

**ARCHAEOLOGICAL IMPLICATIONS  
OF THE APPRAISAL OF THE PROPOSED  
SUTTON BRIDGE CONSERVATION AREA,  
SUTTON BRIDGE,  
LINCOLNSHIRE  
(SBC 02)**



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(SBC 02)**

Work Undertaken For  
South Holland District Council

August 2002

Report compiled by  
Paul Cope-Faulkner BA (Hons) AIFA

National Grid Reference: TF 480 212

**ARCHAEOLOGICAL PROJECT SERVICES**



APS Report No: 149/02

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## 1. SUMMARY

*A desk-based assessment was undertaken to determine the archaeological setting of the Conservation Area, Sutton Bridge, Lincolnshire. Several archaeological sites are located in the vicinity of the proposed Conservation Area.*

*Sutton Bridge developed from a hamlet which grew up to serve the river crossing into Norfolk and as an administrative centre for an estate owned by Guy's Hospital, London. With further reclamation from the sea and a new channel for the River Nene undertaken in the late 1820s, Sutton Bridge developed into a port and small town.*

*As such, archaeological and historical aspects of the town are restricted to the late post-medieval period through to the present day. These aspects are evidenced within the planned street layout as well as a number of buildings, including granaries, warehouses and the Cross Keys Bridge, which served the port. This period also saw the construction of housing on a large scale of which there are many surviving examples in Sutton Bridge.*

*With a limited potential for sub-surface archaeology being present in Sutton Bridge, management options suggest a need for the recording of standing buildings which demonstrate the development of the town, particularly those which may be affected by future development.*

## 2. INTRODUCTION

### 2.1 Background

Archaeological Project Services was commissioned by South Holland District Council to undertake a desk-based assessment of the proposed Sutton Bridge Conservation Area, Sutton Bridge, Lincolnshire. This was to form part of an appraisal of the current Conservation Area.

### 2.2 Aims

The aims of the archaeological assessment were to gather and appraise all known archaeological and historical information. Such location and assessment of significance would permit the formulation of an appropriate management policy for the archaeological resource of the proposed Sutton Bridge Conservation Area.

## 3. TOPOGRAPHY AND GEOLOGY

Sutton Bridge is situated 23km east of Spalding and 26km south of Boston, in the civil parish of Sutton Bridge, South Holland District, Lincolnshire (Fig. 1).

The proposed Conservation Area straddles the northwest-southeast Bridge Road of Sutton Bridge town centre and extends across the river to encompass the Cross Keys Bridge. St. Matthew's parish church, at the centre of the town, provides the focal point of the proposed Conservation Area. Centred on National Grid Reference TF 480 212, the Conservation Area includes not only the historic town centre with its shops and other commercial and social buildings, but also some adjoining residential areas. This assessment examines the proposed conservation area and surrounding 2km.

The local topography describes a relatively flat landscape at a height of 4.5m OD rising towards the artificial river banks associated with the River Nene.

Sutton Bridge is located on soils of the Romney Series, generally coarse silty gleyic brown calcareous soils developed on roddons and reclaimed marshland (Robson 1990, 26). North and south of the town are Wisbech Series and Agney Series, both typically calcareous alluvial gley soils (*ibid.* 9, 28). These soils overlie a drift geology of marine alluvium (generally sandy silt, sand

and clay) which in turn overlies a solid geology of Upper Jurassic Ampthill Clay (GSGB 1978).

#### 4. METHODS

Compilation of the archaeological and historical data relevant to Sutton Bridge 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 parish files of the Heritage Trust of Lincolnshire
- aerial photographs
- archaeological books and journals

Information obtained in the literature and cartographic examination was supplemented by a site visit to investigate the present land use and condition. Results of the archival and field examinations were committed to scale plans of the area.

#### 5. RESULTS

##### 5.1 Historical data

Prior to the mid 17<sup>th</sup> century the area of Sutton Bridge formed part of the estuary of the River Nene and comprised salt marsh and tidal flats. The Nene outfall was generally shallow and silted, a situation that was exacerbated by the diversion of the Great Ouse from Wisbech to King's Lynn in the 13<sup>th</sup> century (Kestner 1962, 469).

In 1640, King Charles I granted these marshes to the Duke of Lenox with

permission to embank and drain them (Wheeler 1896, 128). This area of land at the time formed part of Long Sutton's common ground and extended from Tydd St. Mary in the south to Luton in the north and from Roman Bank, adjacent to Long Sutton, to the Nene.

Lord Lenox's interest was sold to a Mr Wollaston in 1717 and then to a Mr Newland in 1720 before becoming the property of Guy's Hospital in 1733 (*ibid.*).

A turnpike, created in 1764 by an Act of Parliament, ran from Spalding to Tydd Gote and a side branch to Cross Keys Wash. The following year saw a turnpike created on the Norfolk side of the estuary (Wright 1982, 38).

In 1813, Sutton Bridge, then called Sutton Wash, was described thus;

*'On the road to Lynn, it consists of about 80 houses including 3 inns the largest of which is neat and commodious and is resorted to in summer by invalids for the benefit of sea air and bathing.'*

*Some few merchants and ship owners reside here who have large warehouses and import corn, coals and timber. The inhabitants, however, principally consist of the captains of coasting vessels, pilots, custom-house officers and tide waiters.*

*At this time surveyors are employed in taking levels for the purpose of cutting a river from Wisbech.'* (Marrat 1815, 62).

A proposal for a bridge at Cross Keys Wash was initiated in 1818 by Lord William Bentinck but was deferred until a suitable scheme for the general improvement of the estuary could be devised (Wright 1996, 5). Wisbech, keen to protect its river and road traffic, bought in Thomas Telford and in 1826 the Cross Keys Bridge Act was passed which allowed for the construction of an

embankment from Wash House to the Norfolk coast (*ibid.*).

The following year, the Nene Outfall Act was passed permitting the diversion of the River Nene into a new channel and for land reclamation behind the new bank and to allow for the construction of Cross Keys Bridge to be based on designs by Telford and Sir John Rennie (*ibid.*).

The first Cross Keys bridge was completed in 1830, before the Nene had been diverted into its new channel, and was constructed of oak with a moveable cast iron centre (*ibid.*). The embankment was finished the following year and had a road constructed along its crest (*ibid.* 9). The new channel had demolished a granary but other facilities were increased and a village gradually grew up around the bridge (*ibid.* 10). The steward of Guy's Hospital, William Skelton, during his term improved the estate in the area and is largely responsible for the foundation and layout of Sutton Bridge (*ibid.* 13). Guy's Hospital, maintaining an interest in the town, built St. Matthew's church and also provided two schools (*ibid.*).

In 1850 various improvements to the channel of the Nene below Wisbech also saw the replacement of the first bridge by a second cast and wrought iron bridge, designed by Robert Stephenson and located south of the first bridge (*ibid.* 8).

Railways first came to Sutton Bridge in 1862 and in 1864 the southern part of the bridge was used for rail traffic and maintaining a link to Norfolk (*ibid.* 16).

The Sutton Bridge Dock Company was formed through an Act of Parliament in 1875 and was authorised to maintain a dock and other works and a short length of railway (*ibid.* 18). Work started in 1878 and was finished by April 1881. However, by June 1881 soil started to subside on both sides of the lock and soon after concrete facing slipped into the basin (*ibid.* 22).

Attempts to obtain money to repair the dock were to no avail and, in 1899, the dock was closed.

The Midland and Great Northern Railway companies carried out improvements on the lines through Sutton Bridge at the end of the 19<sup>th</sup> century and included the replacement of Stephenson's bridge in 1894-7 by the current swing bridge (*ibid.* 8).

In 1926, the Royal Air Force established an armament practise airfield at Sutton Bridge, located east of the river (Hancock 1996, 26). At the outbreak of war in 1939, Sutton Bridge became an operational unit before reverting back to a training role as part of the Central Gunnery School (*ibid.* 54). The airfield closed in 1946.

