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LINDSEY ARCHAEOLOGICAL SERVICES

Lincolnshire
County Council
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Planning &
Conservation

Bourne – Guthram Water Main
(Bourne Water Treatment Works to Guthram Booster)

NGR: TF 1001 2020 – 1700 2230
Site Code: BGWM 06
LCNCC Museum Accn No. 2006.184

Archaeological Desk-Based Assessment

Report
for

Anglian Water Services Ltd
by G. Tann

LAS Report No. 933
August 2006

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**Bourne – Guthram Water Main
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Summary

The proposed 10.5km pipeline route closely follows two existing water mains from Manning Road, Bourne to Guthram Gowt pumping station. The route crosses the Roman Car Dyke canal, the Roman Bourne-Morton canal and at least one Iron Age or Roman trackway. Late prehistoric and Roman occupation sites are also directly on the pipeline route, with numerous other archaeological sites of unknown extent recorded close to it. The density of sites reflects the position of the route, at the edge of the Roman fenland and linking higher ground at Bourne, Dyke and Guthram. A previous water main encountered an enclosure and Bronze Age ring-ditch at the junction of Mill Drove and Meadow Drove, and a Romano-British occupation site with a human skeleton east of Spinney Farm near the eastern end of the route.

Although there is a widespread occurrence of archaeological remains along this route, the intended pipeline course will be beside existing pipelines where ground has already been disturbed.

Introduction

Lindsey Archaeological Services LLP (LAS) was commissioned in June 2006 by Anglian Water Services Ltd to prepare an archaeological desk-based assessment (and site walk over) of a proposed pipeline route connecting existing facilities at Bourne Water Treatment Works with another at Guthram Booster Station (Figs. 1 and 2). Anglian Water Services Ltd anticipate starting installation of the new main in November 2006.

The purpose of the desk-based assessment is to identify the archaeological potential of the proposed route by collating available existing information.

The Proposed Pipeline Route (Fig. 2)

The c. 10.5km route will follow the course of two existing Bourne to West Pinchbeck mains. Anglian Water intend to lay the new main 2m from one of the existing mains. One of the existing mains is within farmland for much of the route, the other is in roadside verges for much of the route.

Planning Background

The archaeological desk-based assessment has been requested by Anglian Water Services Ltd as part of their Best Practice policy and most of the scheme lies outside the planning process. The report is intended to inform those involved as to the archaeological potential of the proposed scheme. It may form the first stage of a programme of archaeological mitigation works.

Method

A desk-based assessment of the proposed route, within a 0.5km surrounding area, was undertaken in order to identify and assess all archaeological constraints. This was supplemented by a site walk over on July 7th 2006. Research for the assessment was conducted by G. Tann between July 4th and 11th 2006.

The assessment included examination of available relevant information at:

- Lincolnshire County Historic Environment Record
- South Kesteven Heritage Officer's Sites and Monuments List (Heckington)
- Lincolnshire Archives Office - Enclosure, tithe, estate and parish maps, and other documentary sources
- Lincoln Central Library, local studies collection - published sources, Ordnance Survey maps
- NMR National Mapping Project (NMP) - plotted cropmarks from air photographs

Geology and Soils

The southern end of the route cuts through brown calcareous earths of the Badsey 2 Association, either side of the Car Dyke and formerly cultivated as allotments. These soils extend northwards to the edge of Dyke village. Along Dyke Drove, these soils change to peat-based soils of the Adventurers' 2 Association, and (east of Barnes Drove) alluvial silts of the Downholland 1 and Wallasea 2 Associations (Soil Survey 1983). Most of the peat has now been eroded by ploughing.

Archaeological and Historical Background (Fig. 2)

Bourne lies on the Fen edge which has produced numerous archaeological finds and settlement remains. The prevalence of these reported finds may partly be due to the increased awareness in the town prompted by the presence of the Roman Car Dyke canal which runs east of the town centre and the Roman road (King Street) which passes through the town centre.

Previously recorded sites and findspots from the vicinity are listed in the Lincolnshire Historic Environment Record. These have been allocated Primary Record Numbers (PRNs) and these are used (in bold type) in the text.

Prehistoric

No finds predating the Neolithic period have been identified close to the pipeline route. Several flint implements, with a probable date range of Neolithic to Bronze Age have been found but often these have been redeposited with later material. Most of the findspots indicate that there was probably activity east of Bourne and Dyke during the Neolithic period, although **33248** may have been imported with railway construction material in the nineteenth century. More reliable findspots include **35133** in Eastgate, flints from Mill Drove **34948/34949**, **34139** and **34118**, and two **34160** from near the Roman

Bourne-Morton canal. A larger assemblage of 43 struck and worked Late Neolithic to Early Bronze Age flints **34114** were found during an archaeological excavation at the junction of Mill Drove and Meadow Drove. The site is on farmland, where Bronze Age pottery was collected during fieldwalking by the Fenland Survey in 1984-5 (Hayes and Lane 1992). Installation of a previous Anglian Water pipeline prompted the excavation, which recorded part of a ring-ditch, and pits which contained fragments of Bronze Age pottery and burnt bone probably derived from an associated cremation (Cope-Faulkner 1999; Taylor 1998).

Isolated sherds of Bronze Age pottery have been recorded east of the Car Dyke to the north of Mill Drove **34116**, and between Dyke Drove and Guthram Gowt **34154**.

