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**LAND OFF OLD BOSTON ROAD,  
CONINGSBY, LINCOLNSHIRE**

**ARCHAEOLOGICAL  
DESK-BASED ASSESSMENT**

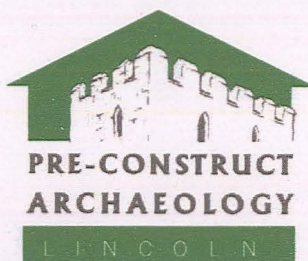
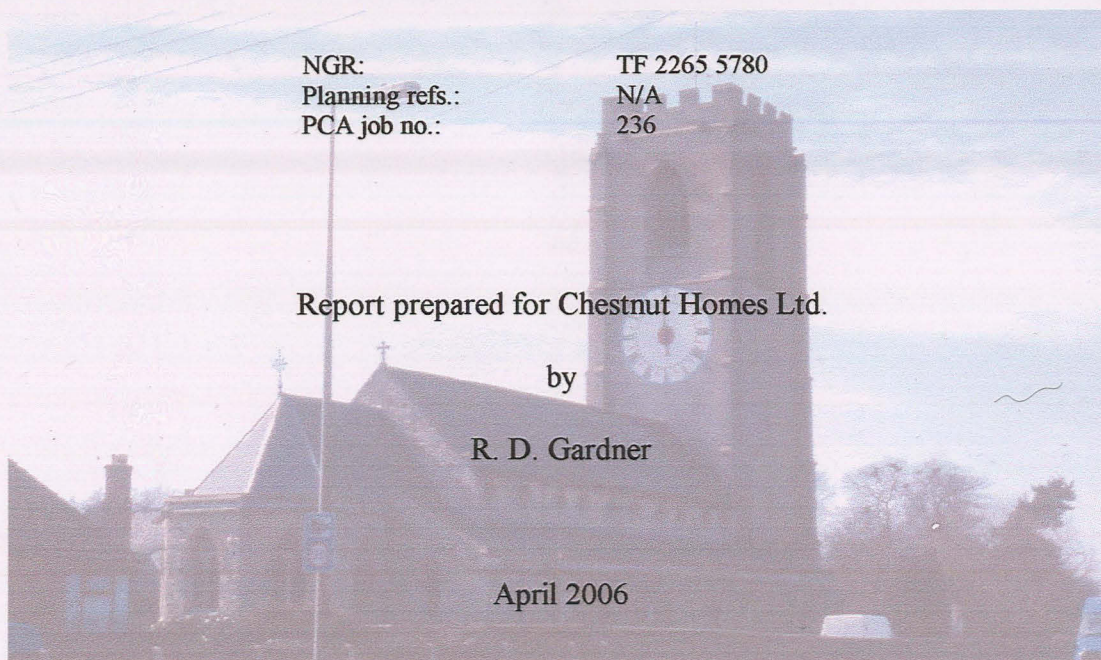
NGR:	TF 2265 5780
Planning refs.:	N/A
PCA job no.:	236

Report prepared for Chestnut Homes Ltd.

by

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April 2006



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acknowledged receipt of report to PCA

6/11/06  
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## Summary

- *This archaeological assessment has been prepared for Chestnut Homes Ltd., to support a planning application for residential development on land off Old Boston Road, Coningsby, Lincolnshire.*
- *It has been prepared in accordance with recommendations made by Lincolnshire County Council, and will form the basis for a decision making process that will seek to address the needs of the developer, while ensuring that archaeological resources are not needlessly destroyed as a result of developing the site.*
- *The results of this study suggest that the archaeological potential of the proposed development site is low, as it lies within the area of the medieval open fields of Coningsby parish, while archaeological evidence of pre-medieval periods is almost absent from the study area.*
- *The only archaeological feature likely to be encountered during groundworks is a road or track, later reduced to a footpath, which is known to have crossed the site during the 18<sup>th</sup> century.*



**Figure 1:** General location map at a scale of 1:25 000. The proposed development area is shown in red. (O.S. copyright licence no. AL 515 21 A0001)

## **1.0 Introduction**

This desk-based assessment was commissioned by Chestnut Homes Ltd. Its purpose is to assess the archaeological potential of an area of land on the north side of Old Boston Road in Coningsby, to calculate the likely impact of development on any areas of archaeological significance, and to suggest possible strategies for the reduction or mitigation of any possible damage to archaeological remains.

## **2.0 Location and description (figs. 1 and 2)**

The small town of Coningsby lies within the administrative district of East Lindsey, some 28km south-east of central Lincoln and 17km north-west of Boston. It is sited opposite Tattershall on the River Bain, approximately 3km above its confluence with the River Witham. The old village centre runs along the river itself, extending along the Dogdyke Road to the south, forming a rough triangle with points to north, south and west; new development has extended to the north and east. Directly to the south of Coningsby town is Coningsby Airfield, constructed during the Second World War and still in use as an RAF airbase.

The proposed development site lies to the south-east of the old town, within an area of modern residential development. It comprises a roughly rectangular area of arable land between two blocks of existing housing, separated from Old Boston Road to the south by residential properties fronting on to the road, and attached to a larger field to the north.

The drift geology in the area of Coningsby comprises undivided river and glaciofluvial sheet deposits of sand and gravel. Ancholme Group clays form the underlying solid geology (British Geological Survey, 1995).

Central National Grid Reference: TF 2265 5780.

