the walk-over survey. Damage, due to previous excavation, of any archaeological deposits present on site is likely to be limited in extent to the route of the storm drains.

9. ACKNOWLEDGEMENTS

Archaeological Project Services would like to thank Design Services (South Kesteven District Council) who commissioned this assessment. The work was coordinated by Steve Haynes and this report was edited by Dave Start. Jenny Stevens, the Community Archaeologist for South Kesteven District Council permitted examination of the relevant files. Access to the County Sites and Monuments Record was provided by Mark Bennet of the Archaeology Section, Lincolnshire County Council.

10. REFERENCES

All of the following sources were consulted in the data-gathering exercise. However, as some references duplicated information available in others, not all of them have been specifically referred to in the text.

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11. ABBREVIATIONS

Numbers prefixed by 'SK' are the reference codes used by the Community Archaeologist for South Kesteven District Council.

Department of the Environment publications are abbreviated to the initials 'DoE'.

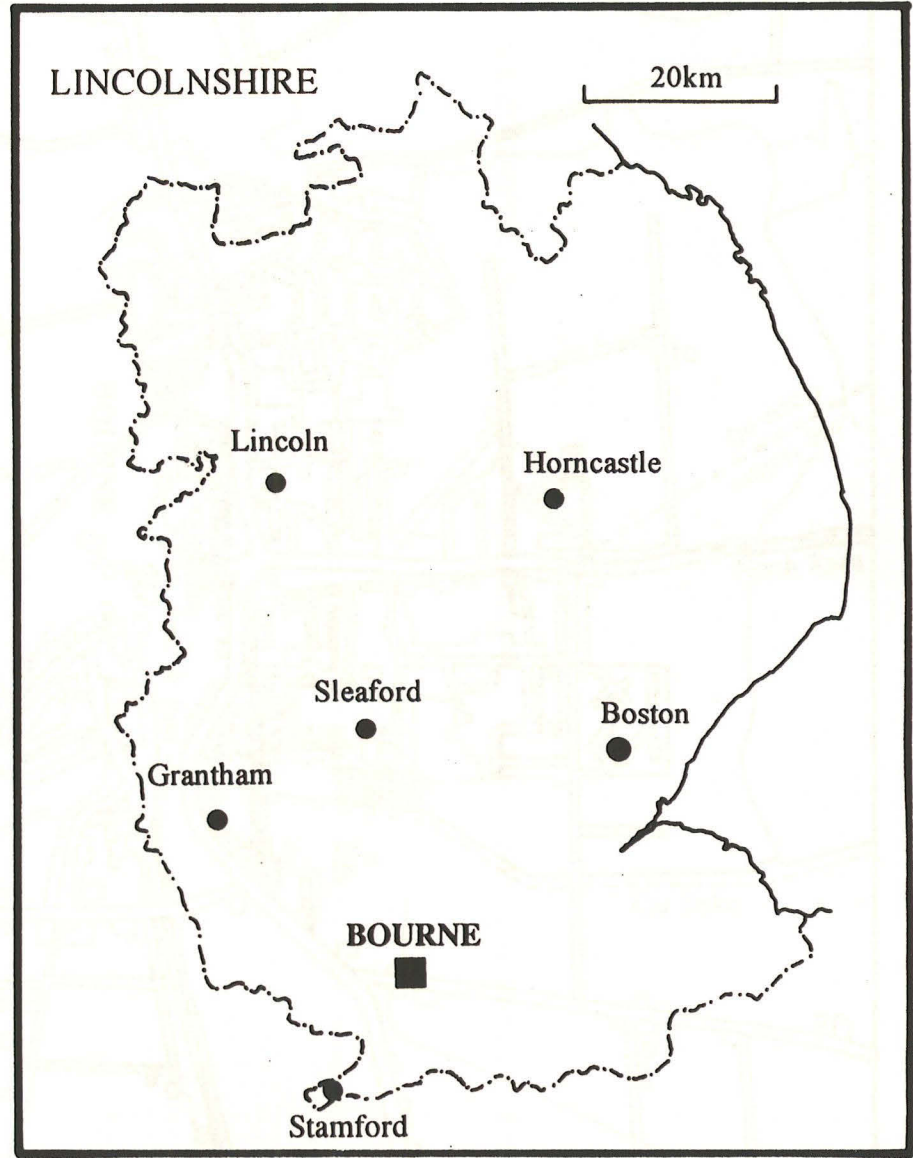
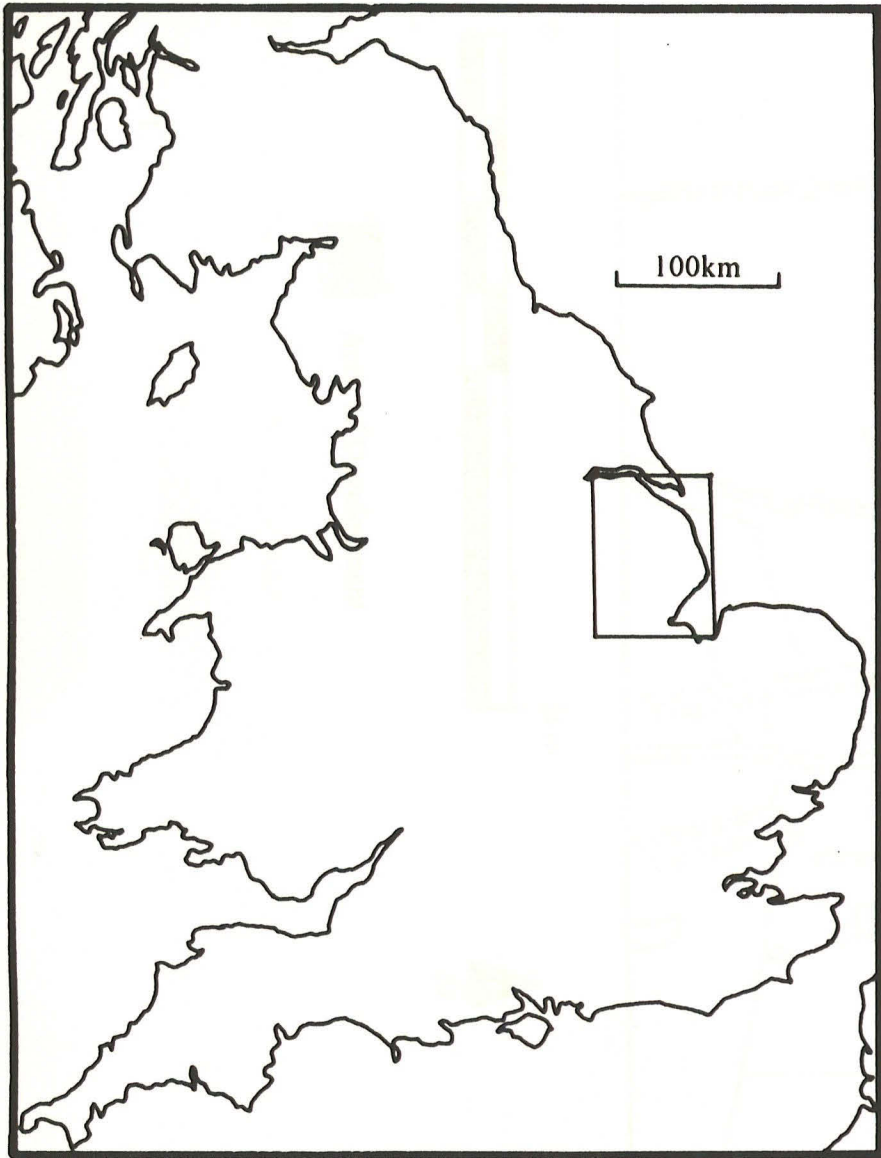
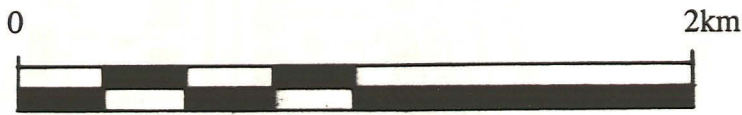
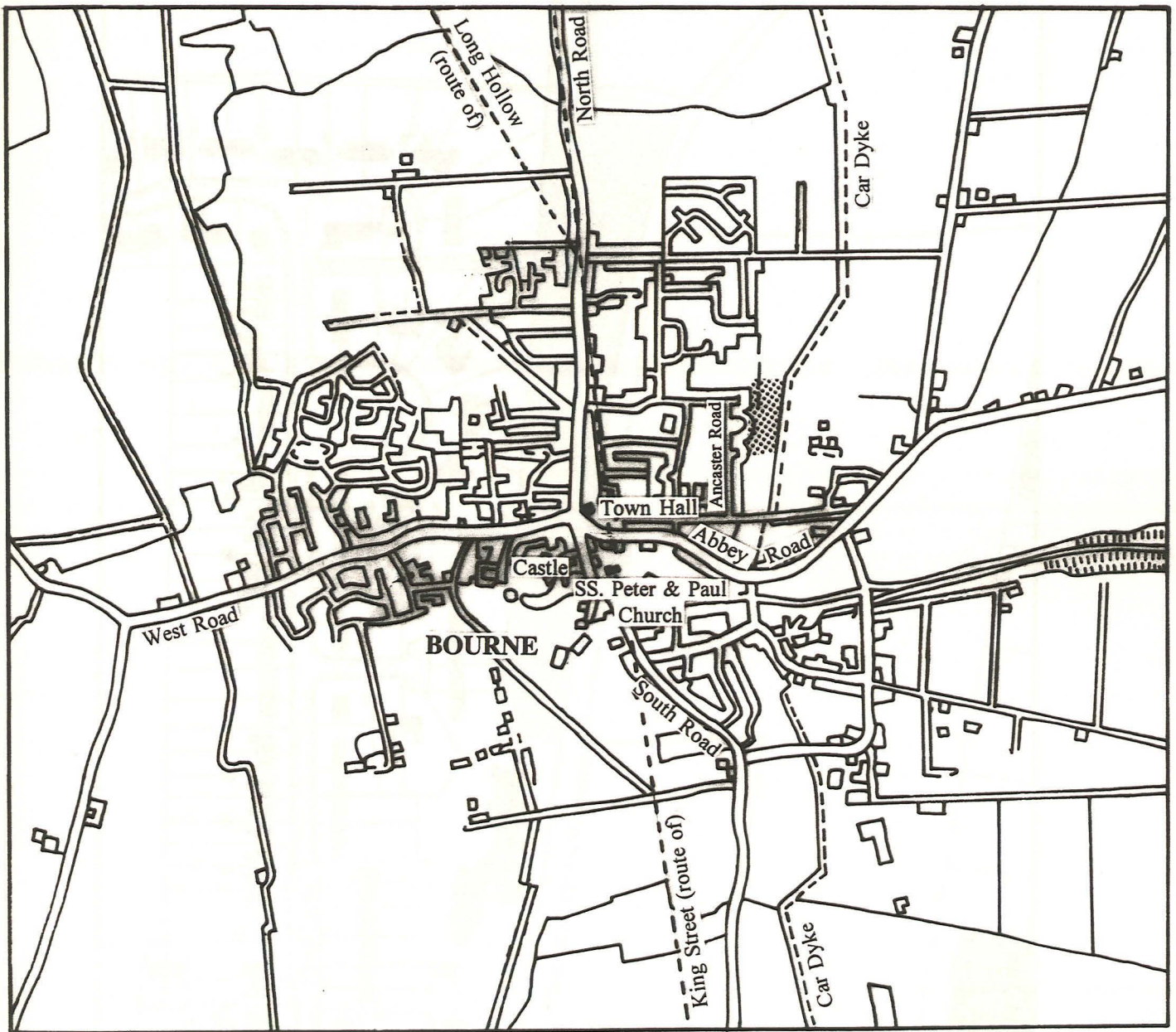