Iron Age

Late Iron Age pottery **35650** was found in a pit on the Bronze Age site at the junction of Mill Drove and Meadow Drove. The pit may indicate reoccupation of the site, perhaps while a burial mound remained upstanding as a landscape feature.

To the east of modern Bourne, an extensive area of Middle and later Iron Age settlement **34134**, **34835** has been recorded north of Mill Drove and west of the Car Dyke. Excavation of parts of the site in 1994 located a large and complex arrangement of enclosure ditches, gullies, pits and post-holes (Field 1994, Tipper 1994). Two distinct areas of ditched enclosures were located, at the north and south ends of the plot, c.80-90m apart, probably belonging to the same settlement complex. A multi-phase ditch found at the south end of the development site was first dug in the Middle Iron Age. A Late Iron Age/Early Roman settlement was sited on rising ground at the northern end of the site. Further sites are known further west, outside the study area for this assessment.

The pipeline route passes across a site with Middle Iron Age pottery **34139** at the eastern side of the junction of Meadow Drove with Dyke Drove. A scatter of pottery and infrequent briquetage from salt processing, together with earlier pottery and flints, was recorded by the Fenland Survey. The field was ploughed, but traces of a square earthwork were noted; similar remains are visible on an air photograph from July 1977 (Pl. 1; Pickering SF 1408/36). The site lies beside a small stream. An undated finds scatter **34107**, 0.5km to the north beside Gravel Dike, may be indicative of a complex of occupation and processing sites in the vicinity.

Another site with limited evidence of Iron Age salt processing waste is at the eastern end of Dyke Drove, to the south and south-east of Spinney Farm **34101**, **34102**. Shell-tempered fine ware sherds have been recorded at the multi-period occupation site **35682** with associated field system 1km further east, on the line of the pipeline.

Undated cropmarks and soilmarks of a possible field system **33263** have been recorded from the air south of Drainage Farm; another similar complex **33525** south of Glen Farm is probably associated,

and the locally widespread nature of such sites is evident by an example in Deeping St Nicholas parish **20273**, north-east of Guthram Gowt.

Roman

The Roman road King Street, linking the Roman settlement of *Durobrivae* (Water Newton) to Ancaster and Sleaford, passes through centre of Bourne. The road, Margary ref. 26, connects at each end with the larger Ermine Street road (Margary 1973, 232-4). At Bourne, the road served an extensive settlement associated with industrial activity beside the Car Dyke and exploitation of the fenland.

The Car Dyke has been identified for many years as the remains of a partly artificial Romano-British watercourse leading from Lincoln to Cambridgeshire (Pl. 2). The extent to which it was used as a canal has been disputed, but it almost certainly acted as a navigable route and was probably used for some trade of bulky materials. Roman pottery kilns have been identified near Bourne Grammar School, south of the town, and the clay used may have been imported via the canal. The Car Dyke is crossed by the pipeline route at Manning Road, close to the Water Treatment Works, and the route is then sited close to its eastern side for about 800m. This part of the canal course appears to deflect to the east, either to avoid unsuitable ground or to skirt a pre-existing feature too important to remove. Immediately west of the deflection, the Fenland Survey fieldwalkers located quantities of Roman pottery and building stone **34115**, and hypocaust tiles which could mark the position of a villa. The ground here rises to the west.

A second Roman canal, the Bourne to Morton canal **33259**, has been recognised as a cropmark on air photographs. The southern end in Bourne has not been located but may have been at springs at St Peter's Pool; it is believed to lie below a south-west/north-east length of the A151 Spalding Road to the east of the town, and then its alignment is visible on air photographs north-eastwards to Morton Fen where it connected to a former natural watercourse. The canal was plotted in 1970, and investigated by the Fenland Survey in 1984-5 (Salway, ed. 1970, Map 3; Hayes and Lane 1992). Their study showed that its original cut was probably about 10-11m in width, with a later recut of about 5.5m width. No dating evidence was found within the cut or the recut, and the feature is dated on the basis of a parallel ditch **36438** which contained Roman pottery. The proposed pipeline will cut across the alignment of this canal at the junction of Dyke Drove and Barnes Drove.

The Iron Age occupation site **34134** to the north of Mill Drove was first identified as a substantial Romano-British settlement by the Fenland Survey (Hayes and Lane 1992, 136). Subsequent excavations demonstrated that after a break in occupation during the 2nd-century AD, there was a major realignment of the site when a rectilinear enclosure complex was laid out, probably for the control of livestock. This almost certainly related to the development of a Late Roman settlement, possibly a small villa complex, located to the north (Field 1994, Tipper 1994).

Cropmarks of an Iron Age/Roman occupation site with a possible vestigial square earthwork have been identified at the junction of Meadow Drove and Dyke Drove **34139**, **34141**. The Fenland Survey recovered almost 100 artefacts from the field surface, mostly of Middle Iron Age date. A few fragments of briquetage suggest that salt processing was conducted close to the site. An existing water main crosses this field.

Closer to the eastern end of the pipeline route, topsoil stripping of the easement in advance of an earlier water main exposed ditches and pits of a Romano-British occupation site **34120** at the eastern end of Dyke Drove, at the western edge of an island of higher ground at Guthram (Pl. 3). The site was probably a farmstead, with an associated field system and trackways which extended into Morton Fen. One ditch contained a human skeleton, but this was not thought to have been part of a cemetery (Taylor 1997; Lane pers comm).