## **3.0 Objectives and methods**

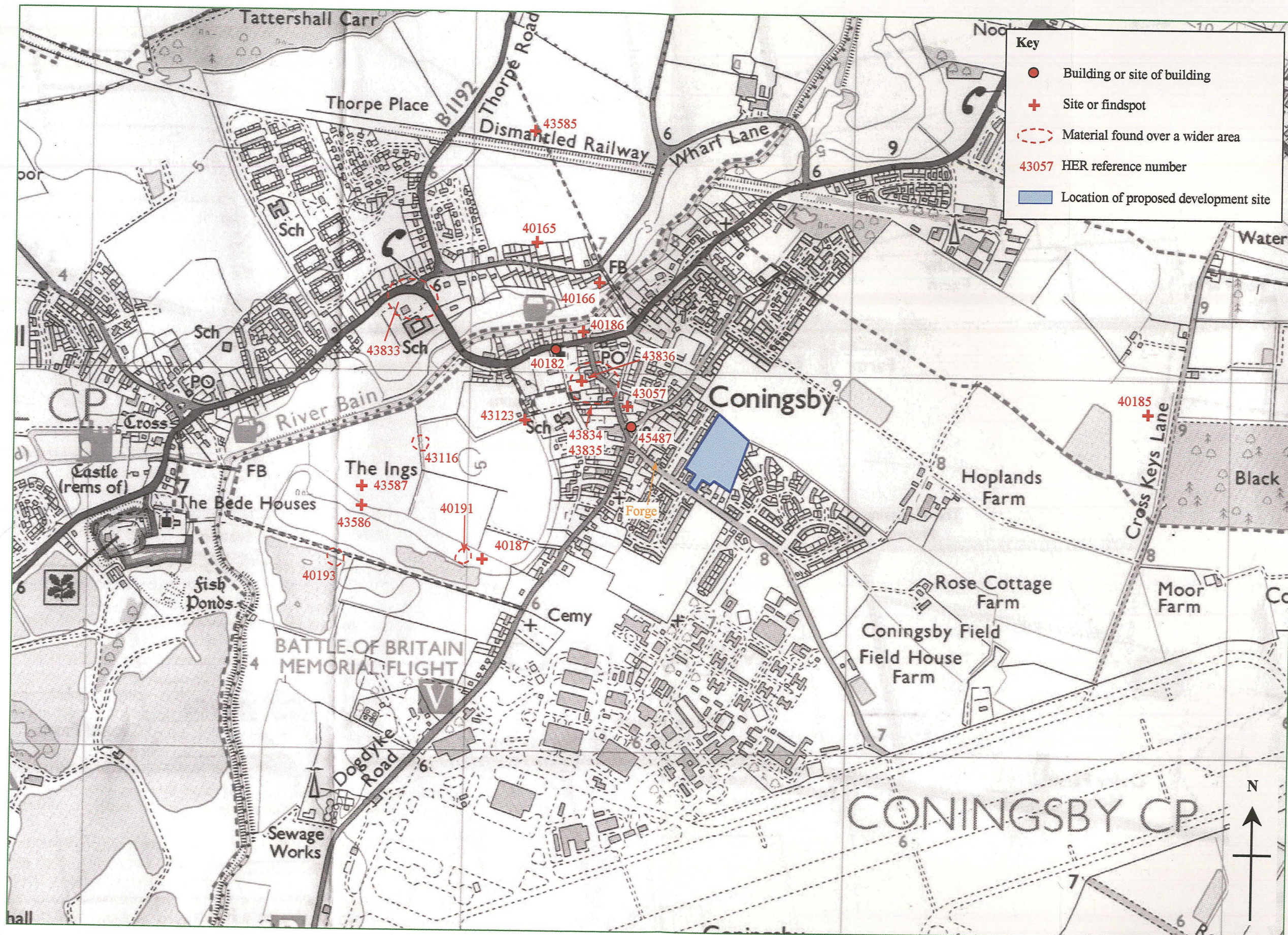
The purpose of this report is to establish the likelihood of there being archaeological remains that may be vulnerable to groundworks associated with the proposed development; to assess their potential significance and the extent to which construction works are likely to affect them, and, if necessary, to suggest further methods by which the site may be evaluated in advance of such works, or by which the works can be mitigated to minimise the impact to any surviving archaeological remains.

The report is based on information derived from a variety of sources: -

The County Historic Environment Record (HER) for Lincolnshire

Records held by the Lindsey Archives Office

The Lincoln Local Studies Library



**Figure 2:** Map of the Coningsby area at scale 1:10 000. The proposed development site is shown in blue, and sites recorded by the HER in red.

Aerial photographs held by the National Monuments Record

Material freely available on the Internet

A site visit by the author

#### 4.0 Planning background

At the time of writing, a full planning application is in preparation. This study will be submitted in support of this in due course.

#### 5.0 General archaeological and historical background

The Lincolnshire Historic Environment Record lists only a small amount of artefactual evidence for prehistoric activity in the study area (a radius of approximately 1km around the proposed development site). A scatter of struck flints was found in a field to the south-east of the town (HER ref. 40191), but these were not in a stratified prehistoric context, as they were found among medieval pottery, presumably having been disturbed by ploughing. A watching brief carried out on the west side of Silver Street, some 350m north-east of the proposed development site, produced a single flint scraper attributed to the Bronze Age, but this was also found among medieval material (Cope-Faulkner, 2000). No archaeological features or standing earthworks are known from this period.

Although occasional Roman finds – pottery and a coin – have been recorded within Coningsby parish, no Roman material is known from within the study area.

Post-Roman activity is represented in the HER by the find of a bone comb, probably of Viking date (HER ref. 40166). The place-name ‘Coningsby’ is also Viking in origin, deriving from the Old Danish *kunungr*, ‘king’, and *by*, ‘village or farmstead’ (Cameron, 1998). It has also been suggested that the Danish name was derived from a Saxon form, *cyningesburh*, making ‘Coningsby’ originally ‘the king’s fortress’ rather than ‘the king’s agricultural settlement’, and there has been some speculation about the possibility of a royal Anglo-Saxon *burh* site in the parish (Cope-Faulkner, 2000). The place-name, of whatever derivation, does show that Coningsby was a royal manor before the Norman Conquest, but it cannot be taken to suggest that any part of the kingdom of Lindsey was ruled from Coningsby, or even that the king had anything more imposing than a minor hall here: Dark Age legal records indicate that any royal residence, or that of any nobleman, was referred to as a ‘fortress’ (Sawyer, 1998). The absence of any recorded finds from the Anglo-Saxon period, not only from the study area but from the parish, also argues against this interpretation.

