

99/25

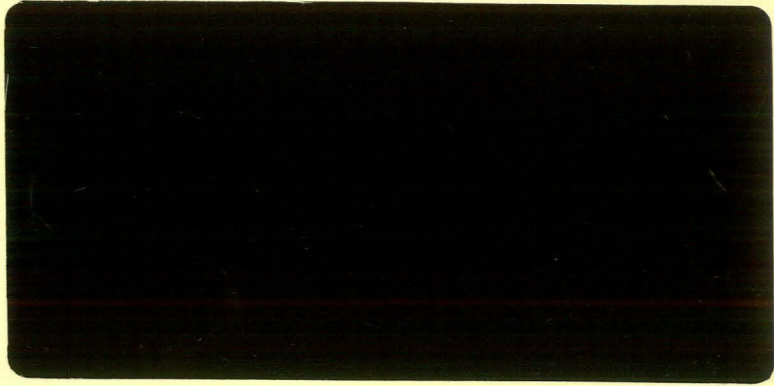
ARCHAEOLOGICAL IMPLICATIONS
OF THE REAPPRAISAL OF
FLEET CONSERVATION AREA,
FLEET,
LINCOLNSHIRE
(SCA 99)



A P S
ARCHAEOLOGICAL
PROJECT
SERVICES

Lincolnshire County Council
Archaeology Section

14 JAN 00
ace 14/1/00



20434
20436 } Med
22271 }

**ARCHAEOLOGICAL IMPLICATIONS
OF THE REAPPRAISAL OF
FLEET CONSERVATION AREA,
FLEET,
LINCOLNSHIRE
(SCA 99)**

Work Undertaken For
South Holland District Council

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

December 1999

A.P.S. Report No: 122/99



CONTENTS

List of Figures

List of plates

1.	Summary	1
2.	Introduction	1
	2.1 Planning Background	
	2.2 Aims	1
3.	Topography and Geology	1
4.	Methods	2
5.	Results	2
	5.1 Historical Data	2
	5.2 Cartographic Data	4
	5.3 Aerial Photograph Data	4
	5.4 Archaeological Data	5
	5.5 Site Visit	7
6.	Discussion	7
7.	Management	8
8.	Conclusions	10
9.	Acknowledgements	10
10.	References	11
11.	Abbreviations	12

Appendices

- 1 Listed Buildings in the Parish of Fleet
- 2 Extract from *Criteria for the scheduling of ancient monuments*
- 3 Glossary

List of Figures

- Figure 1 General Location Plan
- Figure 2 The Investigation Area
- Figure 3 Fleet Conservation Area and proposed extension
- Figure 4 Extract from Armstrong's *'Map of Lincolnshire'*, 1788
- Figure 5 Extract from Bryant's *'Map of the County of Lincoln'*, 1829
- Figure 6 Copy of part of *'The Parish of Fleet in the County of Lincoln'*, 1840
- Figure 7 Extract from the 2nd Edition Ordnance Survey Map, 1906
- Figure 8 Cropmarks in the vicinity of Fleet
- Figure 9 Iron Age sites in the vicinity of Fleet
- Figure 10 Saxon sites in the vicinity of Fleet
- Figure 11 Medieval sites in the vicinity of Fleet
- Figure 12 Downman's Survey of 'Fleet Mount', 1912
- Figure 13 Post-medieval and undated sites in the vicinity of Fleet

List of Plates

- Plate 1 The parish church of St. Mary Magdalene

1. SUMMARY

A desk-top assessment was undertaken to determine the archaeological setting of the Conservation Area, Fleet, Lincolnshire. Several archaeological sites and findspots are located within and in the vicinity of the Conservation Area.

Prehistoric activity is absent from the area, although finds of previously suspected Iron Age date (800 BC-AD 50) are known from the south of the village. However, it is believed that this pottery is Saxon (AD 410-1066) in date of which there are two dispersed sites known in the vicinity. By the Late Saxon period, settlements had nucleated to form the current village of Fleet as evidenced in the Domesday Survey of 1086.

Medieval (AD 1066 - 1500) settlement was concentrated north and east of the 12th century church of St. Mary Magdalene. The archaeological evidence is supported by an important document, the Fleet terrier, of the early 14th century which details the land holdings in the parish. This period also saw the gradual shift of the focus of the settlement to the north at Fleet Hargate, which was granted a market in the early 14th century.

Early maps indicate very little change occurring in the village since the late 18th century, a result of Fleet Hargate becoming the major population centre.

Absence of previous sub-surface investigation within the village limits the scope of archaeological prediction for the survival and preservation of ancient remains.

2. INTRODUCTION

2.1 Background

Archaeological Project Services was commissioned by South Holland District Council to undertake a desk-top assessment of Fleet Conservation Area, Fleet, Lincolnshire. This was to form part of an appraisal of the current Conservation Area. This archaeological assessment was undertaken in accordance with a specification previously designed by Archaeological Project Services for appraisal of the Holbeach 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 Fleet Conservation Area.

3. TOPOGRAPHY AND GEOLOGY

Fleet is situated 14km east of Spalding and 21km south of Boston, in the civil parish of Fleet, South Holland District, Lincolnshire (Fig. 1).

The Conservation Area is centred on National Grid Reference TF 389 247 and is focused upon the parish church of St. Mary Magdalene, and is bounded by Proudfleet Lane and Hockle's Gate to the west and Hall Gate to the east, although some buildings are included in the conservation area east of this road. The school buildings and the rectory define the north and south limits respectively. This assessment examines the conservation area

and surrounding 1km.

The local topography describes a linear band of high ground aligned south to north along Hall Gate and Proud fleet Lane. The crest of this bank is at a height of *c.* 3m OD, dropping away to the east and west to heights of 2m OD.

The village is located on soils of the Snargate Series, generally coarse silty gleyic brown alluvial soils (Robson 1990, 27). East of the village are Wisbech Series, calcareous alluvial gley soils (*ibid.* 36) and to the west are Stockwith Series, clayey calcareous alluvial gley soils (*ibid.* 28). These soils overlie a drift geology of marine alluvium (generally sandy silt, sand and clay) which in turn overlie a solid geology of Upper Jurassic Amptill Clay (BGS 1992).

4. METHODS

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

- historical documents, held in Lincolnshire Archives
- enclosure, tithe, parish and other maps and plans, held in Lincolnshire Archives
- recent and old Ordnance Survey maps
- the County Sites and Monuments Record
- the 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

Fleet is first mentioned in the Domesday Survey of *c.* 1086 and is referred to as *Fleot* or *Flet*, derived from the Old English *flēot* meaning 'a stream or creek' (Ekwall 1974, 181). At the time of the Domesday Survey the land was owned by the King and contained 500 acres of meadow, approximately 1000 acres of arable land, a fishery and two saltpans (Foster and Longley 1976).

