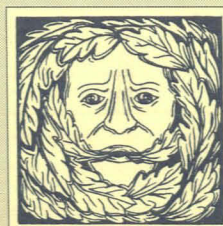


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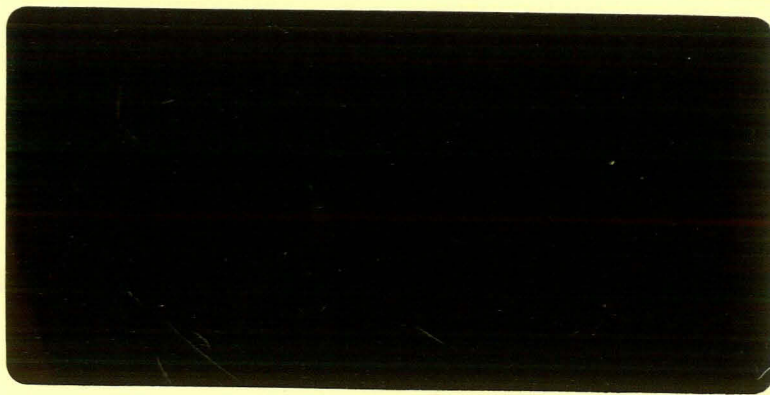
**ARCHAEOLOGICAL IMPLICATIONS
OF THE REAPPRAISAL OF
FLEET HARGATE CONSERVATION AREA,
FLEET HARGATE,
LINCOLNSHIRE
(SCA 99)**



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ARCHAEOLOGICAL
PROJECT
SERVICES

Lincolnshire County Council
Archaeology Section

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SOURCE L16003

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

Work Undertaken For
South Holland District Council

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

April 2000

A.P.S. Report No: 58/00



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1. SUMMARY

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

Prehistoric to Saxon remains are absent from the area, although sea banks of possible Late Saxon date (AD 850-1066) may survive north of the village. Fleet Hargate is probably a medieval foundation and was certainly in existence by the 13th century. At this time the village held a weekly market and contained two chapels, one associated with a hospital. 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. By the end of the 14th century, the focus of settlement in the village had moved from Fleet to Fleet Hargate.

Early maps indicate very gradual change occurring in the village since the late 18th century, although it is significantly more than did occur in Fleet.

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 Hargate Conservation Area, Fleet Hargate, 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 Hargate Conservation Area.

3. TOPOGRAPHY AND GEOLOGY

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

TF 3941 2514
The Conservation Area is centred on National Grid Reference TF ~~396 299~~ and is focused upon the junction of Low Gate, East Gate and Fleet Road. The Conservation Area straddles Fleet Road and does not extend any further north or south of boundaries of properties fronting the main thoroughfare. This assessment examines the conservation area and surrounding 1km, although excludes information south of the village around Fleet, which has already been the subject of conservation area appraisal (Cope-Faulkner 1999).

The local topography describes a linear band of high ground aligned east to west along Fleet Road. The crest of this bank is at a height of c. 5m OD, dropping away in all directions to heights of 3m OD.

The village is located on soils of the

Romney Series, typically coarse silty gleyic brown calcareous alluvial soils (Robson 1990, 26). East and north of the village are Wisbech Series, calcareous alluvial gley soils (*ibid.* 36) and to the south are Snargate Series, coarse silty alluvial gley soils (*ibid.* 27). 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 Amphill 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 salt pans (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 'anгр' 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 presumably after the Fleet River had silted up (Hallam 1954, 16). On the seaward side of the bank salterns (salt-producing sites) were established, including the two mentioned in the Domesday Survey.