The peat of Dyke Fen provided a particularly good material for soil and cropmarks on air photographs. A study of coverage of the pipeline route located a probable trackway either side of Dyke Drove, about 300m west of Dyke Fen Farm. The undated feature is probably from a Romano-British settlement.

Saxon, Medieval and Post-medieval

Fieldwalking of land immediately west of the Car Dyke north of Mill drove produced infrequent sherds of Early Saxon pottery **34117**, **34135**, suggesting continued use, or reuse, of the site. Similar pottery has been found to the north of Dyke Drove **34108** on another Romano-British site.

During the medieval period, Bourne experienced economic revival, both as a market town and a pottery manufacturing centre. The pipeline route lies at the eastern edge of the town, close to the site of the abbey (founded in the twelfth century) and the late Norman church dedicated to St Peter and St Paul. The southern end of the route is about 400m north-west of the known kiln sites south of Spalding Road **33237**, **33245**, **35054**, **35512**, which range in date from the twelfth century to the fifteenth century. Most of the pottery findspots within the study area concentrate close to the kilns, although pottery scatters have been reported from west of the Car Dyke **35020** and from the junction of Mill Drove and Meadow Drove **33246**, **35652**. These scatters may represent disposal of the town's rubbish on peripheral farmland.

Bourne North Fen and Dyke Fen were enclosed in 1770. Prior to enclosure, with the creation of a better drainage arrangement, the fen had frequently flooded (Birkbeck).

Modern

Land to the east of the Car Dyke off Manning Road was formerly allotment land, known as Betterson's allotments (James 2006). Allotment use of part of that land is visible on 1951 air photographs (RAF 3011 58/716). No artefacts have been recorded as found on that site, which is now partly playing field and partly arable farmland.

Site Visit

An inspection of most of the route was conducted by G. Tann on July 7th 2006 in good conditions.

The water treatment works is on the south side of Manning Road, extending through to Abbey Road. The pipeline route follows Manning Road south-eastwards across the former railway line and the Car Dyke, turning to the north-east at the southern limit of arable land before the industrial estate. It then follows a straight alignment until it almost reaches the Car Dyke, then turns to the south-east across grassland to the edge of Meadow Drove (Pls. 2 and 4). The route then follows the field edge west of Meadow Drove to the edge of Dyke village, before crossing to an arable field to the east of the road (Pl. 5). From that field, the route leads northwards beside the narrow Dyke Drove road which is raised above adjacent farmland.

At Spinney Farm, the route leaves the public road and continues eastwards along a concrete farm track which becomes an unmetalled track (Pl. 6). The route diverges from the track about 600m east of the farm, crossing a field of carrots beside a sugar beet crop. A field ditch separates this land from ground to the east which is under arable crop with an unmetalled farm track at the field edge. Access to land between the drain and Guthram Gowt was not arranged, but from Spalding Road it was possible to note a set-aside block beside the road, with arable to the north (Pl. 7).

Planning Policies

The pipeline lies within the remit of Lincolnshire County Council. An extract of their policies relating to archaeological remains is provided as Appendix 2.

Scheduled Ancient Monuments and Listed Buildings

There are no scheduled monuments or listed buildings within the immediate vicinity of the pipeline route.

Hedgerows

The route crosses hedgerows west of Meadow Drove and south of Dyke Drove. These are thought to date from the Enclosure Award of 1770 (LAO Bourne Par 17/1).

Archaeological Potential of the Route

The pipeline route is known to cross four archaeological sites and may affect at least three other known sites. The density of Iron Age and Roman occupation at the fen-edge increases the likelihood of further unknown sites being present. The close proximity of existing water mains will have reduced or removed the archaeological potential.

- On Manning Road, the route crosses the buried course of the Roman Car Dyke canal, and then runs close to its course. No industrial or occupation sites have been identified east of the canal in this vicinity, but the possibility remains.
- The extent of the prehistoric and later site crossed by a previous water pipeline at the junction of Mill Drove and Meadow Drove is not known.
- At the edge of Dyke village, the pipeline route avoids the modern road junction of Meadow Drove and Dyke Drove by crossing into an arable field. Air photographs show cropmarks and soilmarks of archaeological features in that field.
- The pipeline route passes or crosses a cropmark site at the junction of Dyke Drove and Gobbold's Park Drove.
- At the junction of Dyke Drove and Barnes Drove, the route crosses the line of the Roman Bourne-Morton canal.
- A probable prehistoric or Roman trackway, known from air photographs, is crossed by the route west of Dyke Fen Farm.
- To the south and south-west of Spinney Farm, the route passes close to known Romano-British remains, which may have included salt-processing features.
- An extensive settlement with field system and trackways has been identified beyond the eastern end of Dyke Drove, where the underlying ground formed an island in the fen. Two previous water mains cross the site, and a skeleton was recorded during installation of the last pipeline.
- The eastern end of the pipeline route at the Guthram Gowt pumping station may lie within a Romano-British occupation site with field system, recorded around Glen Farm.

Potential Impact on Archaeological Remains

Excavation of the pipeline trench in farmland, roadside verges or below the road will affect any archaeological remains present. Where the route is laid within a 20m wide easement stripped of topsoil, the potential for disturbing surviving archaeological remains is highest, as topsoil stripping will affect shallow archaeological remains which survive immediately below the ploughsoil. Plant movement along the easement will damage archaeological features which have been exposed, and in wet weather will have a greater destructive effect. The open cut trench will remove all but the deepest archaeological deposits along its line.