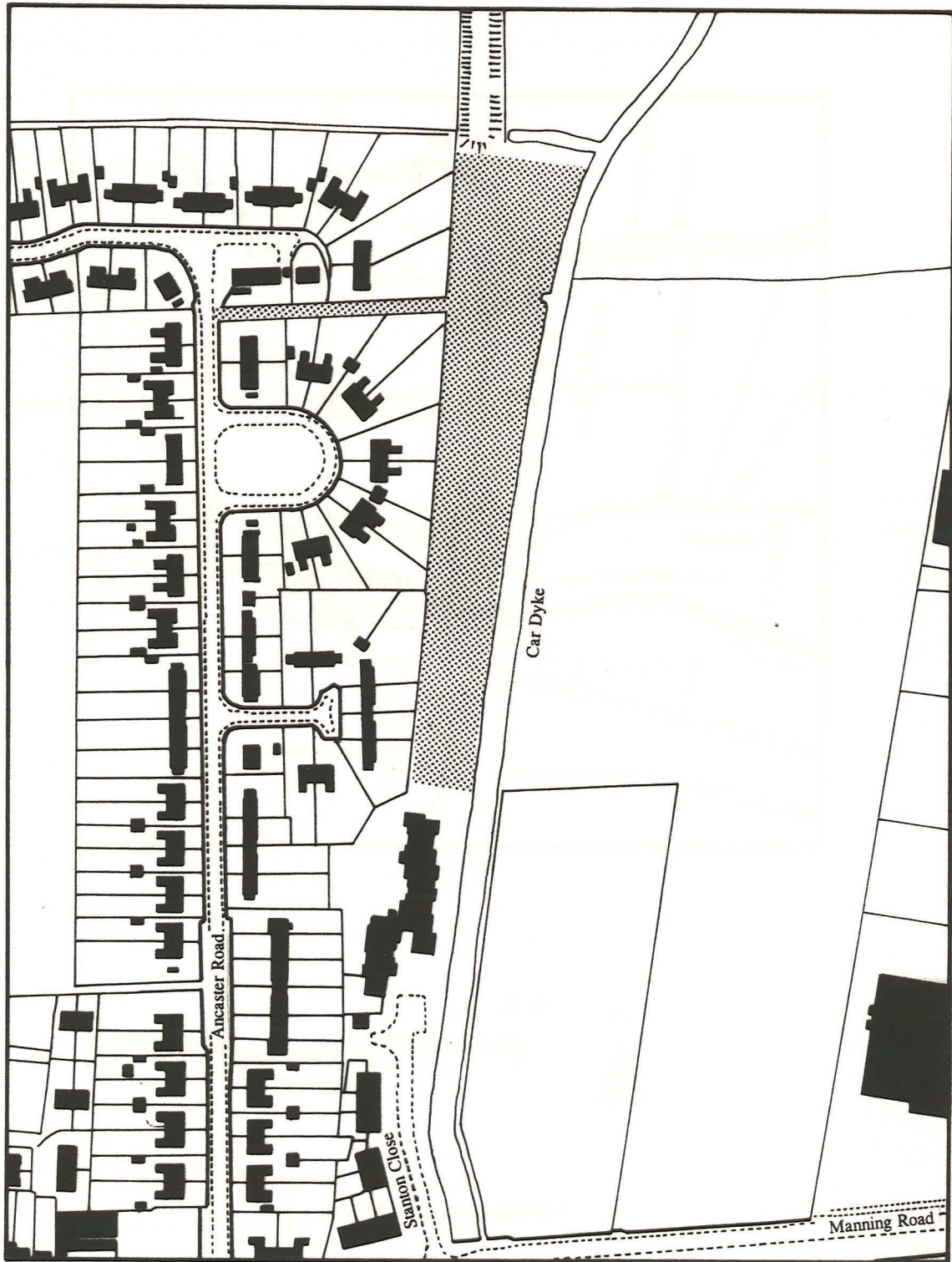
Fig. 1 General Location Plan

Fig. 2 Site Location Plan



Area of Development