Other documentary records detail grants of land to religious establishments. In 1180,

Richard son of Jocelyn de Fleet gave 5 acres of land to Castle Acre priory in the area reclaimed from the sea by salt-making (Hallam 1954, 17). The reclaimed land often became centres for new settlements and parochial chapels were established at Fleet Hargate and Holbeach Hurn (St. Nicholas) and manorial chapels of St. Mary and St. John the Baptist (founded as a hospital) both of which lay to the north of Fleet Hargate (Owen 1981, 10). Richard de Fleet founded the hospital and was granted St. Mary's chapel in the late 12th century (Owen 1975, 18). A chapel at Fleet Hargate, which included a cemetery, was in existence by c. 1330 (*ibid.*). Subsequently, the hospital and chapel of St. John were endowed to the Knights Hospitallers by Sir Thomas Moulton about 1230 (Page 1988, 210).

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. (Nielson 1920, 42). Examination of the other entries in the Terrier, indicates that the block of land around Fleet Hargate details the names of holders of *messuages* and the rent they owe each year and a market (possibly granted to Thomas de Multon in 1205, and moved from Fleet village).

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 in 1315 (Platts 1985, 196).

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).

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 Hargate 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).

A Baptist Chapel is said to have been built at Fleet Hargate in 1681, followed by a later one in 1764. The present chapel, with an adjacent Sunday School building, was constructed in 1876 (Wills 1988, 34).

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 village to the south.

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 (Squires 1988). Associated with this was Fleet Light Railway, a narrow gauge track designed to bring produce from the outlying farms for shipment by the main railway to Spalding (Latham *et al.* 1995, 30).

5.2 Cartographic Data

The earliest available map of Fleet is Armstrong's '*Map of the County of Lincoln*' dating to 1788 where Fleet Hargate is referred to as Hardgate (Fig. 3). Although of a small scale, a few buildings are shown clustered along the main road and a stylised building represents the Meeting House. A gate or barr is shown across this road to the east of the Meeting House.

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. 4). Fleet Hargate is depicted and indicates a small number of buildings alongside the thoroughfare, of which only the Bull Inn is named.

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. 5). Fleet Hargate is depicted, although few individual buildings are shown and only the property boundaries are clear. However, the accompanying schedule does not name the individual parcels of land.

The subsequent Ordnance Survey maps of Fleet Hargate indicate that development has occurred from 1840 to the present day. Illustrated is the 2nd edition Ordnance Survey map of 1906 (Fig. 6). A few more buildings are depicted and a number of field boundaries have changed, 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 Hargate, published or transcribed in secondary

sources, were examined for evidence of archaeological remains.

Two aerial photographs are located within the parish files of the Heritage Trust of Lincolnshire. The first is undated, although it is likely to have been taken within the last 30 years and is a vertical view of Fleet Hargate. Apart from soil discolouration in the vicinity of Hovenden House (possibly indicating the extent of the medieval salterns) no archaeological features are apparent. The second is an oblique colour photograph dating from between 1992 and 1993. This depicts the western edge of Fleet Hargate and part of the recently constructed bypass. Many fields are ploughed or have young crops and, therefore, not suitable for archaeological investigation.

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 the limits of the investigation area are collated in Table 1 and committed to Figures 7 and 8.

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

Map	County	Description	Grid. Ref.
1	20436	Medieval settlement of Fleet Hargate	TF 3950 2495
2	20431	Medieval salt works	TF 3950 2640
3	20430	medieval salt works	TF 4060 2605
4	22239	Medieval chapel, Holbeach Hurn	TF 3927 2633
5	22245	Medieval cross, Holbeach Hurn	TF 3927 2633
6	20461	Medieval settlement of Gedney	TF 4030 2430
7	22282	Medieval manor house, Gedney	TF 4027 2440
8	22281	medieval church, St. Mary Magdalene, Gedney	TF 4027 2433
9	23029	Medieval pottery, Holbeach Hurn	TF 3920 2640
10		Medieval pottery	TF 3925 2514
11		Medieval pottery, Gedney	TF 4090 2440
12	20232	Dismantled railway	
13	22106	Post-medieval mill	TF 4022 2604
14	20459	Post-medieval vault in Gedney church	TF 4027 2433
15		Post-medieval stonework	TF 3905 2497
16	22107	Dismantled railway (narrow gauge potato railway)	
17		Post-medieval mill (site of), Gedney	TF 4023 2480
18	22242	Undated mounds	TF 3970 2670

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).