## 5.2 Cartographic Data

The earliest plan available is Armstrong's 'Map of Lincoln-shire' dating to 1778 (Fig. 3). The road from Long Sutton is shown and a number of houses are depicted on the north side of this. One is named Wash House and refers to a hotel. South of the road is another house set in what appears to be a park and which roughly occupies the same position as The Park, the house used by the stewards for the Guy's Hospital Estate Lands, although the current building is of a later date.

The 1812 Ordnance Survey drawing also depicts houses on the north side of the road from Long Sutton (Fig. 4). A tight cluster of buildings is also shown to the south at the eastern end. Also depicted are the enclosed fields, some with traces of creeks, and a toll is also marked.

Dating from 1827 a map entitled 'Plan of the intended improvements of the outfall of the River Nene' is primarily a survey of the Nene estuary although does show a few buildings on the north side of the road from Long Sutton (Fig. 5). The hamlet appears to be named as Sutton Wash. The line of the

new cut for the Nene is shown and a building on this line may be the granary that was subsequently demolished.

Although of small scale, Bryant's *'Map of the County of Lincoln'* (1828) also shows that buildings are generally restricted to the north side of the road (Fig. 6). The former extent of the estuary is shown along with the new cut for the Nene. Of some interest is the reference to Cross Keys Bridge which was not completed until 1830.

The first plan to show a bridge across the Nene dates from 1836 (Fig. 7). Entitled *'Plan of the Marshes, Sands, Channel and Lands allotted by Thomas Pear under the Nene Outfall Act'*, this shows a principal hotel in the town and a few enclosures on the east side of the new cut. Few other buildings are depicted, although two structures, possibly toll-houses lie to the south and at each end of the bridge.

A large scale plan of Sutton Bridge first appears in 1870 and is a survey of the Guy's Hospital Estate (Fig. 8). Buildings are still restricted to the northern side of the road particularly adjacent to the river, although the estate offices and St. Matthew's church are shown to the south. Though not depicted in detail, the course of the railways is shown for the first time. Other buildings include a warehouse, with wharf on the river and a cross-shaped house to the east. The bridge depicted is the second Cross Keys Bridge, located slightly south of the first thus necessitating a realignment in the approach road. The plan had been amended at a later date to show the new bridge and the layout of a number of new roads. These later amendments were not transcribed when copying the plan.

The 2<sup>nd</sup> edition Ordnance Survey plan of 1905 indicates that development had occurred to the northwest of the town centre, although was still fairly limited (Fig. 9). North of the town the failed dock is shown with its entrance, engine house,

crane and swing bridge with railways connecting it to the main rail network. The third Cross Keys Bridge, located further south than the second, is depicted and also caused further realignments in the road layout. Limited development has occurred by the time of the 1958 1:10560 map of Sutton Bridge (Fig. 10), although the layout of the RAF airfield to the southeast is shown.

### 5.3 Aerial Photograph Data

Aerial photographs of Sutton Bridge, published or transcribed in secondary sources, were examined for evidence demonstrating the historical development of the town.

The earliest aerial photograph of the town is a published view taken during the 1930s and primarily of RAF Sutton Bridge (Hancock 1991, 69). A range of permanent structures associated with the airfield can be seen in the foreground with Sutton Bridge in the background and, therefore, not too informative in regards to the development of the town.

A run of 10 undated photographs is held by the Heritage Trust of Lincolnshire (Codes S25-34). The run follows the course of the main road from Long Sutton to the Norfolk border. The view which incorporates Sutton Bridge shows the planned post-medieval town with a grid of streets located northwest of the bridge. Later development can be seen to the northwest of the town and this photograph also shows the railways in a disused state, although the former railway lines can be made out as well as platforms and other station buildings (Plate 1). At the top of the photograph, the former dock can be made out and is in use as a golf course.

A second published photograph (Start 1993, 117) shows the Cross Keys Bridge and the immediate core of the post-medieval town. A similar view, taken at the same time, appears as Plate 2 (HTL Code 5112).



**5.4 Archaeological Data**

Records of archaeological sites and finds held in the Lincolnshire County Sites and Monuments Record and the files of the Heritage Trust of Lincolnshire were

consulted. Other, secondary, sources were also examined. Details of archaeological and historical remains falling within 2km of the proposed Conservation Area are collated in Table 1 and committed to Figures 11 and 12.

Table. 1 Archaeological Sites in the Vicinity of the proposed Sutton Bridge Conservation Area.

Map Code	County SMR No	Description	National Grid Reference
1	20489	Post-medieval settlement of Sutton Bridge	TF 4800 2120
2	20481	Post-medieval windmill (site of)	TF 4810 2096
3	20482	Post-medieval granary (site of)	TF 4830 2130
4	20479	Post-medieval bridge 1 <sup>st</sup> Cross Keys Bridge (site of)	TF 4825 2111
5	20480	Post-medieval bridge 2 <sup>nd</sup> Cross Keys Bridge (site of)	TF 4823 2105
6	20487	Post-medieval dock (site of)	TF 4820 2170
7	20485	Post-medieval railway station (site of)	TF 4810 2107
8	20495	Disused railway	
9	20486	Disused railway	
10	20488	Post-medieval bridge 3 <sup>rd</sup> Cross Keys Bridge	TF 4820 2102
11	20484	Post-medieval engine house for bridge	TF 4800 2091
12	23561	Modern gun emplacement	TF 4870 2190
13	23560	Modern Pillbox	TF 4860 2090
14	20490	Modern airfield (site of)	
15	23558	Modern pillbox	TF 4920 2010
16	23559	Modern pillbox	TF 4910 2080

***Prehistoric to Medieval Archaeology***

There are unlikely to be any remains of these periods surviving within the vicinity of Sutton Bridge as the area was formerly a wide estuary to the River Nene.

***Post-medieval Archaeology***

As a post-medieval foundation, Sutton Bridge is well represented by a number of sites in the vicinity. The Sites and

Monuments Record holds details on infrastructure (bridges, docks, railways *etc*) and buildings (a windmill and a granary). To this can be added the listed building information (Appendix 1).

Additionally, the 17<sup>th</sup> century sea bank still survives alongside the river and the route of an 18<sup>th</sup> century sea bank also falls within the assessment area.

### *Recent Archaeology*

Recent archaeological sites associated with Sutton Bridge and recorded at the Sites and Monuments Record are primarily concerned with defence during the 1939-45 war. The airfield dominated the southeast corner of the assessment area and was protected by a number of pillboxes. Buildings associated with the airfield still survive. Additional pillboxes and a spigot mortar base, the only recorded example in Lincolnshire (Osborne 1997, 83), are also recorded and were perhaps intended for the defence of the port.

### **5.5 Site Visit**

A site visit was made to Sutton Bridge on the 2<sup>nd</sup> August 2002. This was to assess the possible level of surviving archaeological deposits and to identify hitherto unknown archaeological sites.

The principal focal point of Sutton Bridge lies along Bridge Road between Cross Keys Bridge and St. Matthew's church. The north side of this road is dominated by two public houses and a number of commercial properties. The south side of Bridge Road contains the church and The Park, formerly the Guy's Hospital estate office. Modern infilling has occurred along this length.

North of the centre are groups of terraced dwellings and are an important record of the development of the town.

Alongside the river are a number of buildings, Garner's Wharf, The Quay Flats and the former Custom House, which are also important reminders of the development of the town.

### **6. DISCUSSION**

It is considered that there is little of historical and archaeological interest in the vicinity that pre-dates the late 18<sup>th</sup> century.

Prior to the 17<sup>th</sup> century, the general vicinity of Sutton Bridge was the estuary of the River Nene. Reclamation gradually allowed the area to be settled and a hamlet was formed, primarily serving travellers to and from Norfolk but also as an administrative centre for the estate of Guy's Hospital.

Along with Spalding and Boston, Sutton Bridge reflects south Lincolnshire's industrial and commercial development during the 19<sup>th</sup> century. Its importance is signified in documents and a number of surviving structures.

### **7. MANAGEMENT**

The management of the archaeological resource within Sutton Bridge should follow the guidelines set out by English Heritage (1992a, 1992b) and in accordance with Planning Policy Guidance (PPG) notes 15 (buildings) and 16 (archaeology) (DoE 1990, 1994).