It has been suggested that an earlier mention of a place named *Angarhala* may refer to Fleet. It exists within a grant of King Eadgar dating to 975 AD to Thorney Abbey of land at Gedney, Lutton, *Angarhala* and Tydd (Hart 1966, 180). Apart from being in the same general region, Fleet along with the other three villages were subsequently owned by Earl Ælfgar prior to the Norman invasion of 1066 and then by the King. A possible meaning for *Angarhala* is derived from the Old English '*angr*' and '*halh*' and may mean 'grazing land on flat alluvial land adjacent to a river' (Ekwall 1974, 10, 212) which on topographic and historic grounds suits Fleet.

Much of the early documentary history of Fleet centres around reclamation of fen and marsh and maintenance of the drainage systems (for example in the records of the Commissioners of Sewers). By the time of the conquest (AD 1066) a sea bank had been constructed across the Fleet estuary and a fen bank (Dell's Bank) to the south (Hallam 1960, 7; 18). Further banks were constructed

to the north and south.

Other documentary records detail grants of land to religious establishments. In the 11th century, Jocelyn de Fleet gave a church in Fleet to Castle Acre priory (Latham *et al.* 1995, 64). In the mid 12th century, a Richard of Fleet gave land to Thorney and Crowland abbeys and a Richard, son of Jocelin of Fleet, gave 10 acres of land in the fen to Castle Acre priory (Hallam 1960, 7; 20, 23). A further six acres was given to Castle Acre priory to build a barn for their tithes in Fleet (Owen 1981, 72) followed by a further 5 acres by Richard, son of Jocelin, in 1180 (Hallam 1954, 17).

A Richard of Fleet also gave 50 acres of land to the Knight's Templar during the 12th century. This land was known as Temple Bottoms in 1731 and was reached via Templegate, a former name of Maisdike Lane (Healey 1996, 6). The position of this holding is depicted on Figure 11.

A market to be held in Fleet was granted to Thomas de Multon, by King John in 1205 (Wheeler 1896, appendix 1). This probably replaced an earlier market held on Sundays, which is believed by some to be a survival of Late Saxon practises (Sawyer 1998; 176). This earlier market was transferred to Gedney in 1201-2 (Edwards *nd.*, 19).

Between the time of Domesday and 1315 there was a notable increase in the number of tenants, rising from an estimated number of 89 in 1086 to 490 (Hallam 1965, 200). This indicates that there were about 3000 people in the parish (Platts 1985, 196).

Fleet is fortunate in having a surviving copy of a 1316-20 Terrier, a detailed survey of the location and size of various holdings of a manor. Each block of land was divided into *inliks* (enclosures) and defined by various landmarks, including much of the surviving

road network. Thus for the area of land to the south of the church, there is mention of 2 acres held by the prior of Castle Acre, 8 acres for the Parson and the Lords manor and precinct (Nielson 1920, 42). Examination of the other entries in the Terrier, indicate that the block of land to the northeast of the church gives the names of holders of *messuages* and the rent they owe each year. This may indicate the location of the medieval village. A similar situation is apparent in the entries regarding the *inliks* of Fleet Hargate, indicating that a settlement was established here by this time and was served by a chapel, a market (presumably the one granted to Thomas de Multon, over a century beforehand) and a hospital.

The Templar property is also mentioned in references to property that lay alongside it, although the order had been suppressed in 1312. This may indicate that the land belonged to someone other than the Lord of the manor, and references to grants between the Lord and the prior of the Knights Hospitallers at Skirbeck (*ibid.* 2) could suggest that this order had taken over the Templars property.

The de Multon family held the manor of Fleet until the earlier part of the 14th century when the last de Multon died without a male heir. The land was subsequently divided between two daughters and three manors within the parish were created, *Fleet Dominorum*, *Fleet Harrington* and *Fleet Fitzwalter* (Pimperton *n.d.*, 11). The locations of the Harrington and Fitzwalter manors are known, *Dominorum* has been associated with a former building on the site of the present Manor House, opposite the church. However, in light of the Terrier reference (above), it is probable that this manor lay to the south of the church.

Fleet throughout the medieval period was a port, although on a very small scale. Ships

were impressed from Fleet Haven during the 14th century (Pawley 1993, 56). Coal from Newcastle via Boston was being unloaded at Fleet Haven during the 16th century and attempts were made in 1570 to bypass Boston, the designated 'Head Port' of the region (Richardson 1968, 17).

During the English Civil War (1642-1645), Fleet opposed raising money for the King and was two years in arrears, although Whaplode owed more money (Brears 1940, 27). Later, the Rector of Fleet, along with the Vicar of Holbeach, were fined for having taken up arms for the King (*ibid.*, 31).

During the 18th century the turnpike between Kings Lynn and Spalding was constructed through Fleet Hargate (White 1856, 826). The construction of this effectively ceased further development within Fleet, concentrating the newer settlement along the road.

The railway was built through Fleet in 1858, on the Spalding to King's Lynn route. Passenger services ceased in 1959 and the line was eventually closed in 1964 (Squire 1988).

5.2 Cartographic Data

The earliest map available of Fleet is Armstrong's 'Map of the County of Lincoln' dating to 1789 (Fig.4). Although of a small scale, buildings are shown clustered alongside, and west of, the church, which is depicted as having a tower. Southwest of the church is a second stylised building, which may represent the detached church tower or a separate structure entirely.

The parish was enclosed in 1794. No map or accompanying schedule was available at Lincoln Archive Office.

Bryant's map of the County of Lincoln

(1828) indicates the layout of roads, farms and other features (Fig. 5). Fleet is not clearly depicted, although a number of buildings are evident to the west of Hall gate.

Dating from 1840, a map entitled *The Parish of Fleet in the County of Lincoln* (LAO C103) depicts the entire parish for Tithe Awards (Fig. 6). Fleet is depicted as a small cluster of buildings alongside Hall Gate. The church is a stylised depiction and shows an attached spire. There are more field boundaries apparent than on earlier and later plans. Unfortunately, the accompanying schedule does not name the individual parcels of land.

The subsequent Ordnance Survey maps of Fleet indicate little change occurring from 1840 to the present day. Illustrated is the 2nd edition Ordnance Survey map of 1906 (Fig. 7). A few more buildings are depicted and a number of field boundaries have change, due largely to the amalgamation of smaller fields. This pattern of open spaces and dispersed buildings has largely been maintained to the present day.

5.3 Aerial Photograph Data

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

A single aerial photograph is located within the parish files of the Heritage Trust of Lincolnshire. This is undated, although it is likely to have been taken within the last 30 years. A photocopy of a vertical aerial photograph is held by Hilary Healey and was published in a parish journal. The picture is marked as copyright of Cambridge University Committee for Aerial Photography. This shows the area south of the village and includes a large circular

cropmark and some linear boundaries. The cropmark is of the 'motte' which is discussed below.