Fig. 3 Area of Development




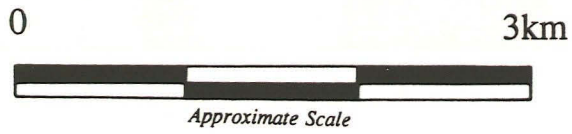
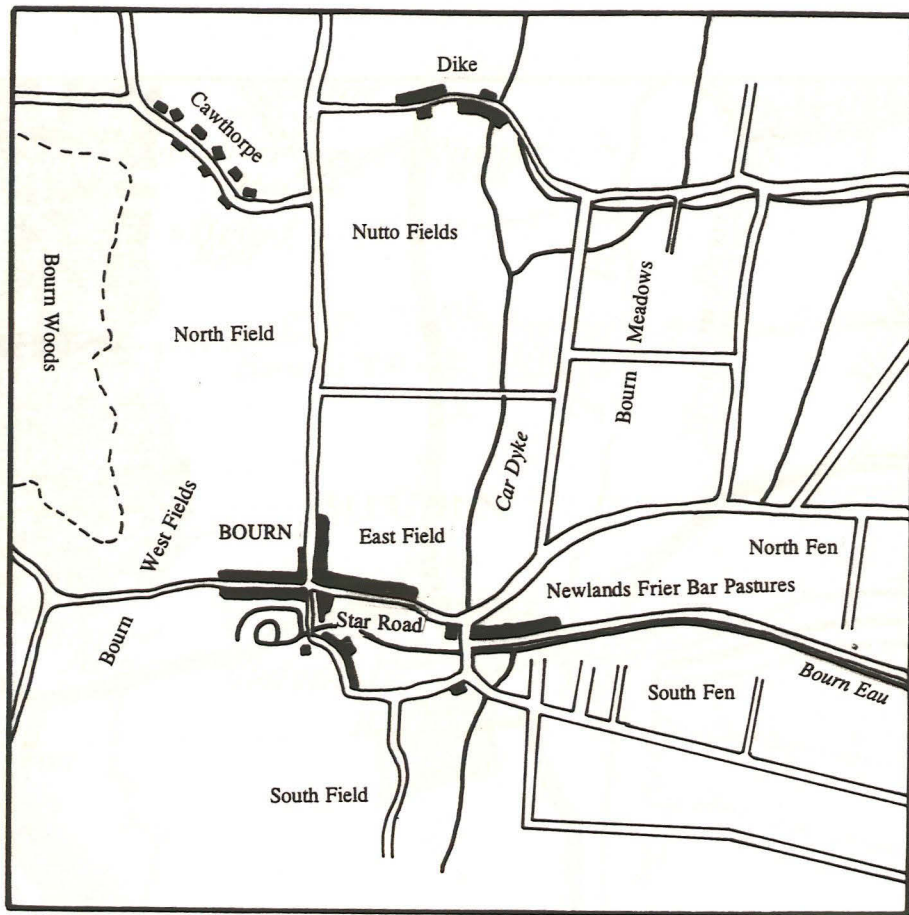
 Area of Development