In a structured historic built environment, such as Sutton Bridge, PPG 15 is possibly the most relevant guidance in management of the archaeological and historical resource.

A number of buildings within Sutton Bridge are statutorily protected as listed buildings and are so chosen to reflect the historic nature and architectural importance of the town. A number of other buildings still survive which are also key elements in the historical development of Sutton Bridge.

Some nationally important archaeological monuments are singled out for statutory protection under the Ancient Monuments and Archaeological Areas Act (AMAA) 1979. Such monuments are known as Scheduled Ancient Monuments and are statutorily protected from any damage or alteration. The scheduling of monuments is

the responsibility of the Secretary of State for National Heritage, advised by English Heritage. There are no sites within the proposed Conservation Area that are presently Scheduled Ancient Monuments.

This study has identified the location of a number of known and potential archaeological sites within the conservation area, as represented by find-spots and documentary references. As no sites are scheduled ancient monuments, the management of these sites is the responsibility of their respective landowners. There appear to be no major management problems at present.

The management strategy for archaeological sites is dependent on their importance. Planning Policy Guidance 16 (PPG16) states: *Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development their should be a presumption in favour of their physical preservation.* (PPG16, para 8)

The determination of the importance of an archaeological site is judged on the basis of a set of criteria given in PPG16 and shown here as Appendix 3. All nationally important archaeological monuments should be protected from the effects of development through the application of PPG16 which presumes in favour of their physical preservation (although they are not necessarily protected from other forms of damage). South Holland District Council has adopted suitable policies for the use of PPG16 in its Local Plan (SHDC 1995, 30 -Policy E6), although no archaeological intervention has yet taken place in Sutton Bridge.

Knowledge of many of the archaeological sites listed on the Sites and Monuments Record is minimal and it is difficult to make a judgement of their importance on a national scale without further information.

PPG16 suggests: .... *it is reasonable for the planning authority to request the prospective developer to arrange for an archaeological field evaluation to be carried out before any decision on the planning application is taken.* (PPG16 para21). Such evaluations may take several forms:

a) Desk-based Assessment

This is defined as a programme of assessment of the known or potential archaeological resource within a specified area or site on land. It consists of a collation of existing written, graphic, photographic or electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional or national context as appropriate (IFA 1999a).

b) Archaeological Field Evaluation

This is defined as a limited programme of non-intrusive and/or intrusive fieldwork which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area or site on land. If such archaeological remains are present field evaluation defines their character, extent, quality and preservation, and enables an assessment of their worth in a local regional or national context as appropriate (IFA 1999c).

From the results of the evaluation, an appropriate management or mitigation strategy may be determined. The main options are:

***Preservation in Situ:***

- a) Exceptionally, evaluation may reveal a site of such importance that it is scheduled under the provisions of AMAA1979
- b) Planning applications may be refused on the basis of the importance of buried archaeological remains.

- c) Developers may be requested to alter estate layouts or change foundation designs in order to preserve buried remains.

Physical preservation, or preservation *in situ* is not always the most appropriate strategy and it may be necessary to preserve 'by record'. PPG16 states: *Where planning authorities decide that the physical preservation in situ of archaeological remains is not justified in the circumstances of the case and that development resulting in the destruction of the archaeological remains should proceed, it would be entirely reasonable for the planning authority to satisfy itself before granting planning permission, that the developer has made appropriate and satisfactory provision for the excavation and recording of the remains.* (PPG16 para25). Once again, several strategies are available, depending on the importance of the remains:

**Preservation by Record:**

a) Archaeological Excavation

Defined as a programme of controlled, intrusive fieldwork with defined research objectives which examines, records and interprets archaeological deposits, features and structures and, as appropriate, retrieves artefacts, ecofacts and other remains within a specified area or site. The records made and objects gathered during fieldwork are studied and the results of that study published in detail appropriate to the Project Design (IFA 1999d).

b) Archaeological Watching Brief

This is defined as a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons within a specified area or site on land, where there is a possibility that archaeological deposits may be disturbed or destroyed. Such a programme will result in the preparation of a report and ordered archive (IFA 1999b).

c) Building Investigation and Recording

Defined as a formal programme of work intended to establish the character, history, dating, form and archaeological development of a specified building, or structure, or complex and its setting, including its buried components, on land. (IFA 1999e).

**Archaeological management strategies for Sutton Bridge**

For the short to medium term, it would be judicious to define research strategies for the archaeological heritage of Sutton Bridge and to recommend a framework by which such strategies could be implemented. The management options discussed above should be applied to this end.

Any development incorporating or affecting standing buildings with historical or industrial archaeological interest should be accompanied by a suitable level of recording of the affected building. Levels of recording have been defined by the National Monuments Record (RCHME 1996, 4). These are;

Level 1 – A basic visual and photographic record supplemented by enough information to identify the building's location, age and type. Such a record could be made by a local group.

Level 2 – A descriptive record incorporating Level 1 recording but with additional plans of the interior and exterior of the building.

Level 3 – A fully analytical record drawing on the previous levels but including drawings of elevations and architectural details.

Level 4 – Particularly detailed recording and analysis of buildings of special

importance drawing on other sources of information in order to detail the significance of the building in terms of architectural, social, regional or economic history.

Consideration should also be given to the potential for below ground evidence for the history of a building.

Future development within the core of the town should be monitored and recorded by an experienced field archaeologist in order to begin to understand the extent and sequence of historical and archaeological remains.

## 8. CONCLUSIONS

Many of the types of archaeological remains potentially present in Sutton Bridge are those common to all urban areas. In addition to artefacts and ecofacts are the potential stratified remains of earlier structures (domestic, ritual and industrial), their associated features (refuse pits, wells, *etc.*) and infrastructure (roads, canals and riverside wharfs). In particular, Sutton Bridge contains a concentration of structures and sites associated with industry and trade.

Structures may not be confined to the present day plots or roads but can occur anywhere within the present area of study. Features, particularly standing buildings, of the post-medieval period could be affected or destroyed by modern development within Sutton Bridge. Although consideration should be given to the buried archaeological resource, survey of standing buildings in advance of development is considered essential in increasing knowledge of the town's heritage.

## 9. ACKNOWLEDGEMENTS

Archaeological Project Services would like to thank Mr R. Scriven of South Holland District Council who commissioned this assessment. The work was coordinated by Gary Taylor and this report was edited by Gary Taylor and Tom Lane. Mark Dymond produced the location and distribution maps. Dave Start permitted examination of the relevant parish files maintained by the Heritage Trust of Lincolnshire. Access to the County Sites and Monuments Record was kindly provided by Mark Bennet and Sarah Grundy of the Archaeology Section, Lincolnshire County Council. Jim Bonnor, Senior Historic Built Environment Officer for Lincolnshire County Council, commented upon draft copies of this report.

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## 11. ABBREVIATIONS

- DoE Department of the Environment
- GSGB Geological Survey of Great Britain
- IFA Institute of Field Archaeologists
- LAO Lincolnshire Archive Office
- RCHM Royal Commission on Historical  
Monuments of England
- SHDC South Holland District Council
- SMR County Sites and Monuments Record  
number