The impact of this pipeline will be particularly detrimental if it removes the last traces of archaeological remains which have survived the two existing water mains on a similar course. The backfilled pipeline trench may cause adjacent archaeological deposits to dry out, with resultant loss of environmental information and some categories of artefact.

Any locations stripped of topsoil for contractors' compounds will have the same impacts as topsoil stripping along the route and any siting of compounds should be by arrangement with the County Council's Principal Archaeologist.

Where the presence of archaeological remains on the route is confirmed, options of 'preservation *in situ*' or 'preservation by record' are available. This is in accordance with Planning Policy Guidance note 16, 'Archaeology & Planning', issued by the Department of the Environment in November 1990.

Options for Mitigation or Further Investigation

Archaeological monitoring should be arranged during topsoil stripping of farmland between Manning Road and Guthram Gowt, with opportunity for more detailed investigation and recording if the work reveals unknown significant remains. This will confirm whether the ground affected has already been disturbed by the existing water main. There may be locations where a route deflection needs to be considered if remains worthy of preservation *in situ* are identified.

Conclusion

This pipeline crosses land where archaeological remains ranging from the prehistoric to Roman periods have been identified, but where an existing main has disturbed the ground. Further investigation may be requested at several identified locations before groundworks commence.

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Doug Young provided assistance with illustrations and collated and produced the report.

G. Tann
Lindsey Archaeological Services
7th August 2006

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Air photographs

NMR SF 1408/36 31.7.1977 JP

RAF 2244 CPE UK 1932 17/1/1947

RAF 3011 58/716 4/6/1951

RAF 3244 CPE UK 1932 17/1/1947

CUCAP RC8 – EY69 11/1982

CUCAP K17 AR 128

PF EAV

HSL UK 71 155 Run 13 2166 30/7/1971

HSL UK 71 155 Run 15 2205 30/7/1971

HSL UK 71 52 Run 17 0075 2/5/1971

Contents of Site Archive

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Photographs: colour prints, LAS digital film no. 06/69

APPENDIX 1

APPENDIX 1

Reported Archaeological Sites and Findspots near the Application Site

(Source: Lincolnshire Historic Environment Record)

PRN	NGR	(all TF)	Description
20273	17550	22200	undated cropmarks
30044	10491	21685	Car Dyke, south of Dyke
33213	09670	20000	medieval and post medieval finds
33214	09700	20000	post medieval finds
33215	09700	19970	SS Peter and Paul
33227	09500	20300	medieval pottery found in Bourne
33232	09400	20300	post medieval pottery from Woolworth's site, Bourne
33233	09680	20010	abbey of SS Peter and Paul, Bourne
33234	10000	20800	medieval pottery found at the Secondary Modern school, Bourne
33235	10600	19900	spindle whorl found in river at Bourne
33236	10500	19900	medieval pottery, found in Cherry Holt lane, Bourne
33237	10600	19930	medieval pottery kilns on Eastgate, Bourne
33238	10700	20000	post medieval pottery kiln complex, Bourne
33239	10400	19900	pottery from Gas House Yard
33243	10650	21840	bronze dagger found east of Car Dyke, Bourne
33245	10600	20000	possible medieval kiln site, Bourne
33246	10700	21000	medieval pottery from Grey's Field, north-east of Bourne
33247	10300	21300	seventeenth century token
33248	10250	20500	flint arrowhead and scrapers
33250	11400	21100	Romano British settlement site, Bourne
33254	09730	19950	the Old Grammar School
33258	10170	19740	Austerby manor house
33259	12925	22460	Bourne to Morton Roman branch canal
33263	16900	21800	Cropmarks and soilmarks of possible field system, south of Guthram Gowt
33524	10000	19800	coin of Hadrian
33525	17000	22000	field system at Glen Farm
34020	09710	19925	Trollope bedehouses
34101	15490	21960	Iron Age saltern site, Bourne
34102	15590	22190	Iron Age saltern site, Bourne
34107	11280	22500	undated settlement (?) site, Bourne
34108	11280	22500	early Saxon pottery on an undated settlement site, Bourne
34114	10840	21210	Bronze Age features, Meadow Drove
34115	10450	21500	Romano british settlement site, Bourne
34116	10450	21500	Bronze Age pottery from a Romano British settlement site, Bourne
34117	10450	21500	early Saxon potsherd from Romano British settlement site, Bourne