Fig. 4 Extract from the map of 'Manor of the Bourn Abbots', 1825




 Area of Development

Fig. 5 Extract from Bryant's Map of the County of Lincolnshire, 1828

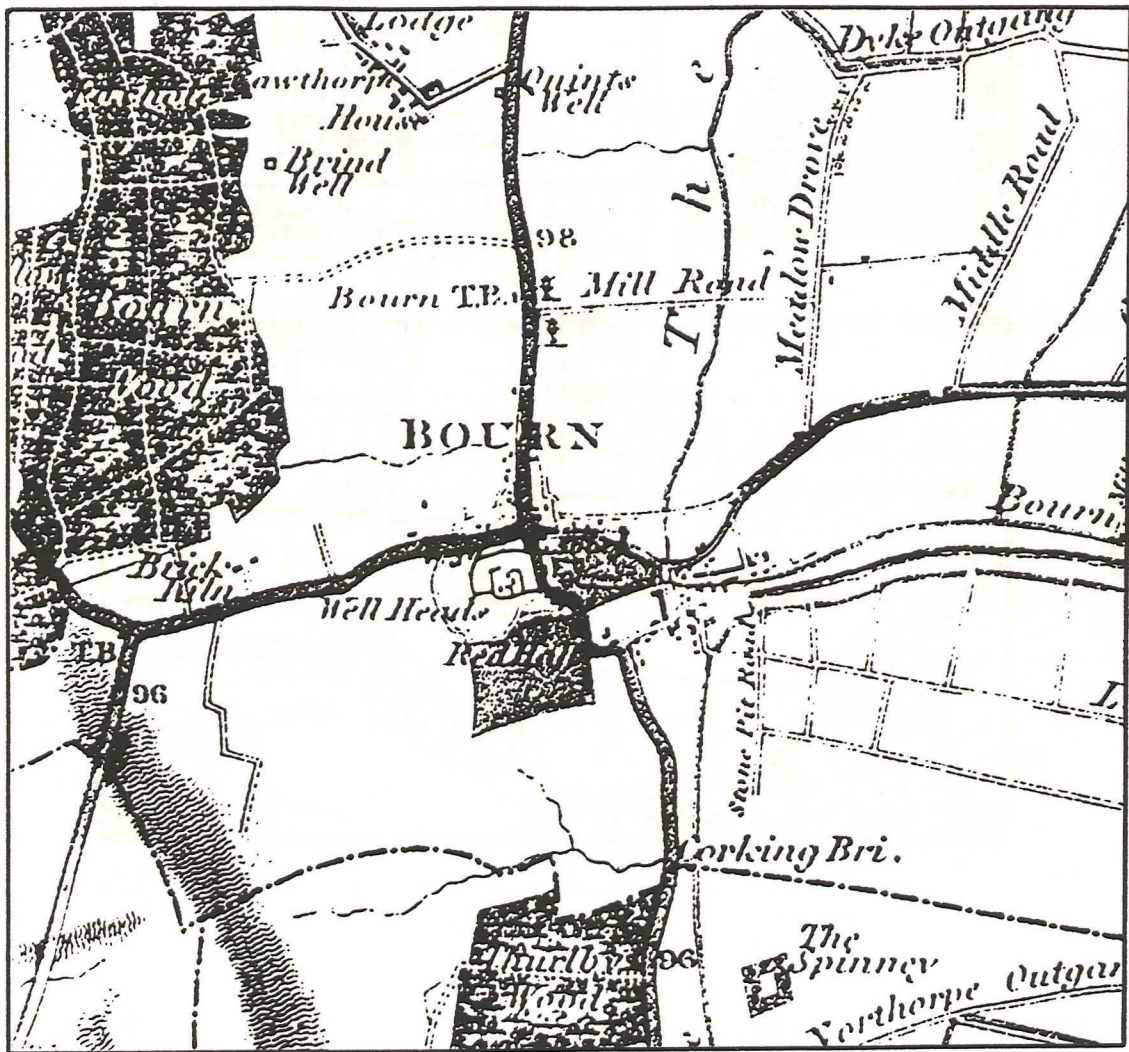
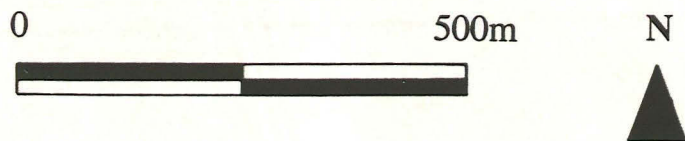
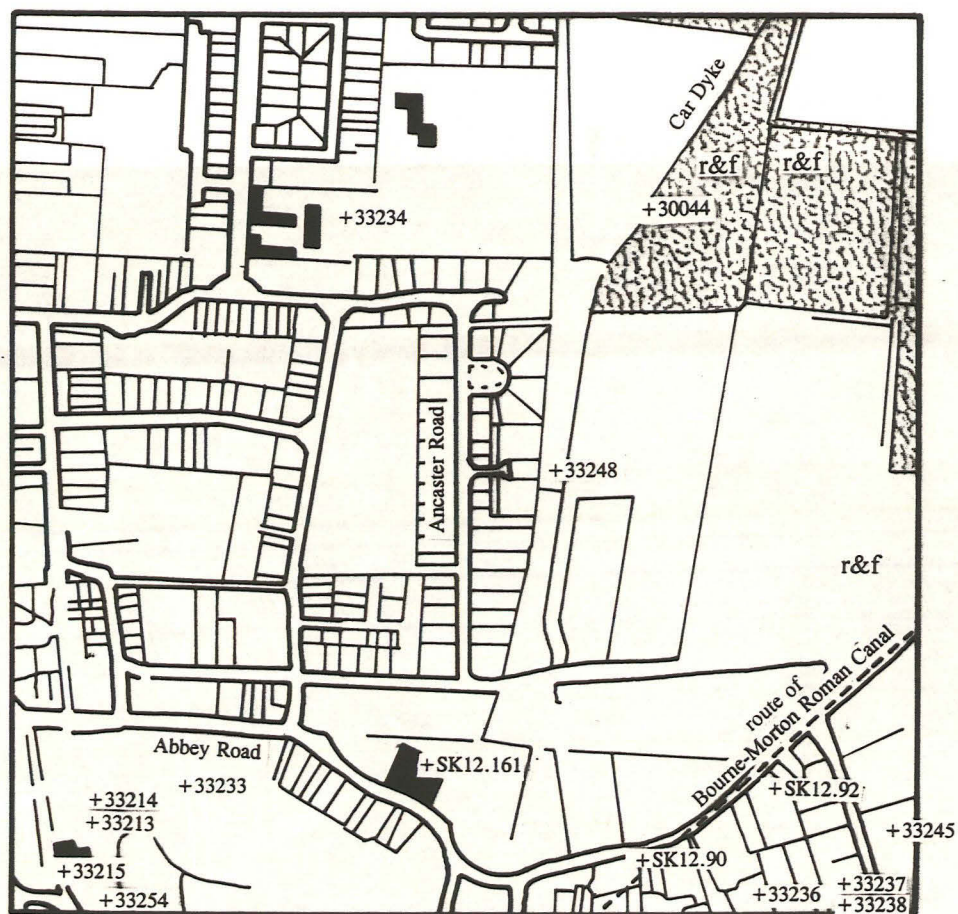