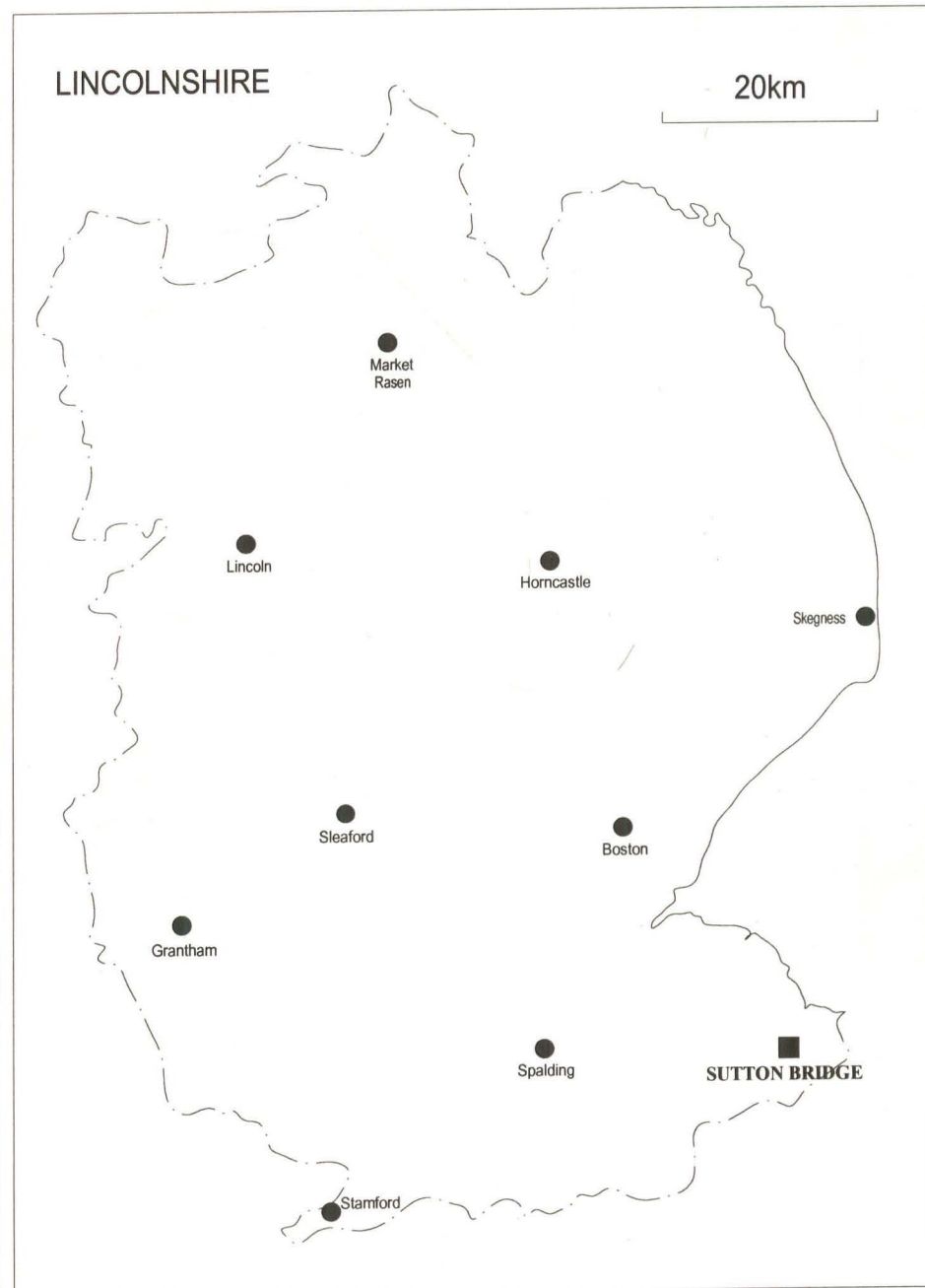


Figure 1 - General Location Plan



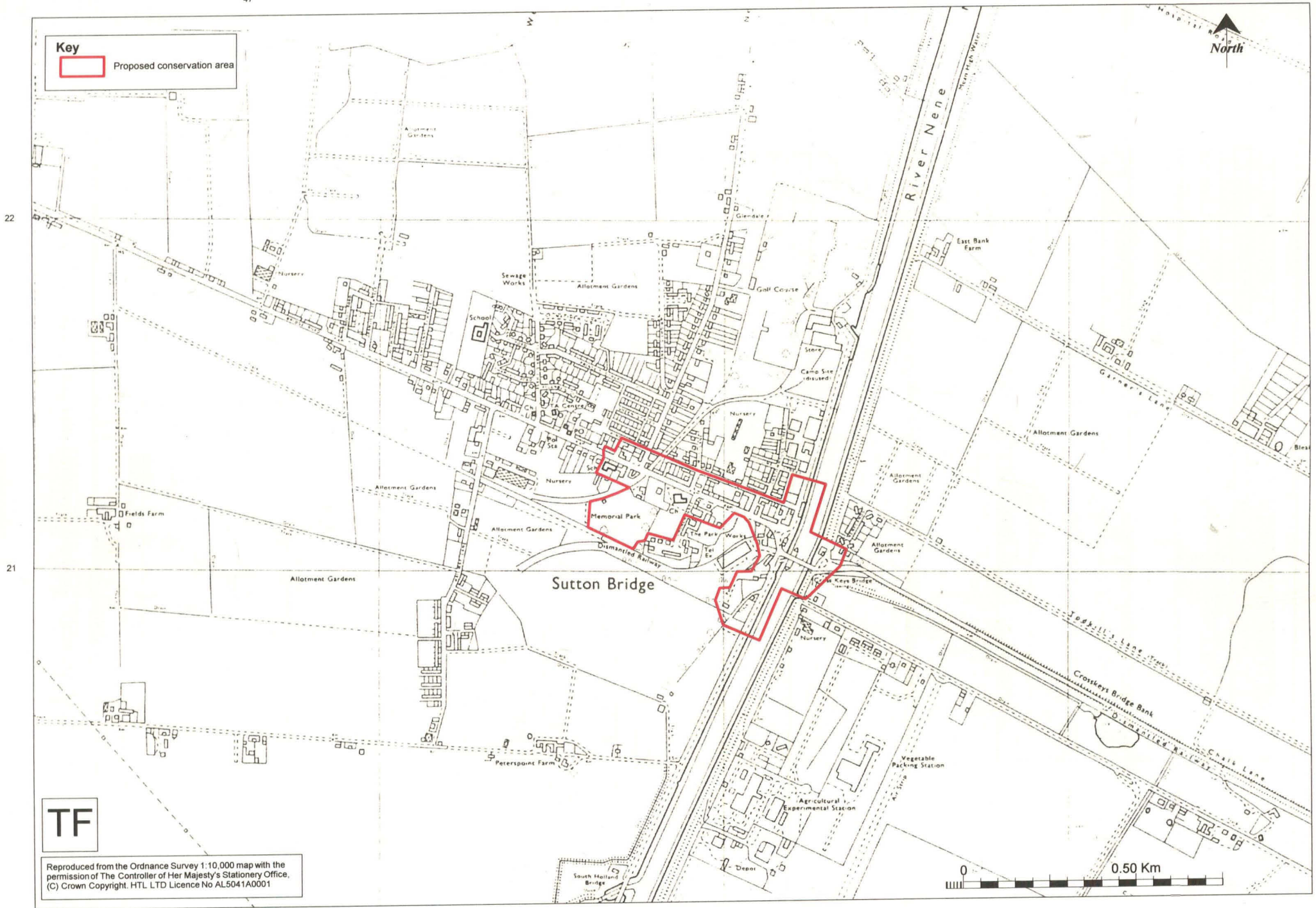


Figure 2 - Sutton Bridge



Figure 3 - Extract from Armstrong's 'Map of Lincoln-shire', 1778

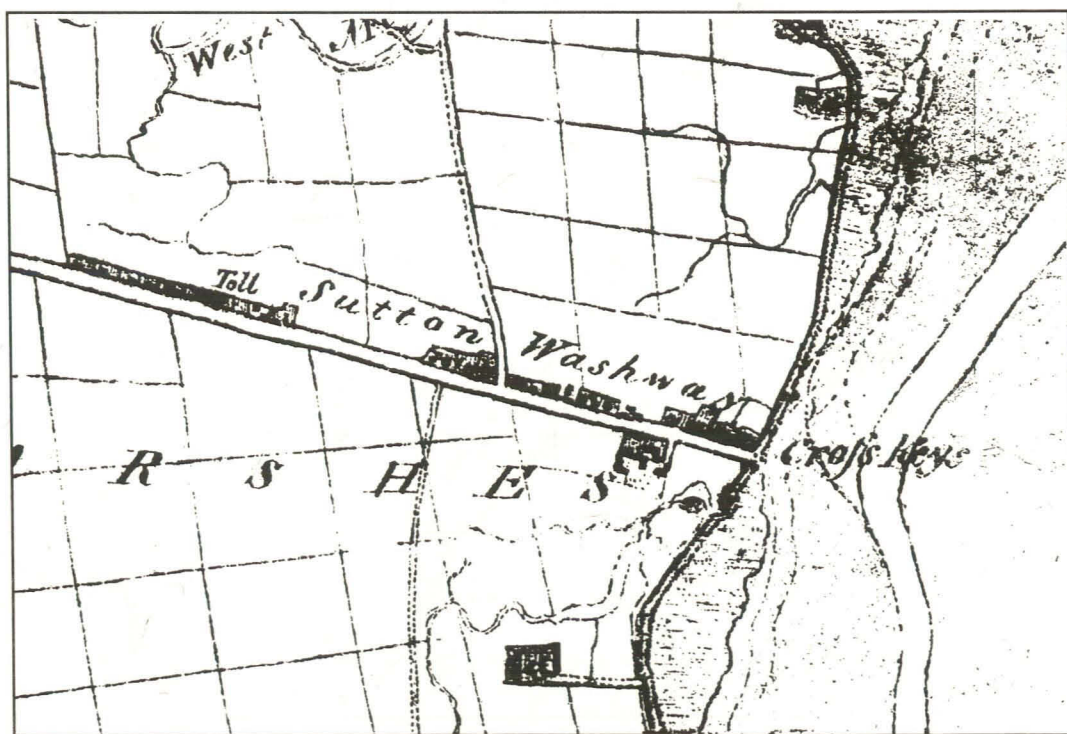


Figure 4 - Extract from the Ordnance Survey 2nd drawing, 1812

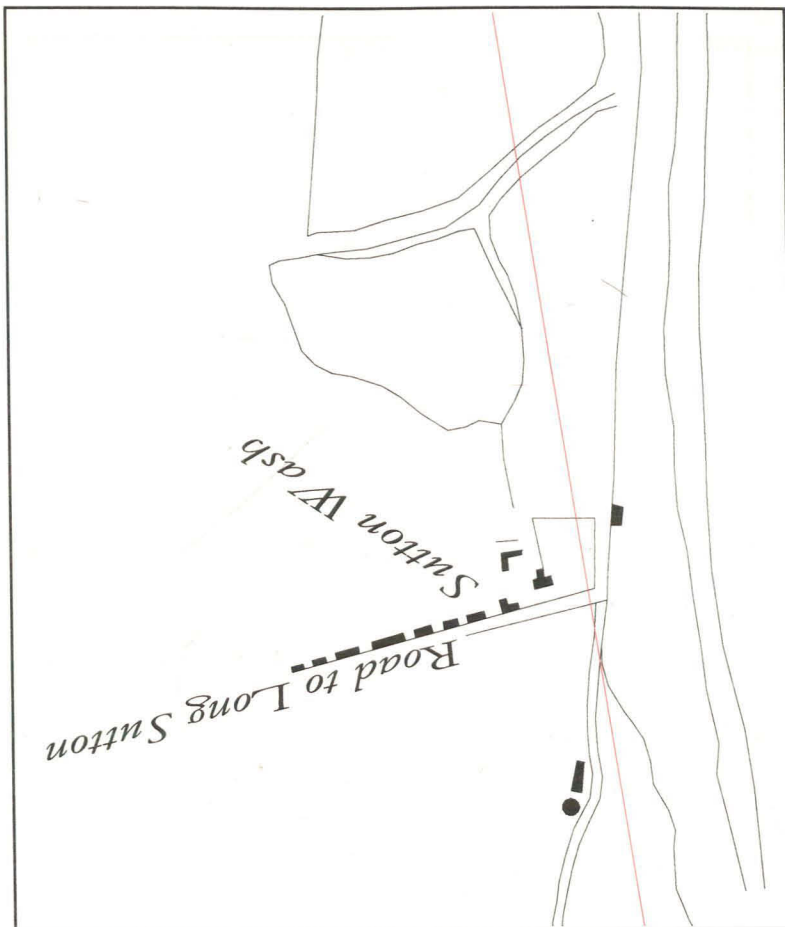


Figure 5 - Extract from 'Plan of the intended improvements of the outfall of the River Nene', 1827 (the red line indicates the route of the proposed new cut)