A published aerial photograph (Latham *et al.* 1995, endpiece) shows Fleet from the southwest, taken in 1984. Only a portion of the church tower is visible as well as some buildings. However, no archaeological features were apparent.

Further to the above aerial photographs, a number of cropmarks were plotted for the Trust for Lincolnshire Archaeology and are shown on Fig. 8. These largely show

disjointed linear boundaries, possibly part of an undated field system. South of Fleet is a rectangular enclosure with a smaller internal division, which corresponds with known Romano-British enclosures.

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 1km of the Conservation Area are collated in Table 1 and committed to Figures 11 and 12.

Table 1 Archaeological Sites in the Vicinity of Fleet Conservation Area.

Map	County	Description	Grid. Ref.
1	23005	Iron Age pottery	TF 38502320
2	22266	Middle Saxon pottery	TF 38572313
3	20433	Middle Saxon pottery	TF 38802370
4		Late Saxon fen bank	
5	22265	Site of Medieval motte	TF 38572313
6	20434	Medieval settlement of Fleet	TF 38802365
7	22271	St. Mary Magdalene's Church	TF 38882368
8	23006	Medieval pottery	TF 38802380
9	20439	Post-medieval building, site of	TF 38552330
10	20232	Dismantled railway	
11	22107	Dismantled railway (narrow gauge potato railway)	
12	22267	Undated stone basin or trough	TF 38752380

Prehistoric Archaeology

No early prehistoric finds are known from the village as the area has since been subjected to a series of marine and freshwater inundations, resulting in the deposition of several metres of alluvium (peats, silts and clays).

Iron Age pottery has been reported from south of the village centre and was identified as belonging to the Early Iron Age (Fig. 9). However, this is considered unlikely and a possible Saxon date for this pottery cannot be excluded (Hallam 1970, 315; Healey 1992, 249).

Romano-British Archaeology

Romano-British settlement is known from the parish but has yet to be identified within the investigation area. Notable amongst these settlements is a site at Lambert Drain, 14km to the southwest of the village, which has been afforded scheduled status (English Heritage 1996, 17).

Saxon Archaeology

Pottery of Middle Saxon date (AD 650-850) has been found in two locations west and south of the village. This probably represents two farmsteads, typical of the fens during this period, as opposed to a precursor of the village, a situation which arose on the fen edge to the west (Hayes 1988, 325). This has also been used to suggest the existence of two distinct tribal groups, the *Spaldas*, centred on Spalding, and the *Bilmigas*, on the fen edge and first referred to in a Tribal Hideage of the 7th century.

Located in the south of the conservation area is the fen bank known as Delph or Dells Bank which is believed to be the earliest of a series that continue to the south (Fig. 10 No. 4). Hallam (1965, 18) believes this to be Late Saxon in date and part of a similar system extending west to Spalding and east

through Gedney.

Medieval Archaeology

The only extant remains of this period is St. Mary Magdalene's church which was largely built between 1180 and 1190 with additions in the 14th century. This replaced an earlier church which was granted by Jocelin of Fleet to Castle Acre priory in the 11th century (Latham *et al.* 1995, 64). It is not known whether the later church was built on the same site as the earlier one.

South of the church are the ploughed remains of a circular earthwork which was also enclosed by a ditch (Fig. 11 No. 5). This is believed to be the site of a small motte and bailey castle (Fig. 12) although Ordnance Survey maps mark it as a tumulus (Downman 1912, 60). An excavation was carried out at the site in 1912 where quantities of medieval pottery were found as well as a human tibia (SGS 1913). The mound was ploughed in 1947 and fieldwalking carried out at the site in the 1970s has revealed more medieval pottery as well as the earlier pottery reported above. Medieval pottery increased in quantity towards the village. Hallam believed this to be the site of the Fleet manor (SMR records) and this notion is supported by the reference within the Fleet Terrier.

Earthworks partly survive of the double ditched enclosure to the Knights Templar property in the south of the investigation area. This would once have been a double ditched stretch of land with a raised ridge encircling the fields (Healey 1996, 7). Most ditches have been removed, although some still form part of the modern field system.

Medieval pottery has also been found adjacent to the school.

Post-medieval Archaeology

Post-medieval archaeology is well

represented by a number of sites in and around Fleet. Houses from this period still survive and the best examples have been accorded listed status (Appendix 1).

The site of a post-medieval building is known adjacent to Ben's Gate, south of the church (Fig. 13, No. 9). It has also been suggested that the medieval motte may have been a garden feature, such as a prospect mound, which are not unusual in post-medieval formal gardens.

The route of the former railway is known through Fleet. The railway station also survives. Adjoining this to the north are the so called 'potato railways' constructed from 1909 onwards. Over 19km of trackway was laid, mainly to the north of Fleet Hargate (Latham *et al.* 1995, 30).

No industrial activity is known from the village during the 19th century, apart from a single blacksmith (White 1856, 827). This is presumably as the main focus of settlement had moved further north.

5.5 Site Visit

A site visit was made to Fleet on the 3rd December 1999. This was to assess the possible level of surviving archaeological deposits and to identify hitherto unknown archaeological sites.

The parish church provides the focal point of the village and is set within its own grounds and only overlooked from the south. A new rectory has been constructed in the northwest corner of the churchyard.

The main thoroughfare of the village is Hall Gate, along which are several examples of 18th and 19th century buildings. Infilling between these buildings has occurred recently and new developments are apparent in the area south of the church.

The proposed conservation area extension takes into account two listed buildings south of the village, Oak Lodge and Maisedyke House, which are separated from the village and each other by open fields.

A cluster of 19th century buildings also occurs to the southwest of the church along Ben's Gate.

North of the church are open fields and the primary school. The field adjacent to Church Gate on the north side has recently been ploughed and exhibits a broad dark soilmark alongside the road. This may be archaeological in nature.

6. DISCUSSION

Prehistoric activity has not yet been recorded from within Fleet and a reference to Iron Age pottery is a mistaken identification of Saxon types. Romano-British activity in the parish is known from the southern end of the parish. A similar situation to Holbeach can be envisaged, where the Roman land surface is buried.

Middle Saxon pottery has been identified from two locations within the village and may represent dispersed settlement, prior to the formalisation of townships in the Later Saxon period. Mentioned in the Domesday Survey of *c.* 1086, indicates that the formalisation of the village was probably completed by this date.