At the time of the Domesday Survey of AD1086, Coningsby was not even a manor in its own right. The largest division of the settlement and the surrounding land was royal land, but it was *sokeland*, a satellite of the royal manor of Horncastle (sokeland lay within the jurisdiction of a manor, but outside its boundaries). The royal estate comprised 1½ carucates of ploughland – a carucate was a variable measure,

comprising the amount of land which an eight-ox plough team could plough in a working year, but is generally reckoned at about 120 acres – 12 acres of meadow, and 60 acres of 'scrubland', and also profited from 5 fisheries on the River Bain. Smaller areas of land belonged to Earl Hugh, Drogo de La Beuvriere, Robert Despenser and the thegn Ketilbiörn, but in each case, the land was a satellite holding of a manor elsewhere. All five holdings had land under the plough, and all but the smallest also had meadow land; scrubland, woodland and woodland pasture are also listed. Coningsby had a total of 33 recorded (taxable) households (Williams and Martin, 1992). There is no reference to a church, nor to a mill: it is possible that satellite landholdings would have sent grain back to the main estate for grinding in any case, or that the River Bain was so important as a source of fish that it was not allowed to be drawn off to drive a mill. The River Bain in the area of Coningsby and Tattershall Thorpe had the highest concentration of fisheries in any one place featured in the Lincolnshire Domesday (Platts, 1985): the five Coningsby estates had 17 fisheries between them, paying a total of 19 shillings, 4 pence in tax (Williams and Martin, 1992).

By the time of the Lindsey Survey, compiled AD 1115-18, Coningsby was no longer royal land: the parish was divided between four landlords, Earl Richard, Roger Marmion, Stephen of Albemarle and Osbert of Hagworthingham. The Lindsey Survey is not so detailed as the Domesday Book, but the lands in Coningsby are all listed as elements in groups of holdings, possibly indicating that there was still no manorial seat there (Foster and Longley, 1924).

The present parish church, St. Michael's, is largely in the Decorated and Perpendicular styles (cover picture), but contains arcades which were originally Early English, dating approximately to the first half of the 13<sup>th</sup> century. The only suggestion that Coningsby had a church before this date comes from half of a late 12<sup>th</sup> century pillar capital, re-used as the step of the font (Pevsner and Harris, 1989). An archaeological watching brief took place in St. Michael's churchyard in 1999, when a gas pipe was being laid to the church on a route that ran round two sides of the chancel: only disarticulated human bone and fragments of 19<sup>th</sup> century gravestones were uncovered during the works (CLAU, 1999).

Coningsby was a significant trading point on the inland waterway network of Lincolnshire, being sited near the confluence of the Witham and the Bain: its population in 1377 was exceeded in the South Riding of Lindsey only by the market town of Louth and the seaport of Wainfleet (Platts, 1985). Prior to the construction of the Horncastle Canal, the River Bain was a major watercourse, meandering through its valley and laying down a wide bed of alluvium (Bradley *et al.*, 1993). The waterlogged nature of the area throughout the medieval period is shown by a court case of AD 1366, in which the inhabitants of Coningsby were prosecuted for failing to keep a drain called the 'Mardyke' in good repair, and thus causing '*the marshes of Wildmore and Bolingbroke*' to be flooded (Britton and Brayley, 1810).

An archaeological watching brief was carried out in 2000 on a development in Silver Street, some 300m north-west of the site. Three pits dated to the 14<sup>th</sup>-16<sup>th</sup> century and two linear features, undated but sealed by the same subsoil, were found: the pits and the wider linear feature were interpreted as late medieval sand extraction pits (Cope-Faulkner, 2000). The implication is that late medieval building work or industrial



activity was being carried out not far from the proposed development site, but also that this work probably represented the edge of the occupied area.

Coningsby Airfield, to the south and south-east of the site, was opened in January 1941 as a heavy bomber base. It continues in service as an active RAF base, and also hosts the Battle of Britain Memorial Flight (Blake et al., 1984).