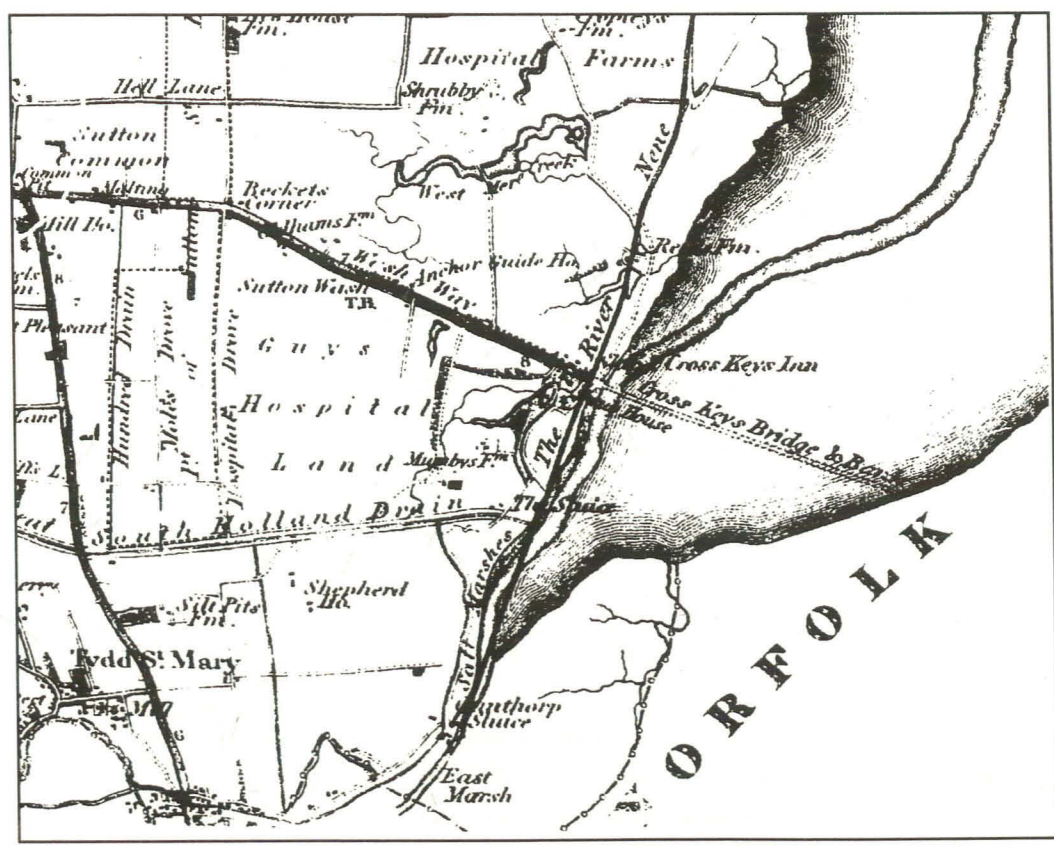


Figure 6 - Extract from Bryant's 'Map of the County of Lincoln', 1828

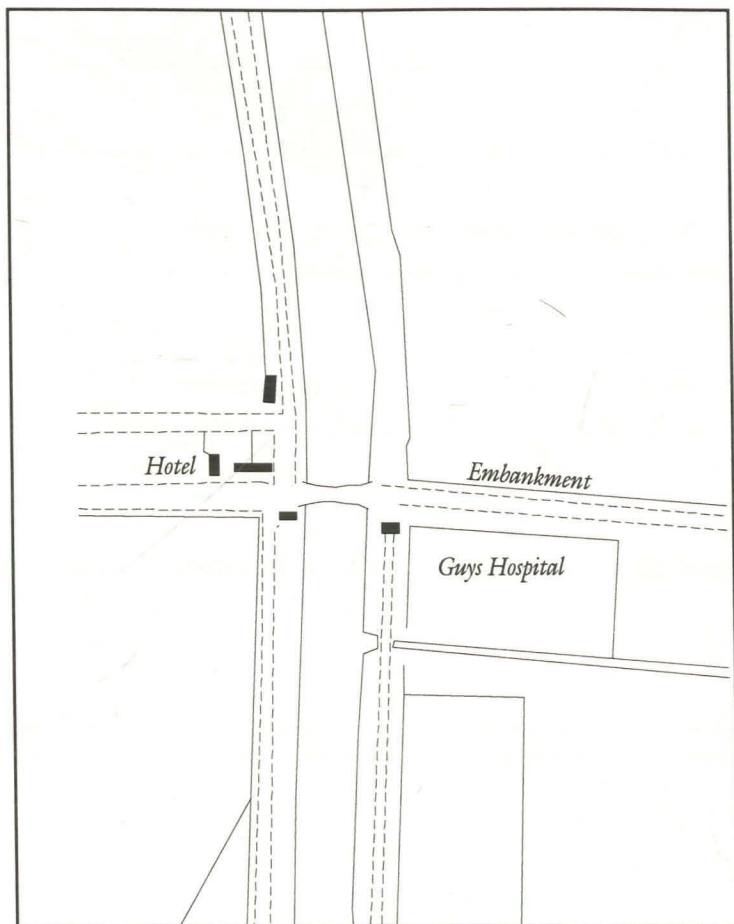


Figure 7 - Extract from '*Plan of the Marshes, Sands, Channel and Lands allotted by Thomas Pear under the Nene Outfall Act*', 1836



Figure 8 - Extract from '*Map of an Estate belonging to the President and Governors of Guy's Hospital in the Parishes of Sutton St Mary, Tydd St Mary, Gedney, Lutton and Wingland in the County of Lincoln*', 1870