34118	15950	22680	prehistoric artefacts from Romano British settlement site, Bourne
34119	15950	22680	Romano British settlement site, Bourne
34120	16050	22570	An early Romano-British settlement, Bourne North Fen/Dyke Fen
34121	16220	22520	prehistoric potsherd from a Romano British settlement site, Bourne
34122	16220	22520	Romano British settlement site, Bourne
34123	16280	22550	Romano British settlement site, Bourne
34124	16380	22560	Romano British settlement and saltern site, Bourne
34125	16850	22940	Romano British settlement site, Bourne
34126	16790	22780	Romano British saltern site, Bourne
34127	16530	22380	Romano British saltern site, Bourne
34128	16880	22120	Romano British saltern site, Bourne
34131	13480	22310	medieval settlement site, Bourne
34132	13480	22310	post medieval occupation site in Bourne parish
34134	10300	21250	a late Iron Age/Romano- British settlement site north of Mill Drove
34135	10320	21340	Early Saxon pottery from a Romano British site, Bourne
34139	11200	22010	late prehistoric settlement site, Bourne
34140	11200	22010	Romano British settlement site, Bourne
34141	11300	22050	Romano British settlement site, Bourne
34144	17100	21700	possible Roman peat extraction cropmark, Bourne
34146	13140	22660	scatter of Romano British pottery, Bourne
34148	10990	20600	quernstone found in Bourne parish
34149	11000	20700	Romano British artefacts found adjacent to Bourne-Morton canal
34154	16800	22700	sherd of early Bronze Age pottery, Bourne
34156	10190	21140	undated pottery found in Bourne
34160	11000	20700	prehistoric flints from Bourne
34253	10600	19930	post medieval pottery kiln, Bourne
34687	09750	19650	king street Roman road south of Bourne
34830	10700	22200	main road, Dyke
34835	10300	21250	late Iron Age/Romano-British settlement north of Mill Drove Bourne
34885	09650	19650	Romano-British remains from south street
34890	09650	19650	ridge and furrow, south street
34942	10400	19750	ditch found at bede house bank
34946	10300	21250	medieval cultivation remains
34947	10300	21250	post medieval cultivation remains
34948	10300	21250	flint finds from Mill Drove
34949	10300	21250	flint finds from Mill Drove
35005	10380	19900	medieval building remains identified in Eastgate
35018	10250	12500	Car Dyke adjacent to Ancaster Road
35019	10250	12500	Romano-British remains
35020	10250	12500	medieval pottery
35021	10250	12500	post medieval pottery
35044	10470	20070	undated pit/post hole at 20 Spalding Road

35045	10470	20070	medieval pottery, 20 Spalding Road
35054	10450	19930	medieval pottery wasters between Bourne Road and Eastgate
35055	10450	19930	site of post medieval pottery production between Spalding Road and Eastgate
35133	10500	19920	worked flint found off Eastgate
60706	02400	70700	Car Dyke in Lincolnshire
35364	10430	19870	Medieval occupation site adjacent to the Anchor Inn
35370	10430	19870	An early post-medieval pottery scatter adjacent to the Anchor Inn
35371	10430	19870	Site of possible quayside structures, adjacent to Anchor Inn
35512	10370	20050	Possible Kiln Site, Delaine's Meadow, Spalding Road, Bourne.
35511	10370	20050	Roman pottery and features, Delaines Meadow, Spalding Road, Bourne
35542	10110	20720	Medieval pottery and possible field system, Robert Manning School, Kingsway
35725	10390	19900	Post medieval activity at Eastgate, Bourne.
35613	10358	19804	Post medieval features, Bedehouse Bank.
35650	10830	21150	A late Iron Age pit, Meadow Drove
35651	10840	21210	Undated features, Meadow Drove
35652	10850	21200	Medieval pottery scatter, Meadow Drove
35653	10830	21200	Roman pottery scatter, Meadow Drove
35671	09620	19930	Baldocks Watermill, South Street
35682	16220	22600	Late Iron Age pottery, Bourne North Fen/Dyke Fen
36483	09760	19760	Second-Century Romano-British occupation site, South Road, Bourne
36484	09760	19760	Third to fourth century Romano-British occupation site, South Road, Bourne
36485	09760	19760	Medieval activity, South Road, Bourne
36571	10405	19780	Undated pits gullies and posthole at Bedehouse Bank, Bourne
36615	10315	19809	Undated ditch on land at 5 Bedehouse Bank, Bourne

APPENDIX 2

APPENDIX 2

Planning Policies

Lincolnshire County Council

Relevant policy initiatives followed by Lincolnshire County Council are detailed in its *Lincolnshire Structure Plan, Deposit Draft 'Shaping the County's Future'* (LCC 1998).

Policy 63: Archaeological Heritage

Development adversely affecting an archaeological site of national importance (whether scheduled or not) or its setting, will not normally be permitted

Development affecting an archaeological site of regional or local importance will be considered having regard to its intrinsic importance and the need for the proposed development

Where development is permitted, satisfactory arrangements for the preservation in situ of archaeology within the development, or (where appropriate), the excavation and recording of the archaeological remains will be required