## **6.0 Site-specific search/investigation results**

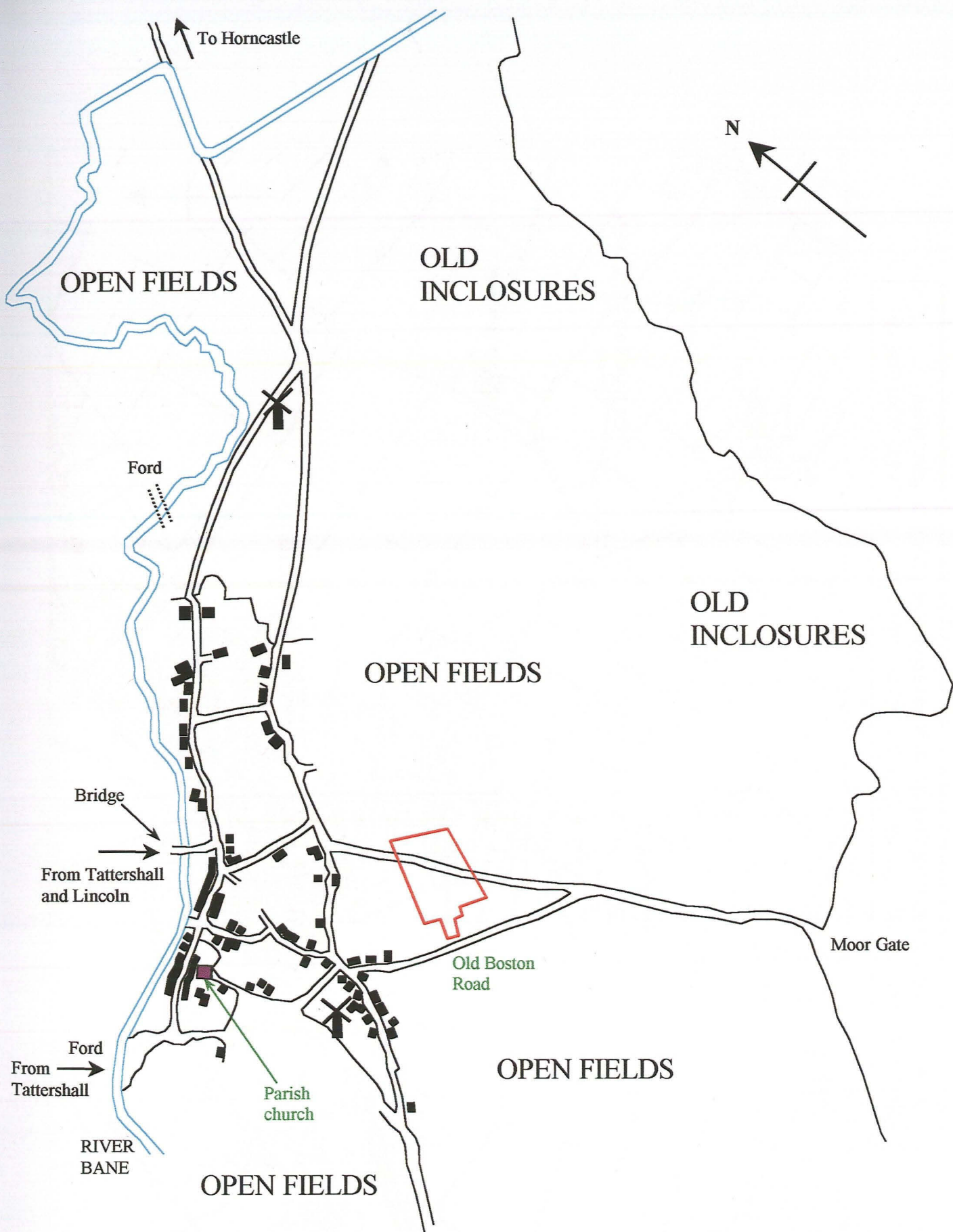
Information relating to the immediate area of the proposed development was researched and collated from several sources, and is summarised below.

### **6.1 Documentary information (figs. 3-7)**

Coningsby was enclosed in 1802, but the Lindsey Archives Office holds only a copy of the Enclosure Act for Coningsby parish: neither the award itself, nor the accompanying plan, are on file there. A map of unknown date, believed to represent part of the enclosure award, was being conserved and could not be produced for study. The tithe award plan from 1852 was consulted, but does not show the study area.

The only map held by the LAO to show the study area is attributed to the second half of the 18<sup>th</sup> century (fig. 3): it is undated, but must pre-date 1802, as it shows the parish before enclosure, while the label '*Old Inclosures*' suggest that the possibility of new enclosures was on the surveyors' minds, and so that it was drawn while enclosure was in progress in other parts of the county. The proposed development site lies outside the town, in an area labelled 'Open Fields': these fields were the same communally cultivated strips, grouped together in furlongs, that had been listed in the Domesday Survey. Old Boston Road is shown to the south of the site, and another road, no longer in existence, runs from Old Boston Road across the site itself. Development is starting to encroach on the north-western end of Old Boston Road: the furthest outlying building, at right-angles to the road, may represent the smithy, which dates from the 18<sup>th</sup> century and has continued in use to the present day. No buildings are shown along the course of the more easterly road.

On the 1<sup>st</sup> edition Ordnance Survey map of 1891, the easterly road is still present, but has been reduced to a footpath (fig. 4). The density of population in Coningsby has increased during the 19<sup>th</sup> century, but development has not significantly encroached on the area of the proposed development site. The farmland in the area has now all been enclosed, but the difference between the old and new enclosures is still visible: the old enclosures, to the east and south-east of the map extract, comprise fields of varying sizes and irregular boundaries, while the new enclosures have much more regular divisions. The narrower enclosure strips, on either side of Old Boston Road, possibly indicate the orientation of the previous open-field furlongs; the site covers parts of four new enclosures. The northern site boundary is contiguous with an enclosure division, as is much of the length of the eastern boundary; another footpath runs along the northern boundary. The windmill shown on this map probably replaced the windmill which appears to the west of the site on the previous plan, and about



**Figure 3:** Extract from a map of Coningsby held by the Lindsey Archive Office. The date of this map is unknown, although it pre-dates the enclosure of the parish in 1802, and is attributed to the second half of the 18th century. The original map is in poor condition, and at the very small scale of 25 chains to the inch: this extract is reproduced at twice the original size. Original map text is shown in black, author's text in green. The approximate position of the proposed development site is outlined in red.