Fig. 6 Plan of Archaeological sites in the vicinity

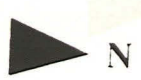
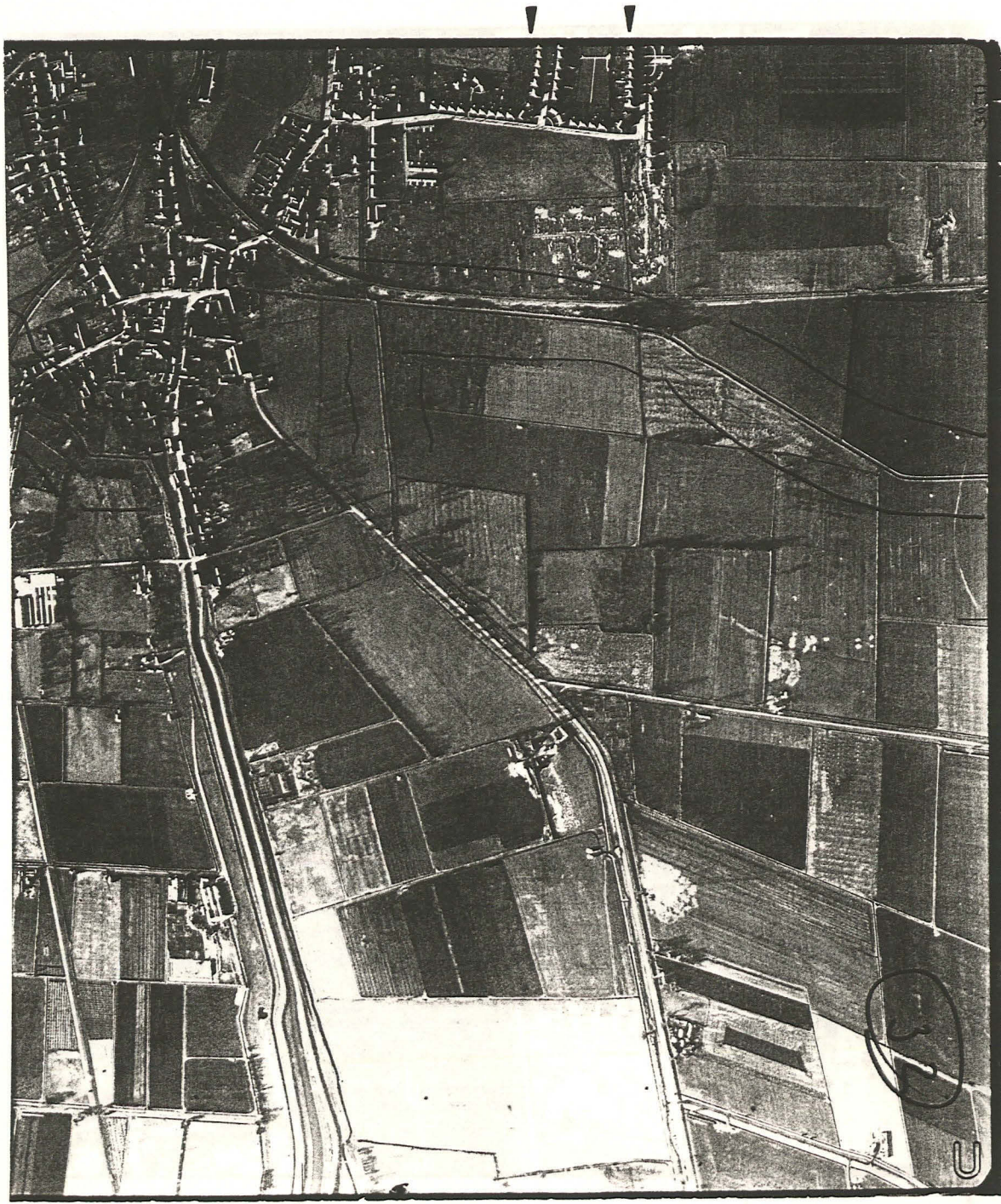


 Area of Development

 Areas Surveyed by *FENLAND RESEARCH PROJECT*

r&f = Ridge and furrow ploughing

Plate 1 Aerial Photograph of Ancaster
Road, Bourne 1947



INVESTIGATION AREA DEFINED BY ARROWS

Plate 2 Aerial Photograph of Ancaster
Road, Bourne 1951



INVESTIGATION AREA DEFINED BY ARROWS

Appendix 1

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

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

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

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

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

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

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

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

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

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