THE FIGURES

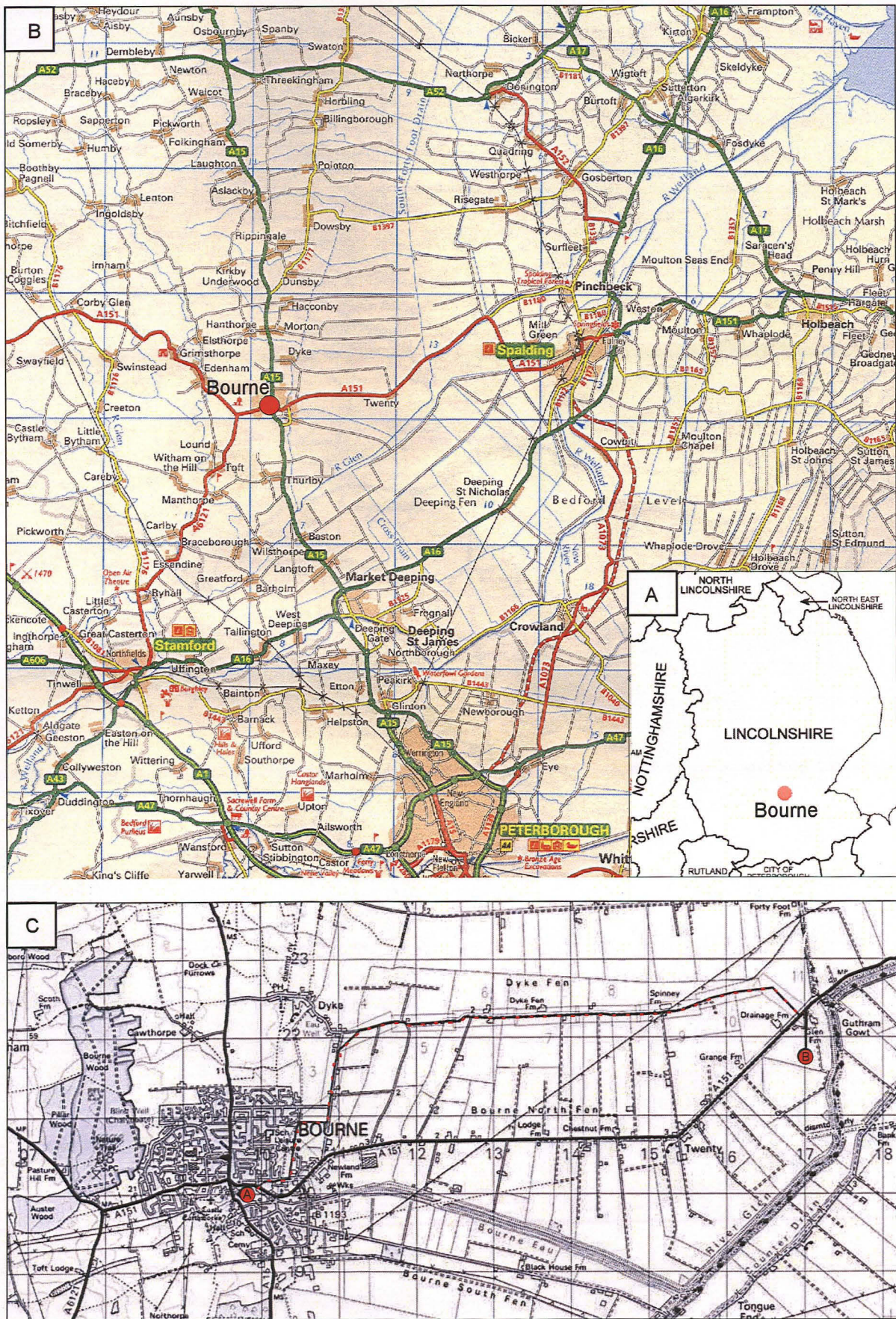


Fig. 1 Location of the Bourne to Guthram pipeline route (inset C based on a plan supplied by the client. Crown copyright, reproduced with the permission of the Controller of HMSO. LAS licence no. AL 10002165).