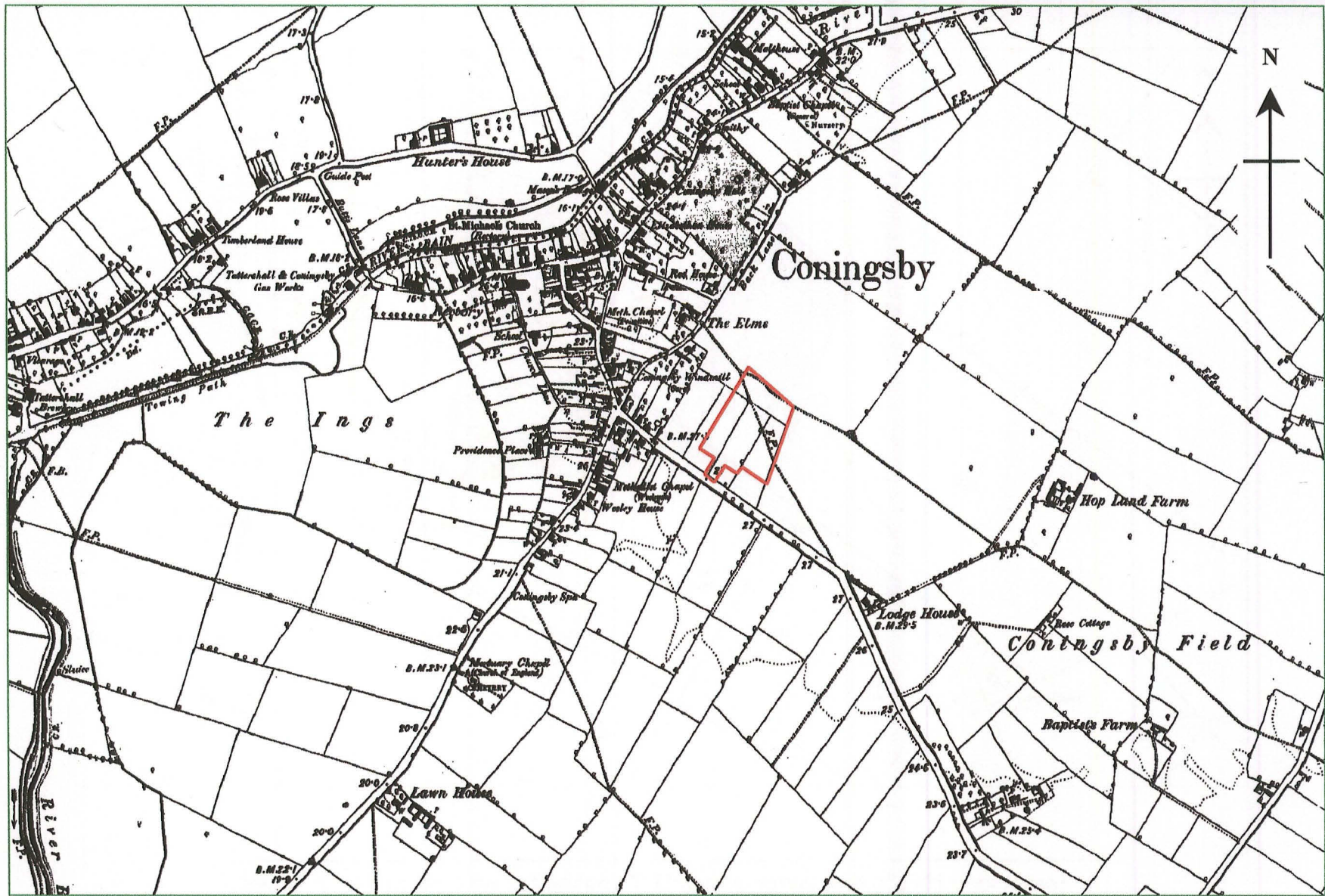
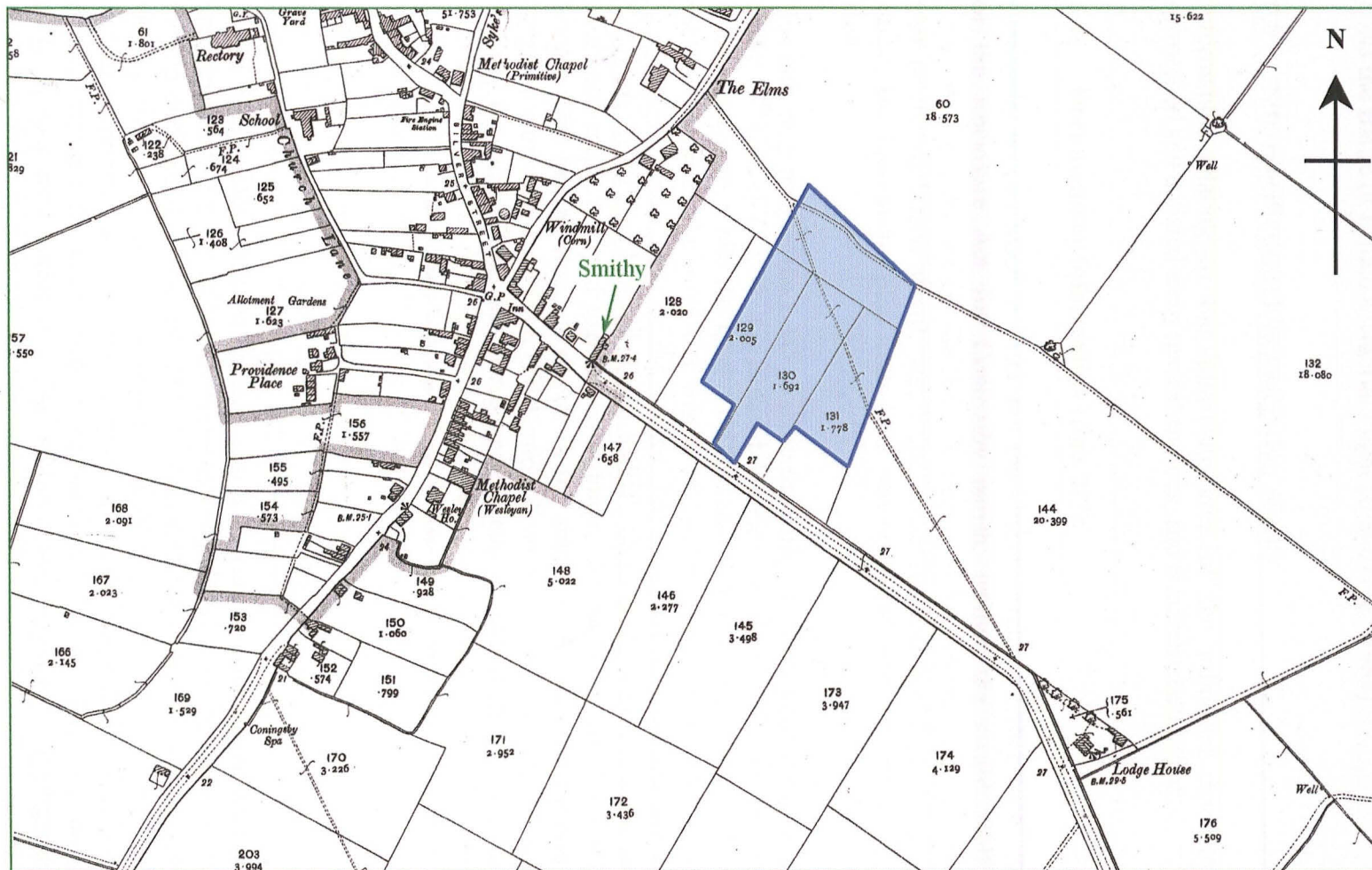