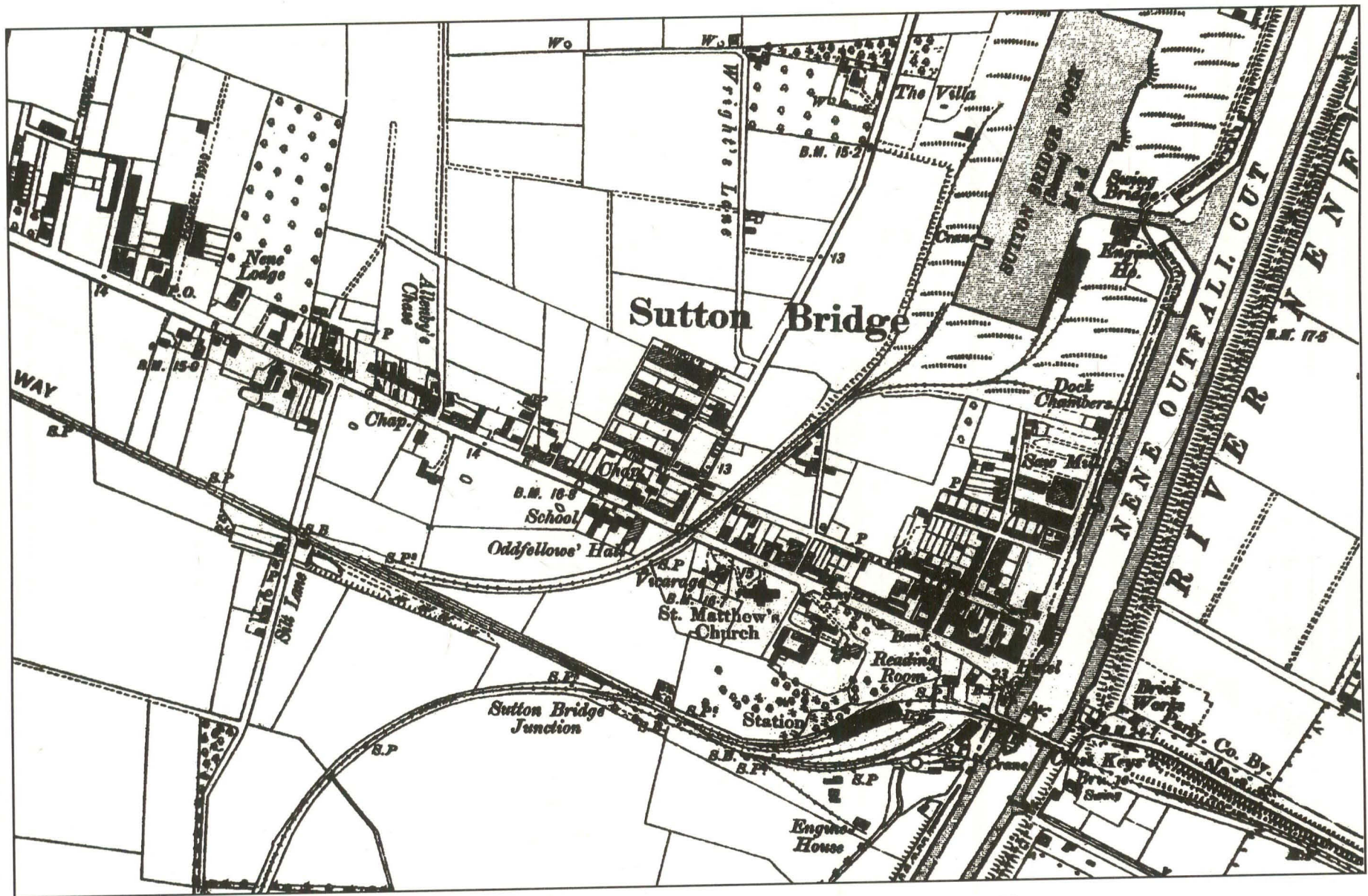


Figure 9 - Extract from the Ordnance Survey 2nd edition, 6" map, 1905

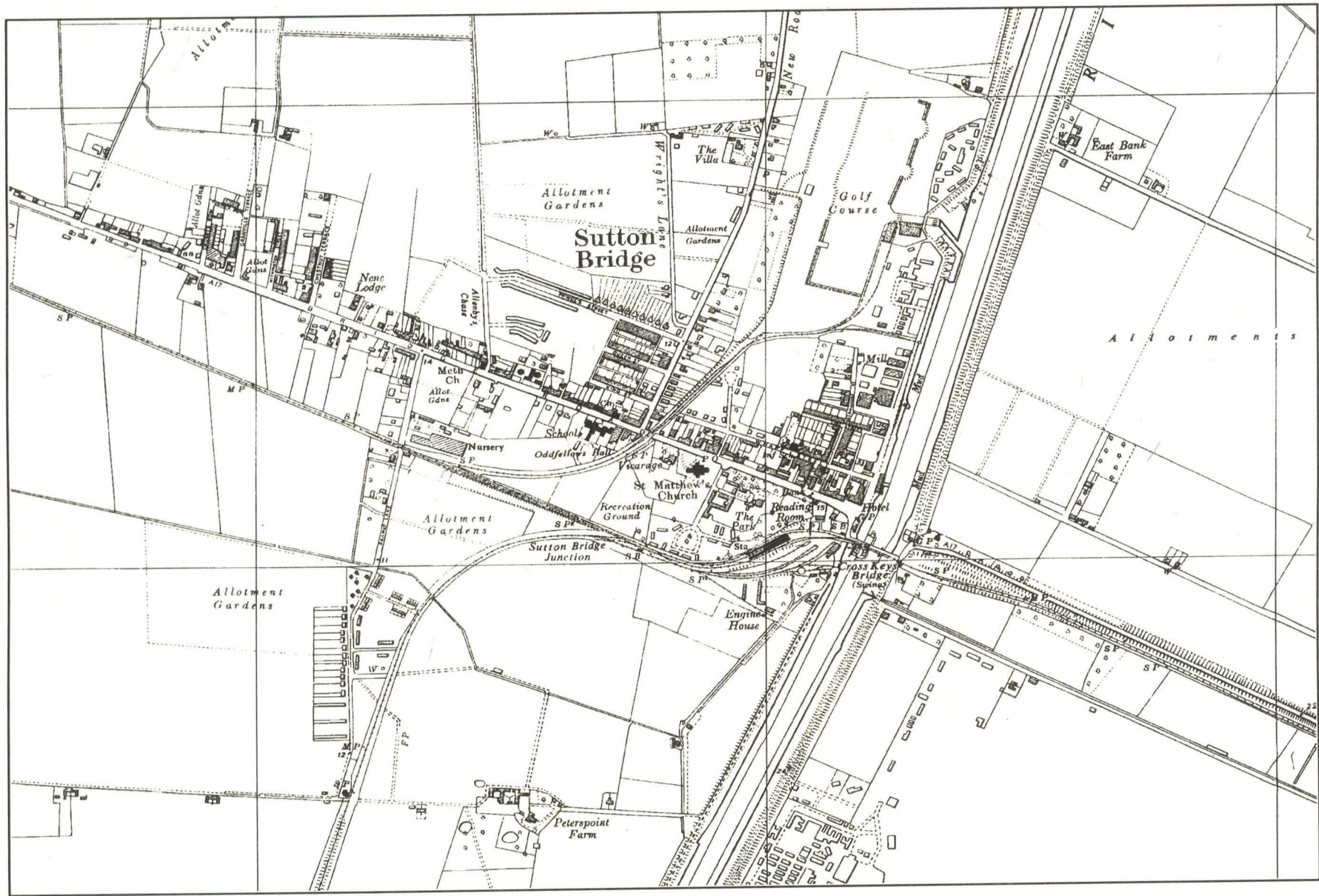


Figure 10 - Extract from the Ordnance Survey 1:10560 sheet, 1958

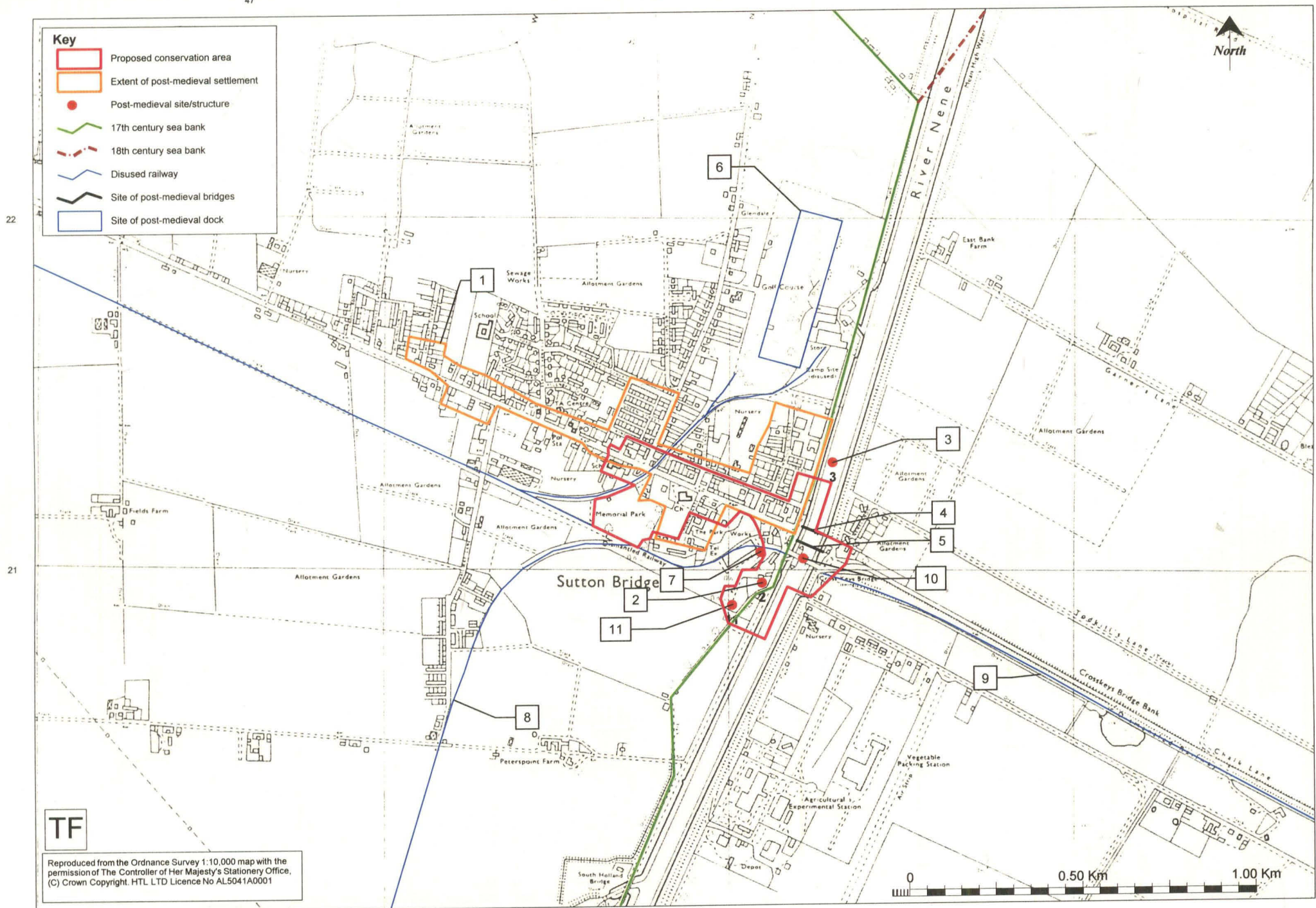


Figure 11 - Post-medieval archaeology in Sutton Bridge

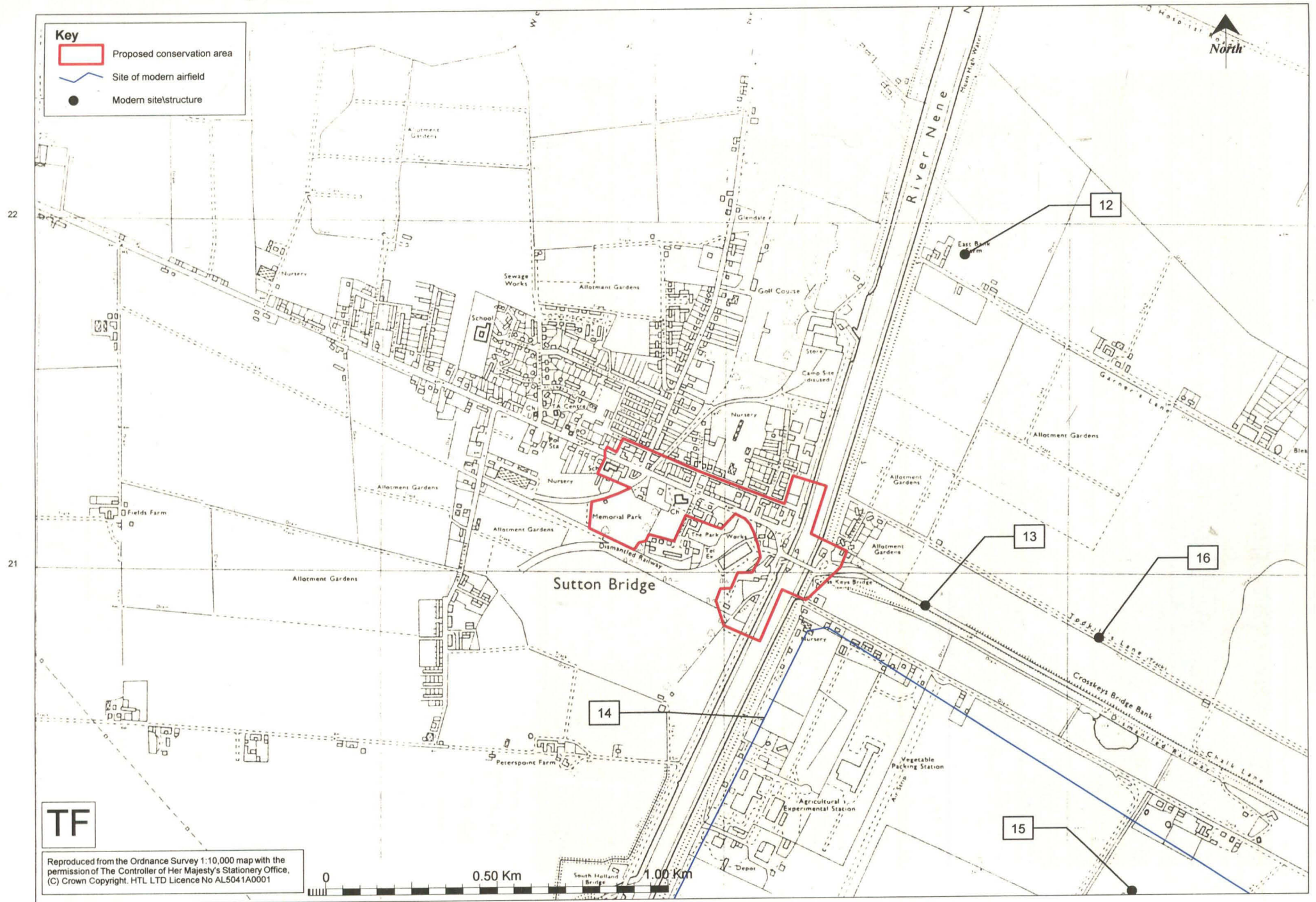


Figure 12 - Modern archaeology in Sutton Bridge



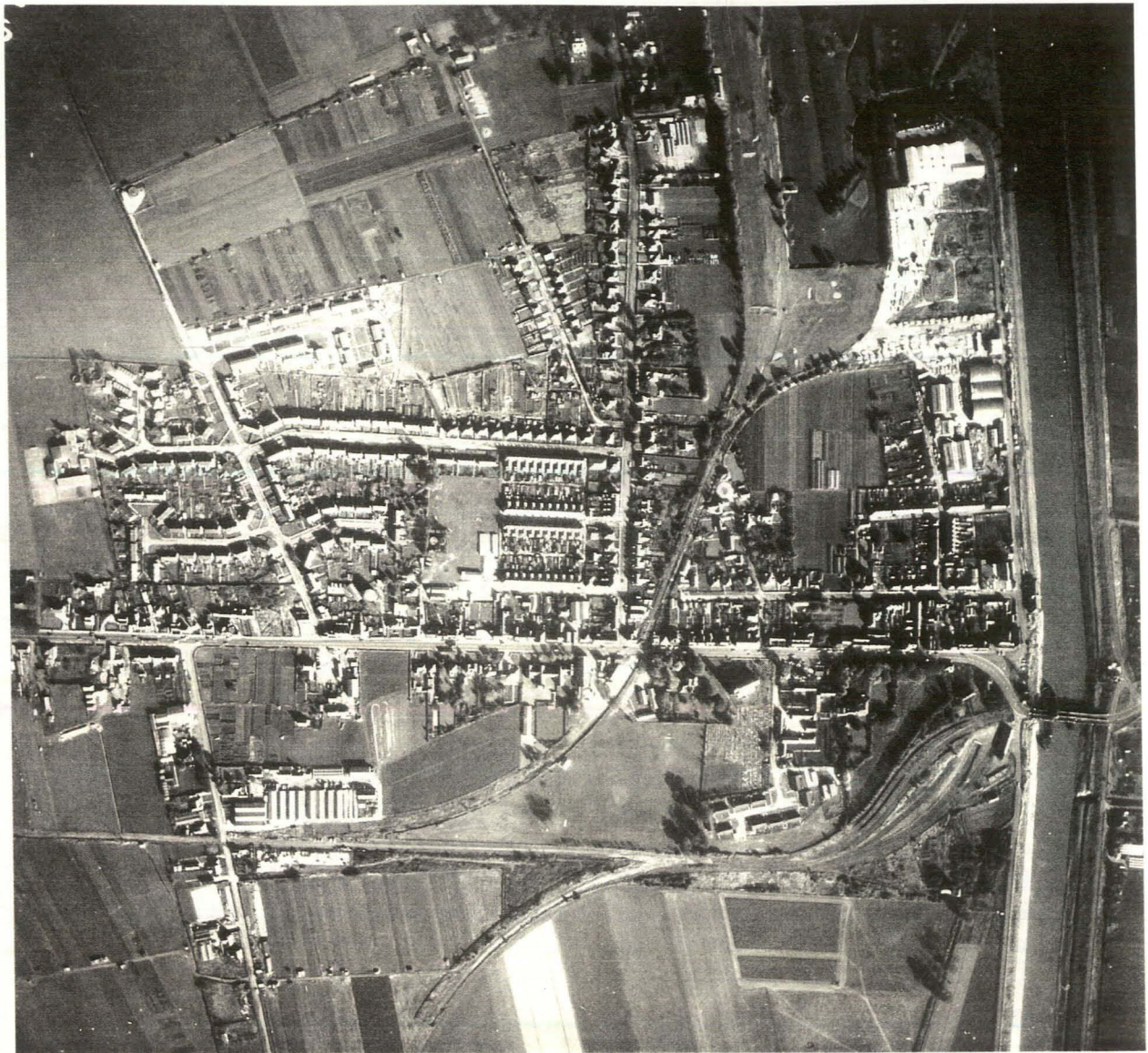


Plate 1 - Undated vertical view of Sutton Bridge, probably taken in the 1960s or 1970s as development has occurred to the northwest of the town (compare to Fig. 10). The former dock can be seen at the top of the photograph as can the railway network which was abandoned in 1965 (Photograph held by Heritage Lincolnshire, Code: S 30).



Plate 2 - Aerial view of Sutton Bridge taken in 1993 showing the 3rd Cross Keys Bridge and the core of the post-medieval town ( HTL Code 5112)



Plate 3 - The commercial centre of Sutton Bridge, showing 19th century development



Plate 4 - St. Matthew's Parish church, dating from 1841-2

## Appendix 1

### LISTED BUILDINGS IN THE PARISH OF SUTTON BRIDGE

Bridge Road	No. 27, The Park, house, early 19 <sup>th</sup> century