Significantly greater evidence for use of the area in later periods is provided by documents, sites, findspots and structures of medieval date. During the medieval period it can be assumed that Fleet was an important settlement with a market and church. A manorial centre, possibly based on a motte and bailey castle, lies south of the village. However, by the beginning of the

13th century, the subsidiary settlement of Fleet Hargate had grown and probably began to outweigh Fleet in terms of importance. Fleet Hargate probably became the commercial centre for the parish by the 18th century, after the construction of the Spalding to King's Lynn turnpike.

The earliest maps of Fleet indicate very little change as having occurred in the last 2 centuries. Apart from the removal of a number of field boundaries, the basic layout of the village and surrounding areas is the same.

A visit to Fleet, undertaken as part of this investigation, confirmed that development had taken place in the 18th, 19th and 20th centuries. This development is likely to have had an adverse affect on some surviving archaeological deposits.

7. MANAGEMENT

The management of the archaeological resource within Fleet 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).

Some nationally important archaeological monuments are singled out for statutory protection under the Ancient Monuments and Archaeological Areas Act (AMAA) 1979. Such monuments are know 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 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 2. 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 it is notable that no archaeological intervention has yet taken place in Fleet.

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-top Assessment

This is defined as an assessment of the known or potential archaeological resource within a specified area. They consist of a collation of existing written, graphic, photographic and 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 1997a).

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 remains are present Field Evaluation defines their character and extent, quality and preservation, and it enables an assessment of their worth in a local regional or national context as appropriate (IFA 1997c).

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 and records 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 1997d).

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 1997b).

c) Building Investigation and Recording

Defined as a programme of work intended to

establish the character, history, dating, form and archaeological development of a specified building, structure, or complex and its setting, including buried components, on land. (IFA 1996).

Archaeological management strategies for Fleet

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

Three key questions pertaining to the archaeology and development of the settlement of Fleet have been identified.

- a) The Saxon settlement - How did the dispersed settlements of the Middle Saxon period develop into the nucleated village.
- b) The medieval town - defining the layout, extent and nature of the medieval village and the reasons for the relocation of the settlement to Fleet Hargate.

However, due consideration must be given at all times to the archaeological heritage of other periods.

The present conservation area includes the extent of the medieval village. It does not encompass, however, the manorial centre located to the south of the church, which is currently under an agricultural regime. It is proposed that any development within the present conservation area automatically triggers archaeological intervention. It is further proposed that any development within the open fields south of the church be automatically subjected to archaeological intervention. Development outside of these areas is still subject to PPG 16 and

intervention dependant on factors such as size of development and proximity to known archaeology.

This would not represent a immutable boundary and would be subject to change as new evidence came to light in future archaeological investigations.

Future development in the village, needs to be monitored and recorded by an experienced field archaeologist in order to begin to understand the extent and sequence of archaeological and natural deposits.

8. CONCLUSIONS

The types of archaeological remains potentially present in Fleet 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).

Structures may not be confined to the present day burgage plots or roads but can occur anywhere within the present area of study. In particular, the presence of shallowly buried Saxon and medieval remains should be considered. Features of this period would be destroyed by modern development schemes. Prospection techniques, such as geophysical survey or fieldwalking, may be sufficient to reveal the presence of such sites in advance. Therefore, pre-development archaeological evaluation, or archaeological monitoring during development, is essential in order to increase knowledge of Fleet's buried 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 Tom Lane. 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, the Assistant Archaeological Officer for Lincolnshire County Council, commented upon draft copies of this report. Hilary Healey provided important references and shared her extensive knowledge of Holbeach.

10. REFERENCES

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

BGS, 1992, *Spalding, Solid and Drift geology*, 1:50,000 map sheet **144** (Keyworth)

Brears, C., 1940, *Lincolnshire in the 17th and 18th Centuries*

Bryant, A., 1828, *Map of the County of Lincoln*

DoE, 1988, *List of Buildings of Special Architectural or Historic Interest: District of South Holland, Lincolnshire*

DoE, 1990, *Archaeology and Planning*, Planning Policy Guidance note **16**

DoE, 1994, *Planning and the Historic Environment* Planning Policy Guidance note **15**

Downman, E.A., 1912, *Ancient Earthworks in Lincolnshire* (BM Add. MS 38602 f.60)

Edwards, D., nd, 'The Glory that was Fleet' in *Fleote*, unpublished pamphlet

Ekwall, E., 1974, *The Concise Oxford Dictionary of English Place-Names* (4th ed)

English Heritage, 1992a, *Managing the Urban Archaeological Resource*

English Heritage, 1992b, *Development Plan policies for Archaeology*

English Heritage, 1996, *County List of Scheduled Monuments: Lincolnshire*

Foster, C.W. and Longley, T. (eds), 1976, *The Lincolnshire Domesday and the Lindsey Survey*, The Lincoln Record Society **19**

Hallam, H.E., 1954, *The New Lands of Elloe, A Study of Early Reclamation in Lincolnshire*

Hallam, H.E., 1965, *Settlement and Society, A Study of the Early Agrarian History of South Lincolnshire*

Hallam, S.J., 1970, 'Settlement Around the Wash', in Phillips, C.W. (ed), *The Fenland in Roman Times*, Royal Geographic Society Research Series **5**

Hayes, P.P., 1988, 'Roman to Saxon in the south Lincolnshire Fens' *Antiquity* Vol. **62**

Healey, H., 1992, 'The Saxon Pottery' in Hayes, P.P. and Lane, T.W., *The Fenland Project, Number 5: Lincolnshire Survey, The South-West Fens*, East Anglian Archaeology **55**

Healey, H., 1996, 'The Templars in the Fens' in *Lincolnshire Past and Present* No. **23**

IFA, 1997a, *Standard and Guidance for Archaeological Desk-Based Assessments*

IFA, 1997b, *Standard and Guidance for Archaeological Watching Briefs*

IFA, 1997c, *Standard and Guidance for Archaeological Field Evaluations*

IFA, 1997d, *Standard and Guidance for Archaeological Excavations*

IFA, 1996, *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures*

Latham, J., Edwards, D. and Daniels, A., 1995, *South of the Wash, Tydd St. Mary to Spalding*

Nielson, N. (ed), 1920, *A Terrier of Fleet, Lincolnshire*, records of the Social and Economic History of England and Wales 4

Owen, D.M., 1975, 'Medieval Chapels in Lincolnshire' *Lincolnshire History and Archaeology*, Vol. 10

Owen, D.M., 1981, *Church and Society in Medieval Lincolnshire*, History of Lincolnshire Vol. V

Page, W., 1988, *The Victoria History of the County of Lincoln II* (Reprint)

Pawley, S., 1993, 'Maritime Trade and Fishing in the Middle Ages' in Bennett, S. and Bennett, N. (eds), *An Historical Atlas of Lincolnshire*

Pevsner, N. and Harris, J., 1989, *Lincolnshire*, The Buildings of England, (2nd ed, revised Antram, N)

Platts, G., 1985, *Land and People in Medieval Lincolnshire*, History of Lincolnshire Vol. IV

Richardson, J., 1968, *A Guide to the Church of St. Mary Magdalen, Fleet and a Short History of the Village*

Robson, J.D., 1990, *Soils of the Boston and Spalding District (Sheet 131)*, Memoirs of the Soil Survey of Great Britain

Sawyer, P., 1998, *Anglo-Saxon Lincolnshire*, History of Lincolnshire Vol. III

SHDC, 1995, *South Holland District Local Plan, Deposit Draft 1995: Written Statement*.