Figure 4: Extract from the 1<sup>st</sup> edition Ordnance Survey map of 1891, re-scaled to approximately 1:10 000. The approximate location of the proposed development site is outlined in red.



**Figure 5:** Extract from the 2nd edition 25" Ordnance Survey map of 1905 (reproduced at half scale). The position of the proposed development site is shown in blue.

activity was being carried out not far from the proposed development site, but also that this work probably represented the edge of the occupied area.

Coningsby Airfield, to the south and south-east of the site, was opened in January 1941 as a heavy bomber base. It continues in service as an active RAF base, and also hosts the Battle of Britain Memorial Flight (Blake et al., 1984).

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which nothing is known: the five-sailed Silver Street windmill, to the north-west of the site, was built in 1826, and was demolished as part of a road-widening project in 1969 (Hipkin, 1998).

The 2<sup>nd</sup> edition Ordnance Survey map of 1905 still shows the easterly road as a footpath (fig. 5). The smithy building is clearly identifiable, and is still the closest building to the site. The significance of the shaded grey line surrounding the built-up area is uncertain, but it plainly represents a boundary, with the site on the outside.

A cover search undertaken by the National Monuments Record found 5 specialist oblique aerial photographs, no military oblique aerial photographs, and 38 vertical images (a full listing appears in appendix 2). A copy of oblique shot no. RAF/541/112, frame no. 4075, a shot of the area taken in July 1948, was requested, and is reproduced as fig. 6. The Historic Environment Record in Lincoln supplied a copy of an aerial photograph taken in May 1972, which is reproduced as fig. 7.

The 1948 aerial photograph shows Coningsby town itself as occupying the same footprint that it did at the beginning of the 20<sup>th</sup> century (figure 6). The air base has been built to the south of the town, occupying most of the land between the Old Boston Road and the Dogdyke Road, and the large field to the east of the proposed development site has been built on. This development appears to be connected with the air base, possibly military housing. The footpath that ran across the northern site boundary can still be seen, but the path that crossed the site, and also ran across the developed area, is visible only as a faint line in the field. The field boundaries within the site can be made out as broken dark lines, probably hedges.

In the 1972 aerial photograph, the air base runway has been extended to the north-east, cutting across the Old Boston Road. The housing estate to the east of the site has also expanded, and now forms the present site boundary, although the buildings and the road layout closest to the site are not the present ones. Development is extending from Coningsby town along the roads to north and south, but has not yet extended along the Old Boston Road, now a cul-de-sac. The fields comprising the proposed development site have been amalgamated into a single field; the northern site boundary has been straightened, and is now marked by a single dark line, probably a hedge, with no adjacent footpath. The old road across the site can clearly be seen as a pale crop-mark, as can the previous field boundaries. More NNW-SSE lines are visible than can be accounted for by the field boundaries, and it is possible that a palimpsest landscape is being shown here, with the alignment of the medieval furlongs visible under the 19<sup>th</sup> century enclosures.



**Figure 6:** Aerial photograph dating from July 1948. The proposed development site is outlined in red. Coningsby Airfield occupies most of the bottom third of the picture, and a development, probably connected with the airfield, has appeared to the east of the site. Photograph supplied by the National Monuments Record.



**Figure 7:** Aerial photograph dating from May 1972. The proposed development site is outlined in red: the earlier field boundaries and the line of the disused footpath can be seen as crop-marks. The runway of Coningsby Airfield has now been extended across Old Boston Road, which is no longer a through road. Photograph supplied by the Lincoln Historic Environment Record.



## 6.2 The County Historic Environment Record (fig. 2)

The Lincolnshire HER contains records of the following sites and findspots within the study area. Listed buildings have not been included.