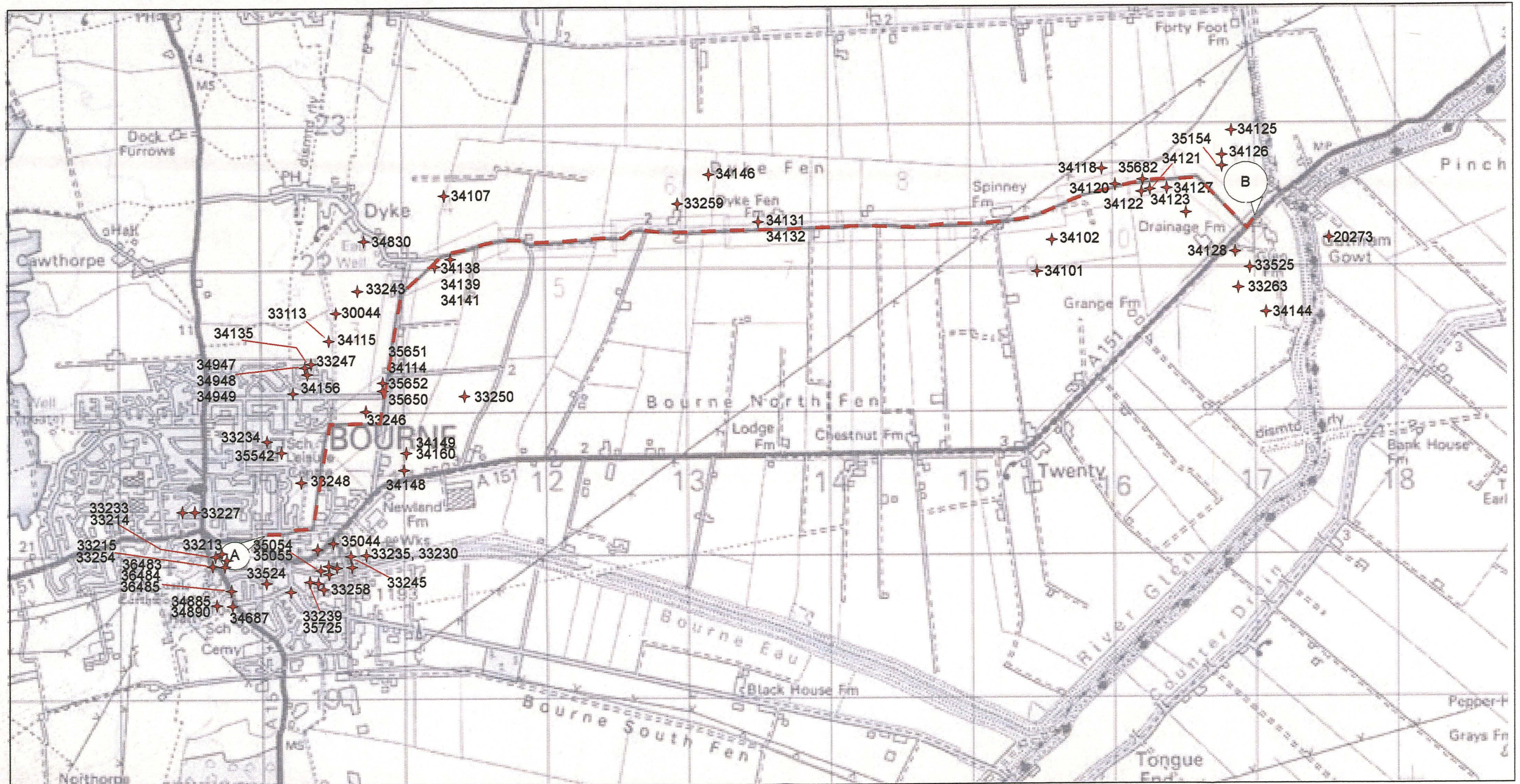


Fig. 2 The Pipeline Route, showing Archaeological Sites and Findspots. (Based on a plan supplied by the client. Crown copyright, reproduced with the permission of the Controller of HMSO. LAS Licence no. AL 100002165).