Squire, S.E., 1988, *The Lost Railways of Lincolnshire*

Start, D., 1993, *Lincolnshire From The Air*

SGS, 1913, *Minute Book, Minutes of monthly meeting Monday 13th January*

Stukeley, W., 1724, *Itinerarium Curiosum*

Wheeler, W.H., 1896, *A History of the Fens of South Lincolnshire*, (Reprint 1990)

White, W., 1856, *History, Gazetteer, and Directory of Lincolnshire*

11. ABBREVIATIONS

BGS	British Geological Survey
DoE	Department of the Environment
IFA	Institute of Field Archaeologists
LAO	Lincolnshire Archive Office, followed by accession code.
RCHME	Royal Commission on Historical Monuments of England
SGS	Spalding Gentlemen's Society

SHDC South Holland District Council

SMR County Sites and Monuments
Record number

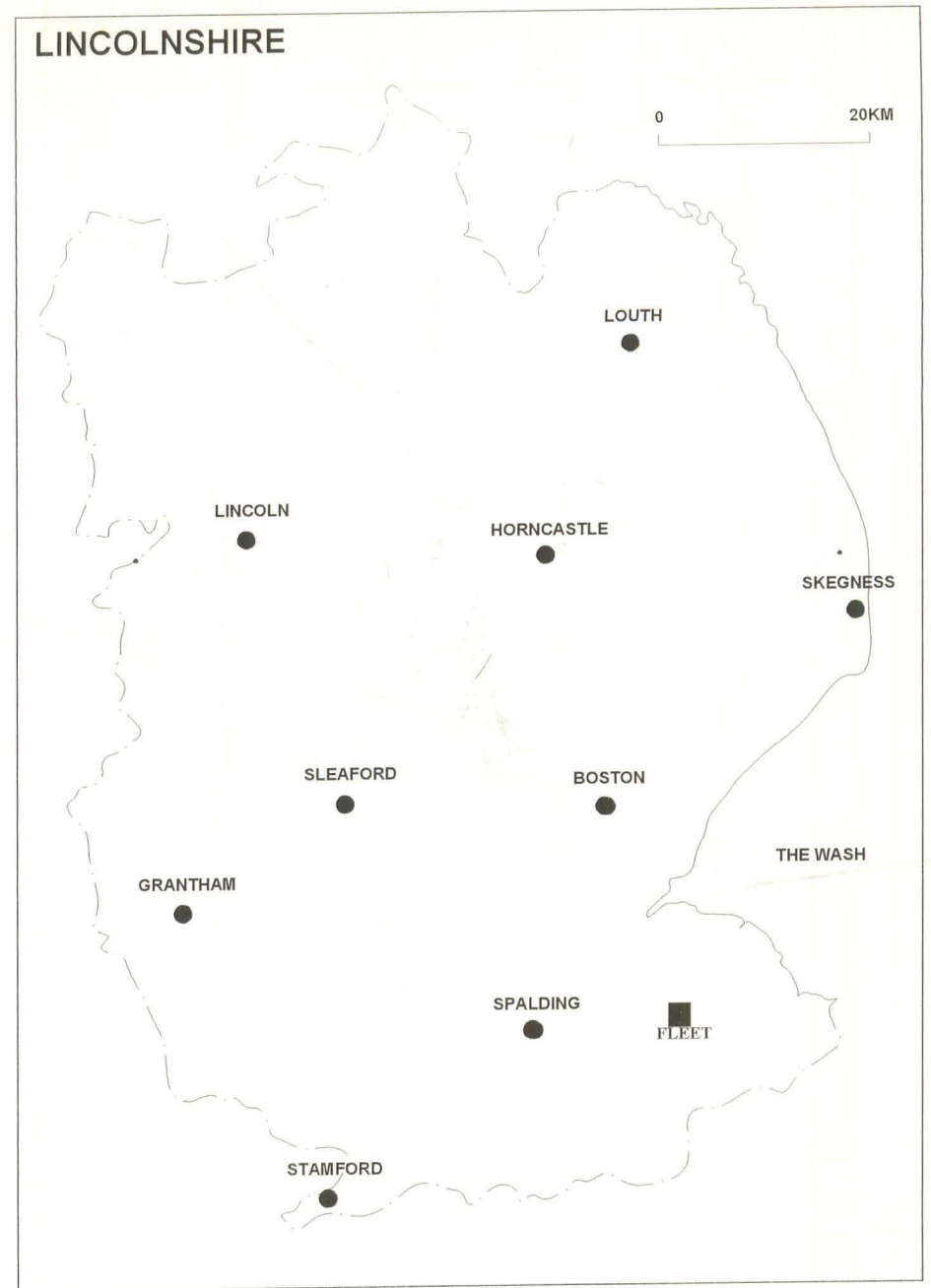


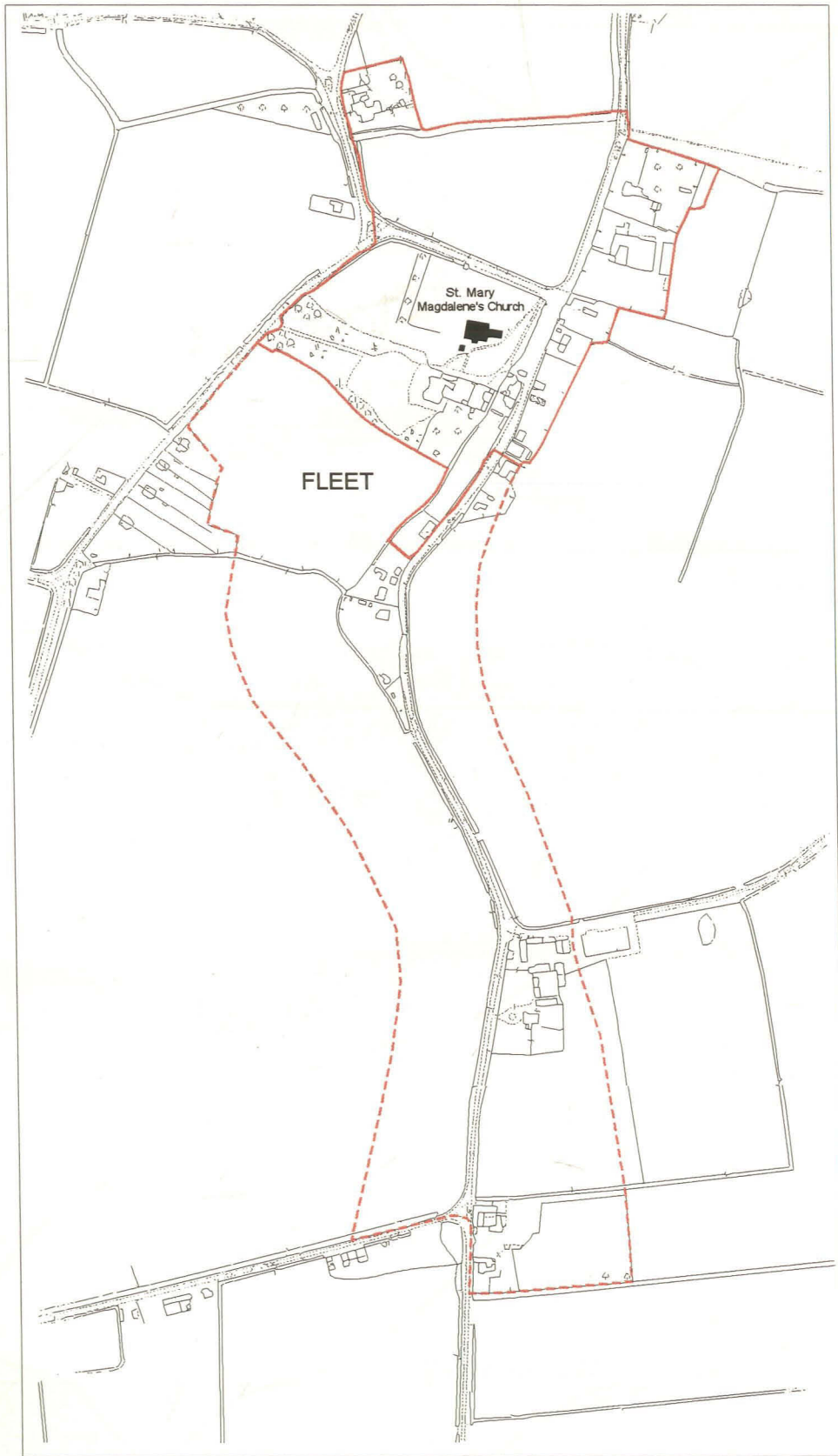