HER No.	Description	NGR ref.
40165	Findspot: enamelled bronze escutcheon carrying the Blount coat of arms, undated	TF 2220 5830
40166	Findspot: comb made from a shaped rib-bone, probably Viking	TF 2235 5822
40182	Site of St. Michael's Church	TF 2240 5804
40185	Findspot: flint axe of 'Feltwell' type	TF 2203 5750
40186	Findspot: medieval bronze seal matrix	TF 2230 5810
40187	Findspot: Late Neolithic/Early Bronze Age axe-hammer	TF 2203 5750
40191	Artefact scatter: flints and medieval pottery	TF 2200 5750
40193	Artefact scatter: medieval and post-medieval pottery	TF 2165 5750
43057	Findspot: medieval pottery found to the east of Silver Street	TF 2243 5790
43116	Scatter of metal-detector finds: Charles I farthing post 1637; pierced Charles II half-groat; bronze hook with decorative enamel plate, 17 <sup>th</sup> century	TF 2187 5779
43123	Findspot: Henry VII long-cross halfpenny	TF 2218 5786
43585	Findspot: Tudor coin	TF 2216 5864
43586	Findspot: Elizabethan rose sixpence, 1561-82	TF 2171 5766
43587	Findspot: Elizabethan threepence	TF 2171 5772
43833	Undated linear feature found during construction work at Gartree School, Tattershall	TF 2180 5810
43834	Undated linear features exposed during a watching brief in Silver Street	TF 2230 5798
43835	Late medieval quarry pits exposed during a watching brief in Silver Street	TF 2230 5798
43836	Bronze Age flint flake: residual find during a watching brief in Silver Street	TF 2232 5796
45487	Site of windmill	TF 22422 57870

The HER information is discussed as part of the general archaeological and historical background, section 4.0.

## 6.3 Site visit

A site visit was made by the author on 23<sup>rd</sup> March 2006, for the purpose of recording the present appearance and condition of the proposed development site, and noting any surface indications that archaeological remains may have been present. A colour slide photographic record, extracts from which are reproduced in Appendix 1, was also made.

The site now consists of a single large, irregular field, accessed via a gap in the housing bordering the north side of the Old Boston Road (plate 1). This side of the road is now almost fully built up, while the south side is extensively, but not completely, developed; on both sides of the road, the development consists of housing ranging in date from mid-20<sup>th</sup> century to new build. The only building on Old Boston Road which obviously pre-dates the mid-20<sup>th</sup> century is the smithy, roughly 100m north-west of the site access: a single-storey brick and pantile building of 18<sup>th</sup> century date, still occupied by a working blacksmith.

The eastern and western sides of the site are also bordered by housing developments: late 20<sup>th</sup> century to the west (plate 2), and 20<sup>th</sup>/21<sup>st</sup> century to the east (a new development has replaced that shown in the 1972 aerial photograph).

The north side of the site currently has no boundary, but is amalgamated with the much larger field to the north. A drain runs along the southern edge of this larger field, but stops at the point where the fields join: it does not continue even as a culvert, nor is there a dip in the ground to indicate that a ditch might have been filled in, or any other surface evidence that a boundary followed by a footpath was once present (plate 3).

The site is level, and at the time of the visit had been ploughed, harrowed and sown with a spring cereal crop. The surface layer was a friable, dark greyish-brown sandy ploughsoil, with very frequent flint fragments; the flint was mostly yellowish-white to yellowish-brown in colour, and heavily abraded. Conditions for seeing surface finds were optimal, as the soil was dry and weathered, and the crop was newly sprouting, creating no ground cover. A full walkover survey was not possible in the allotted time, but the field boundaries, where artefacts disturbed by the plough are most likely to accumulate, were checked for surface material. A total of five sherds of late medieval/early modern pottery were observed; apart from occasional fragments of brick and tile, and very recent refuse such as broken CDs and disposable lighters, artefactual material was otherwise absent. No industrial-period material, such as transfer-printed earthenware, was seen.

## **7.0 Assessment of archaeological potential**

Since very few prehistoric artefacts have been retrieved from the study area, and those that have been found had been disturbed by later activity, it is highly unlikely that prehistoric remains will be encountered within the proposed development site.

The absence of any Roman or Romano-British finds from the study area (although metal-detecting has been carried out within the area, and metal artefacts, including coins, are common in areas of Roman influence), indicates that the possibility of encountering remains from this period is negligible.

The archaeological record for the post-Roman period in the study area principally features the later medieval and early post-medieval, including pottery of the 14<sup>th</sup> to 16<sup>th</sup> centuries, Tudor and Elizabethan coins, and Civil War/Restoration date material. However, the earliest available map of the area shows the proposed development site lying within Coningsby's open fields, indicating that it has been agricultural land

since the settlement in its current position arose in the late Saxon or Viking period: as such, only scattered or lost artefactual material is likely to be encountered, and archaeological features, with the exception of possible traces of the strip ploughing of the open fields, cannot be expected. The possibility of stray finds is highest along the line of the road or footpath crossing the field, and the road itself may be encountered as a recognisable feature, particularly if it was flanked by ditches. The field boundaries established during enclosure at the beginning of the 19<sup>th</sup> century may also be encountered as ditches or recognisable hedge-lines, but are unlikely to produce material of archaeological significance.

## **8.0 Impact on archaeological resources**

The groundworks associated with the development of this area would cause extensive damage to potential sub-surface archaeological remains. However, the only feature likely to be encountered is the track which once ran across the site. Ridge-and-furrow earthworks, developing out of the patterns of medieval strip ploughing, were almost certainly present on the site at one time, but since the site has continued as arable land after the medieval period, these have been obliterated as surface features, and have probably been extensively disturbed at depth, if not destroyed outright, by modern ploughing (ploughs now reach a greater depth than in the early 1970s, when remains of the medieval furlongs can possibly be seen in an aerial photograph). The archaeological potential of ridge-and-furrow, once its presence and alignment has been ascertained, is also generally low.