Bridge Road	Church of St. Matthew, 1843
Bridge Road	Bridge House West, lodge, mid 19 <sup>th</sup> century
Bridge Road	Nos. 8 and 10, house now two houses, early 19 <sup>th</sup> century
Bridge Road	New Inn, public house, mid 18 <sup>th</sup> century
Bridge Road	Nos. 64, 66 and 68, terrace of three houses, early 19 <sup>th</sup> century
East Bank Road	Nene Lodge, house, c. 1830
East Bank Road	East Lighthouse, now house, early 19 <sup>th</sup> century *
Guy's Head Road	Curlew Lodge, house early 19 <sup>th</sup> century
Long Sutton Road	Milestone, mid 19 <sup>th</sup> century
River Nene	Cross Keys Bridge, 1897 *
Tydd Gote Road	Hydraulic Engine House, 1897 *
West Bank Road	West Lighthouse, now house, early 19 <sup>th</sup> century *

All buildings are listed Grade II apart from those indicated \* which are Grade II\*. All information from DoE 1987.

## Appendix 2

### 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.

## Appendix 3

### GLOSSARY

- Cropmark** A mark that is produced by the effect of underlying archaeological features influencing the growth of a particular crop.
- Geophysical Survey** Essentially non-invasive methods of examining below the ground surface by measuring deviations in the physical properties and characteristics of the earth. Techniques include magnetometry and resistivity survey.
- Post-medieval** The period following the Middle Ages, dating from approximately AD 1500-1900.

## Appendix 4

### LIST OF SOURCES CONSULTED

Lincolnshire County Sites and Monuments Record, parish of Sutton Bridge

Lincolnshire Archives: Cartographic sources, secondary sources (books and journals)

Lincoln Central Reference Library: Cartographic sources, secondary sources

Heritage Trust of Lincolnshire: Parish files, cartographic sources, secondary sources

Aerial photographs held by Heritage Trust of Lincolnshire

Information held by Archaeological Project Services

Ordnance Survey plans and drawings: 1812, 1905, 1958, 1974

#### **Sources not consulted**

Primary historical documentation held at Lincolnshire Archives – experience has shown that the consultation of primary historical documents is extremely time-consuming, and only fortuitously affords information relevant to archaeological enquiries.

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