Figure 1 - General location map



0 1km

N

Figure 2 - The Investigation Area

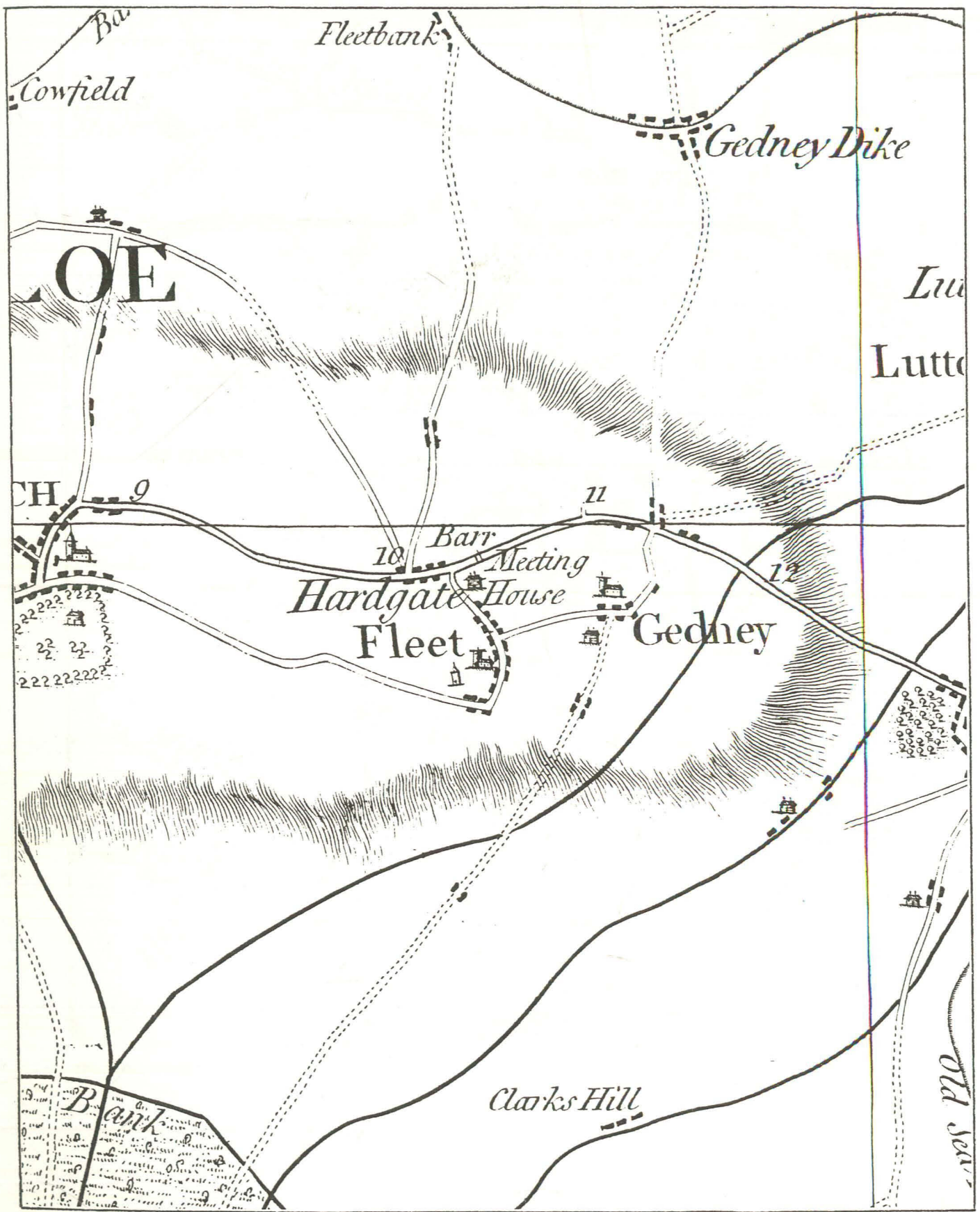


-  Conservation Area
-  Proposed Conservation Area Extension

0 400m



Figure 3 - Fleet Conservation Area and proposed extension



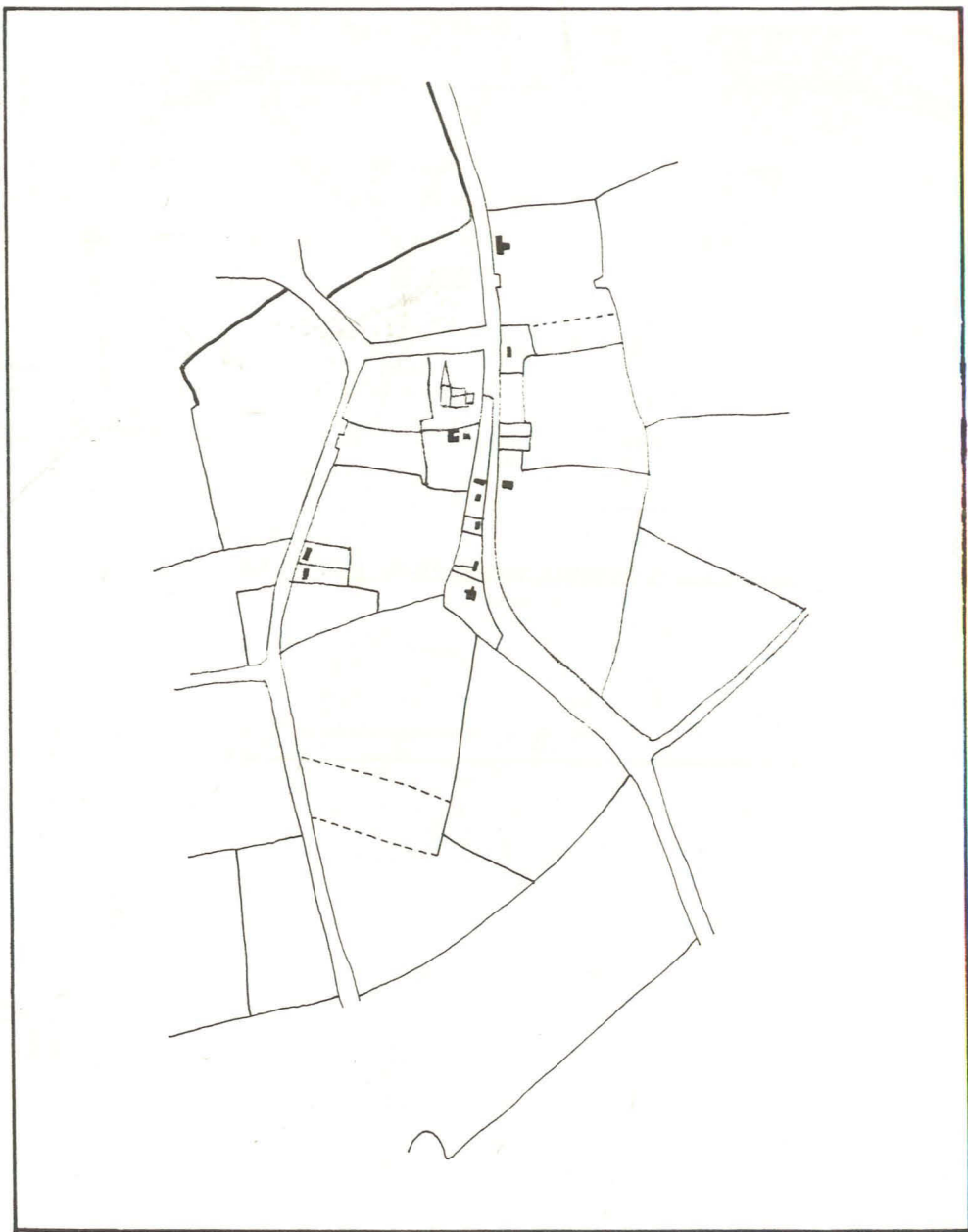
(no scale available)

Figure 4 - Extract from Armstrong's 'Map of Lincolnshire', 1788



(no scale available)