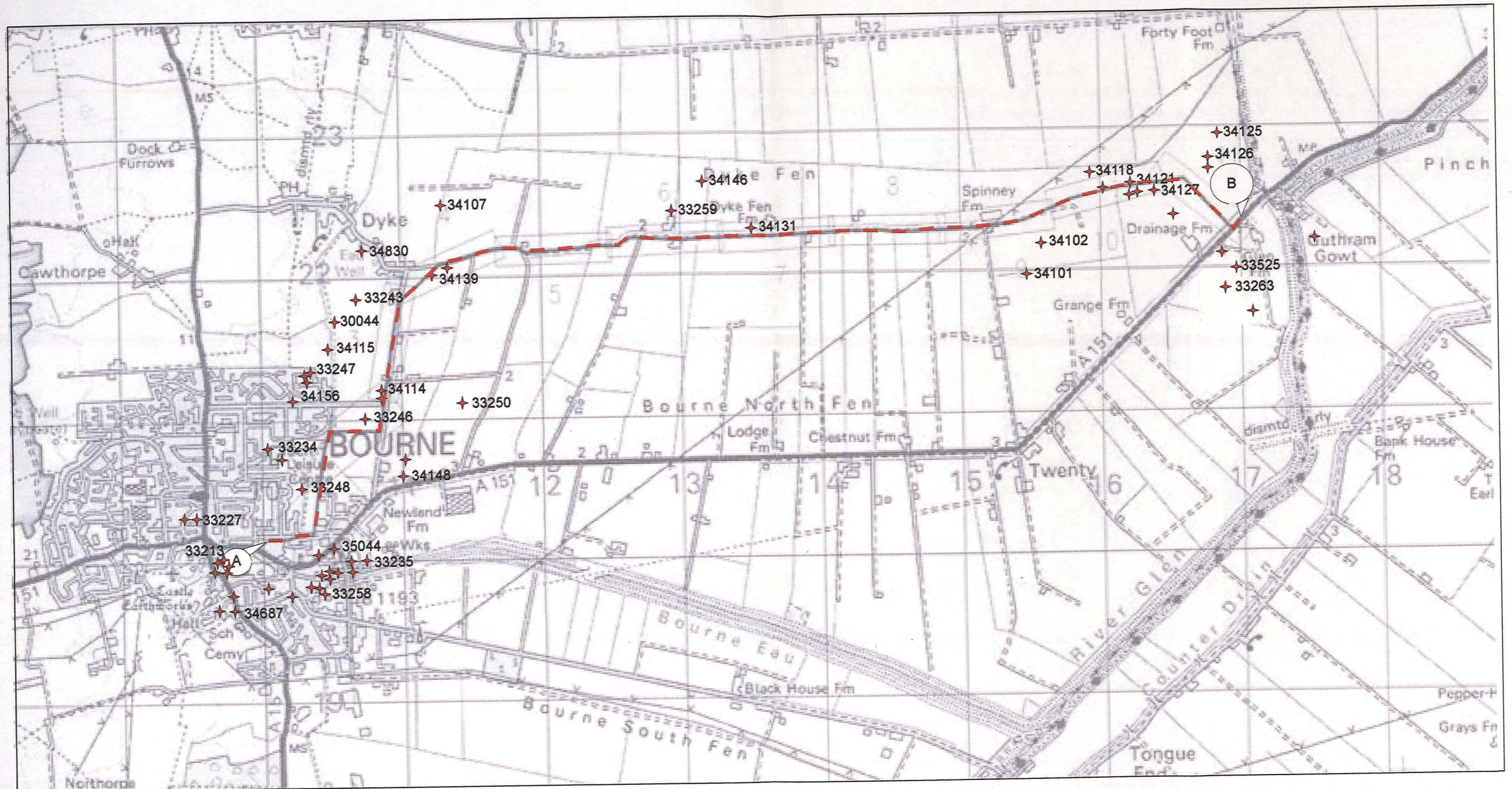
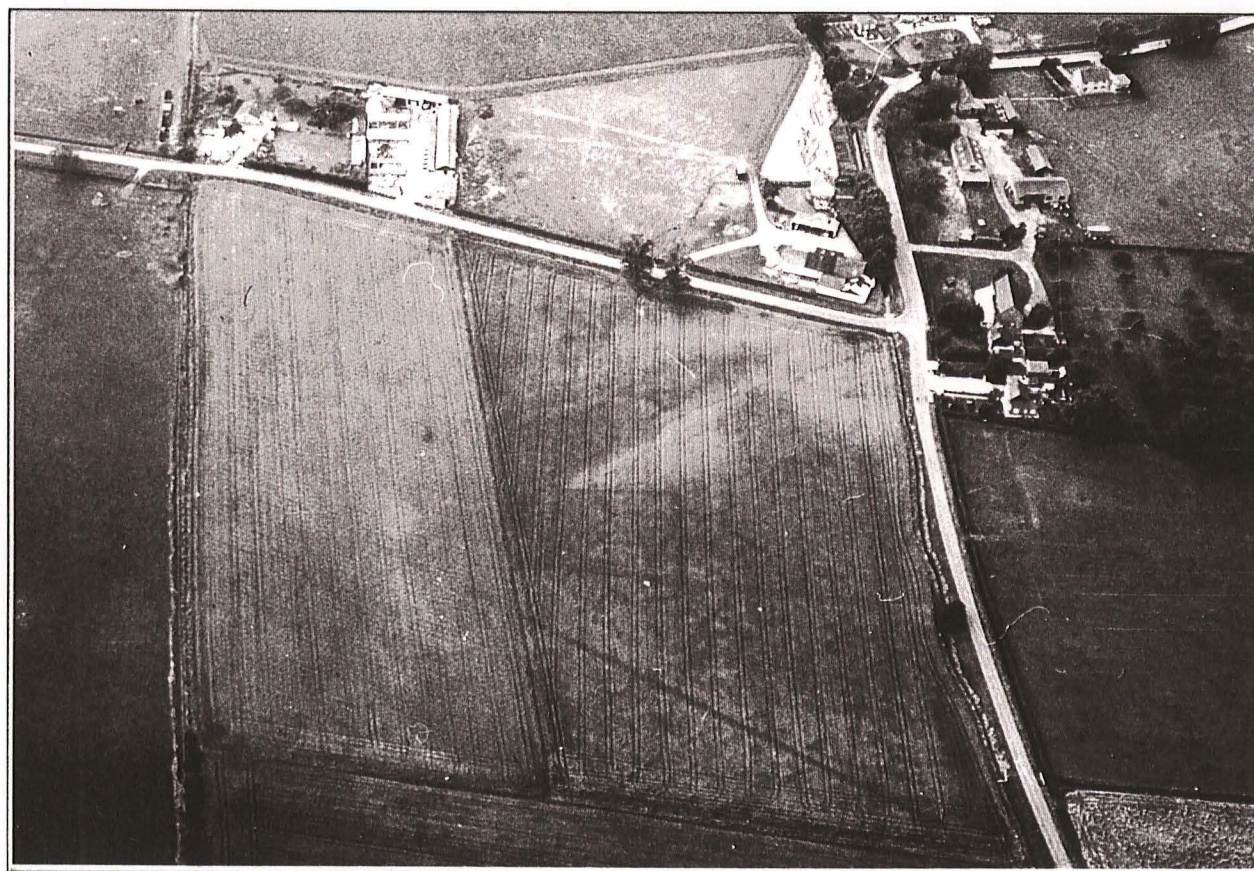


Fig. 2 The Pipeline Route, showing Archaeological Sites and Findspots. (Based on a plan supplied by the client. Crown copyright, reproduced with the permission of the Controller of HMSO. LAS Licence no. AL 100002165).

THE PLATES



Pl. 1 Air photograph showing cropmarks in the field between Meadow Drove (top) and Dyke Drove (right). Looking west, JAP 1408/36, NMR Index No. TF 1121/7; 31/7/1977, copyright English Heritage. NMR Pickering Collection. Reproduced with permission; No unauthorised reproduction.

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Pl. 2 Corner of fields beside the Car Dyke between Mill Drove and Manning Road, looking south.



Pl. 3 Air photograph showing cropmarks in the fields east of Dyke Drove. (CUCAP Ref. RC8-EY 0069; November 1982. Copyright University of Cambridge, Unit for Landscape Modelling. Reproduced with permission; No Unauthorised Reproduction).



Pl. 4 Pasture to south of Mill Drove (looking east).



Pl. 5 Arable field at the junction of Meadow Drove and Dyke Drove (looking north-east).



Pl. 6 Unmetalled track to east of Dyke Drove, looking west to Spinney Farm.



Pl. 7 Field to north of the A151 at Guthram Gowt (looking north).