## **9.0 Conclusions**

The only feature likely to survive and be of archaeological relevance within the proposed development site is the road or track that once crossed it from north-west to south-east. The date of this road is unknown, as it cannot be traced beyond a map of the late 18<sup>th</sup> century. On this map, the main road into Coningsby from the south-east is shown as dividing into what is now the Old Boston Road, running towards a ford across the River Bain, and the vanished road, running towards the bridge (fig. 3). If the bridging of the river was a comparatively recent event, as the presence of two fords within the mapped area may indicate, then the road may also have been an ephemeral feature, arising with the need for a new route: its deterioration to a footpath by the time of the 1<sup>st</sup> edition Ordnance Survey suggests that it was not adopted as an official road during the Enclosures, when other roads in the parish would have been re-surveyed, straightened and metalled. Since the track could still be seen as a crop-mark in 1972, its remains may be encountered during groundworks, and it is possible that individual artefacts dropped during its period of use may be found in the area. However, the presence of this feature, which may well not pre-date the 18<sup>th</sup> century, does not by itself seem to justify further archaeological intervention.

## 10.0 Mitigation

The risk of the groundworks for the proposed development having a significant effect on the archaeological record in the study area seems so slight that no mitigation should be required.

## 11.0 Acknowledgements

Pre-Construct Archaeology would like to thank Chestnut Homes Ltd. for this commission.

## 12.0 References

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## Appendix 1: Colour Plates

**Plate 1 (right):** The proposed development site, looking north-east from the site access on the Old Boston Road. Ground conditions in the field are optimal for surface collection.



**Plate 2 (left):** General view of the site, looking south-west towards the Old Boston Road from the field to the north of the site.

**Plate 3 (right):** View of the site from its north-east corner, looking south-west. The end of the drain running along the southern edge of the field to the north can be seen at bottom left: there is no indication on the surface of the continuing course of this boundary.



**Plate 4 (left):** General view of the site, looking north-west from the south-eastern corner, behind the existing houses fronting on to the Old Boston Road.

## Appendix 2: List of aerial photographs

ENGLISH HERITAGE - NATIONAL MONUMENTS RECORD  
National Monuments Record - Air Photos Library

Summary report for specialist collection

Date : 15-Mar-2006 Time : 13:22:41  
Customer Enquiry Reference No. 87261

NGR Index Number	Accession Number	Frame	Original Number	Copy right	Repos itory	Film Details	Date Flown	DF	6 Fig NGR
TF2357/1	NMR 2146	1193		CRW	NMR	B 70mm,120,220 Black& white	22-JUL-1983	1	TF231571
TF2357/3	NMR 2146	1194		CRW	NMR	B 70mm,120,220 Black& white	22-JUL-1983	1	TF231571
TF2357/4	NMR 2146	1195		CRW	NMR	B 70mm,120,220 Black& white	22-JUL-1983	1	TF231571
TF2358/1	NMR 2146	1199		CRW	NMR	B 70mm,120,220 Black& white	22-JUL-1983	1	TF235581
TF2358/2	NMR 2146	1200		CRW	NMR	B 70mm,120,220 Black& white	22-JUL-1983	1	TF235581

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National Monuments Record - Air Photos Library

Summary report for vertical coversearch

Date : 15-Mar-2006 Time : 13:23:25  
Customer Enquiry Reference No. 87261

Sortie Number	Library Number	Cam Pos	Start Frame	End Frame	Held	National Start	Reference End	Date	Date Flag	Qual ity	Scale 1:	Focal Length	Format	Repos itory	Copy Rghi
RAF/CPE/UK/2009	597	FP	1475	1477	P	TF217586	TF231584	16-APR-1947	1	AB	9800	20.00	BW87	MOD	RAF
RAF/CPE/UK/2009	597	RP	3479	3481	P	TF215569	TF229568	16-APR-1947	1	AB	9800	20.00	BW87	MOD	RAF
RAF/CPE/UK/2604	851	RP	3084	3085	N	TF219586	TF226587	19-APR-1948	1	A	10000	20.00	BW87	MOD	RAF
RAF/CPE/UK/2604	851	RP	3086	3086	P	TF234587	TF234587	19-APR-1948	1	A	10000	20.00	BW87	MOD	RAF
RAF/CPE/UK/2604	851	RS	4084	4086	N	TF220566	TF235567	19-APR-1948	1	A	10000	20.00	BW87	MOD	RAF
RAF/541/112	913	RS	4075	4076	P	TF225581	TF231581	28-JUL-1948	1	A	9960	20.00	BW87	MOD	RAF
RAF/540/1652	2805	V	22	23	P	TF216577	TF225567	28-JUN-1955	1	AB	15000	6.00	BW99	NMR	CRW
RAF/82/1285	5010	V	43	45	N	TF219564	TF237573	05-AUG-1955	1	AB	15000	6.00	BW99	MOD	CRW
RAF/82/1286	5011	V	7	7	P	TF240585	TF240585	12-AUG-1955	1	A	15000	6.00	BW99	MOD	CRW
RAF/FNO/62	8813	RV	6006	6006	P	TF235578	TF235578	25-JUL-1942	1	AC	12500	20.00	BW55	FDM	RAF
RAF/FNO/62	8813	RV	6014	6015	P	TF232579	TF229584	25-JUL-1942	1	AC	12500	20.00	BW55	FDM	RAF
OS/70221	10007	V	196	197	N	TF220570	TF228570	18-JUN-1970	1	A	7500	12.00	BW99	NMR	CRW
OS/70221	10007	V	208	210	N	TF232583	TF218583	18-JUN-1970	1	A	7500	12.00	BW99	NMR	CRW
OS/83009	13008	V	3	5	N	TF230568	TF229582	07-MAR-1983	1	A	7500	12.00	BW99	OS	CRW
OS/93157C	14530	V	29	31	N	TF231569	TF220569	16-MAY-1993	1	A	7500	12.00	BW99	OS	CRW
OS/93157C	14530	V	50	53	N	TF219582	TF235582	16-MAY-1993	1	A	7500	12.00	BW99	OS	CRW