Figure 5 - Extract from Bryant's 'Map of the County of Lincoln', 1829

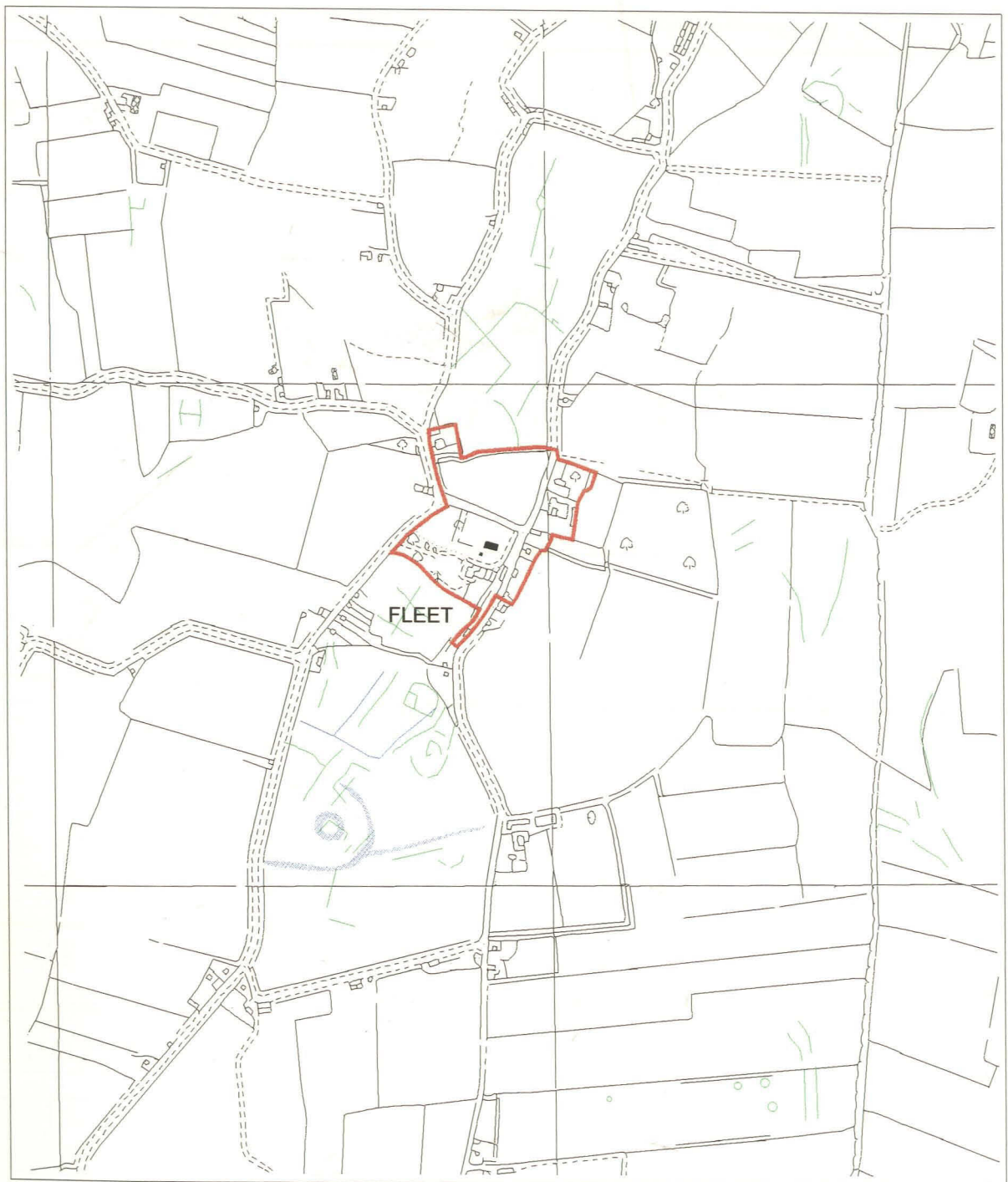


(LAO C103)

(no scale available)



Figure 6 - Copy of part of 'The Parish of Fleet in the County of Lincoln', 1840






-  Conservation Boundary
-  Cropmarks (HTL overlay)
-  Cropmarks (from unidentified photograph CUCAP)

Figure 8 - Cropmarks in the vicinity of Fleet



0 1km

N

Figure 9 - Iron Age sites in the vicinity of Fleet



0 1km

N

Figure 10 - Saxon sites in the vicinity of Fleet



0 1km

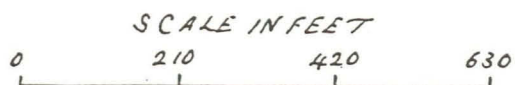
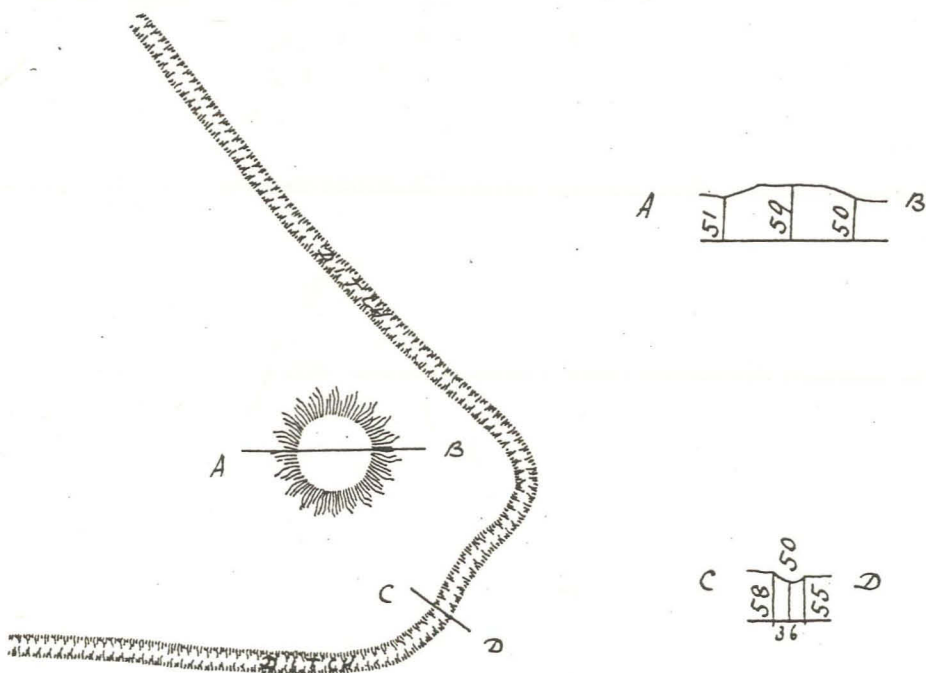
N

Figure 11 - Medieval sites in the vicinity of Fleet

FLEET MOUNT
 2 MILES E.S.E. OF HOLBEACH
 LINCOLNSHIRE



SCALE, 25 INCHES TO THE MILE
 VISITED AND EXAMINED BY
 E. A. DOWNMAN, AUGUST 1911



THE PERPENDICULAR SCALE IS SLIGHTLY
 EXAGGERATED.

THE MEASUREMENTS OF THE SECTIONS ARE
 IN FEET, AND START FROM AN IMAGINARY
 BASE 50 FT. BELOW THE SCARP.

P. Q. D.
 LAINDON, ESSEX
 JUNE 1912

(BM Add. MS 38602 f.60)

Figure 12 - Downman's Survey of 'Fleet Mount', 1912



● Undated findspot

Figure 13 - Post-medieval and undated finds in the vicinity of Fleet



Plate 1 - The parish church of St. Mary Magdalene, which provides the focal point to Fleet

Appendix 1

LISTED BUILDINGS WITHIN FLEET

Hallgate	Manor House, early 19 th century, red brick T-plan house
Hallgate	Mid 18 th century cottage
Hallgate	Church of St. Mary Magdalene, c. 1180-1190*
Hallgate	Bell Tower of Church of St. Mary Magdalene, c. 1300*
Maisdyke Lane	Early 19 th century farmhouse with 18 th century rear range
Maisdyke Lane	Late 18 th century threshing barn with attached stables
Maisdyke Lane	Early 19 th century farmhouse

All buildings are listed Grade II apart from those marked '*' which are Grade I

All details from DoE, 1988, *List of Buildings of Special Architectural or Historic Interest; District of South Holland, Lincolnshire*

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.
Iron Age	A period characterised by the introduction of Iron into the country for tools, between 800 BC and AD 50.
Medieval	The Middle Ages, dating from approximately AD 1066-1500.
Post-medieval	The period following the Middle Ages, dating from approximately AD 1500-1800.
Prehistoric	The period of human history prior to the introduction of writing. In Britain the prehistoric period lasts from the first evidence of human occupation about 500,000 BC, until the Roman invasion in the middle of the 1st century AD.
Romano-British	Pertaining to the period dating from AD 43-410 when the Romans occupied Britain.
Saltern	Salt producing site typified by ash, derived from fuel needed to evaporate sea water, and briquetage.
Saxon	Pertaining to the period dating from AD 410-1066 when England was largely settled by tribes from northern Germany

Archaeological Project Services
The Old School • Cameron Street • Heckington • Sleaford • Lincs • NG34 9RW
Tel. (01529) 461618 • Fax (01529) 461001

Archaeological Project Services is part of the Heritage Trust of Lincolnshire, a company limited by guarantee and a registered charity. Charity No: 1001463 • Company No: 2554738 (England).