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, 16km to the southwest of Fleet Hargate,

which has been afforded scheduled status (English Heritage 1996, 17).

Saxon Archaeology

Middle Saxon (AD 650-850) pottery has been recovered from the vicinity of Fleet, although no remains of the period have been identified in the investigation area.

The earliest sea banks around Fleet Hargate are believed to be Late Saxon in date, although no evidence to support this has been forthcoming. These may survive within close proximity to Fleet Hargate.

Medieval Archaeology

There are no extant remains of this period in Fleet Hargate. The nearest extant building is St. Mary's church in Gedney, dating to the 13th century. Nothing remains of any of the historically recorded chapels mentioned above and their locations are unknown. However, analysis of the Fleet Terrier may elucidate their location.

Fleet Hargate retains much of its medieval street pattern, notably the broad Fleet Road, presumably designed for the market that was established here in the 13th century.

North of Fleet Hargate, in the vicinity of Hovenden House, are the low mounds representing the waste materials from salt production (Fig. 7, Nos. 2 and 3) and traces of the earthen banks of the sea defences (Fig. 7).

Post-medieval Archaeology

Post-medieval archaeology is represented by a number of sites in and around Fleet Hargate. Houses from this period still survive and a few examples have been accorded listed status (Appendix 1).

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).

Industrial activity is represented by two windmills appearing on 19th century maps (Fig. 8, Nos. 13 and 17). Additionally, White's Directory lists a blacksmith, 2 shoemakers, a joiner and brickmaker and two tailors in the mid 19th century (1856, 827).

5.5 Site Visit

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

There is no true focal point to the village, apart from Beechurst House which overlooks the junction of Fleet Road with East Gate and Low Gate.

The main thoroughfare of the village is Fleet Road, a broad highway reflecting its past use as a market, along which are several examples of 18th and 19th century buildings. Infilling between these buildings has occurred recently and new developments are apparent especially at the southern, eastern and western ends of the village. Development is limited to the north by the recently constructed bypass.

An intensive agricultural regime has limited the potential for surviving archaeological remains, particularly earthworks, to be present within the environs of the village.

6. DISCUSSION

Prehistoric to Saxon remains have yet to be identified from Fleet Hargate. Any remains of these periods are likely to be buried under a depth of alluvium. Possible Late Saxon sea banks are visible north of Fleet Hargate.

Fleet Hargate was probably in existence soon after the Domesday Survey of c. 1086, although it probably only overshadowed Fleet in importance in the 13th century, when a market and three religious buildings are known to have existed in Fleet Hargate.

Fleet Hargate continued as the commercial centre and was boosted by the formation of

the Spalding to King's Lynn turnpike road through the village in the 18th century. A later directory indicates that Fleet Hargate was the commercial centre of the parish.

The earliest maps of Fleet Hargate indicate gradual development having occurred in the last two centuries. Apart from the removal of a number of field boundaries and development along the southern side of the village, the basic layout of the village and surrounding areas is the same as in the early 19th century.

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 Hargate 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 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 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 no archaeological intervention has yet taken place in Fleet Hargate.

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 Hargate

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

Only two key questions pertaining to the archaeology and development of Fleet Hargate have been identified.

a) The medieval settlement - To understand the origins, layout and extent of the village (including its religious foundations and market, *etc.*) and its development in relation to Fleet.

b) The development, extent and character of the salt making industry to the north of the village and its relationship to the medieval seabanks.

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

The present conservation area includes the probable extent of the medieval village. It is proposed that any development within the present conservation area automatically triggers 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 an 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 Hargate 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). Unique to the area are salterns.

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 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 Hargate's buried heritage.

9. ACKNOWLEDGEMENTS

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

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11. ABBREVIATIONS

APS	Archaeological Project Services
BGS	British Geological Survey
DoE	Department of the Environment
IFA	Institute of Field Archaeologists
LAO	Lincolnshire Archive Office, followed by accession code.
SHDC	South Holland District Council
SMR	County Sites and Monuments Record number

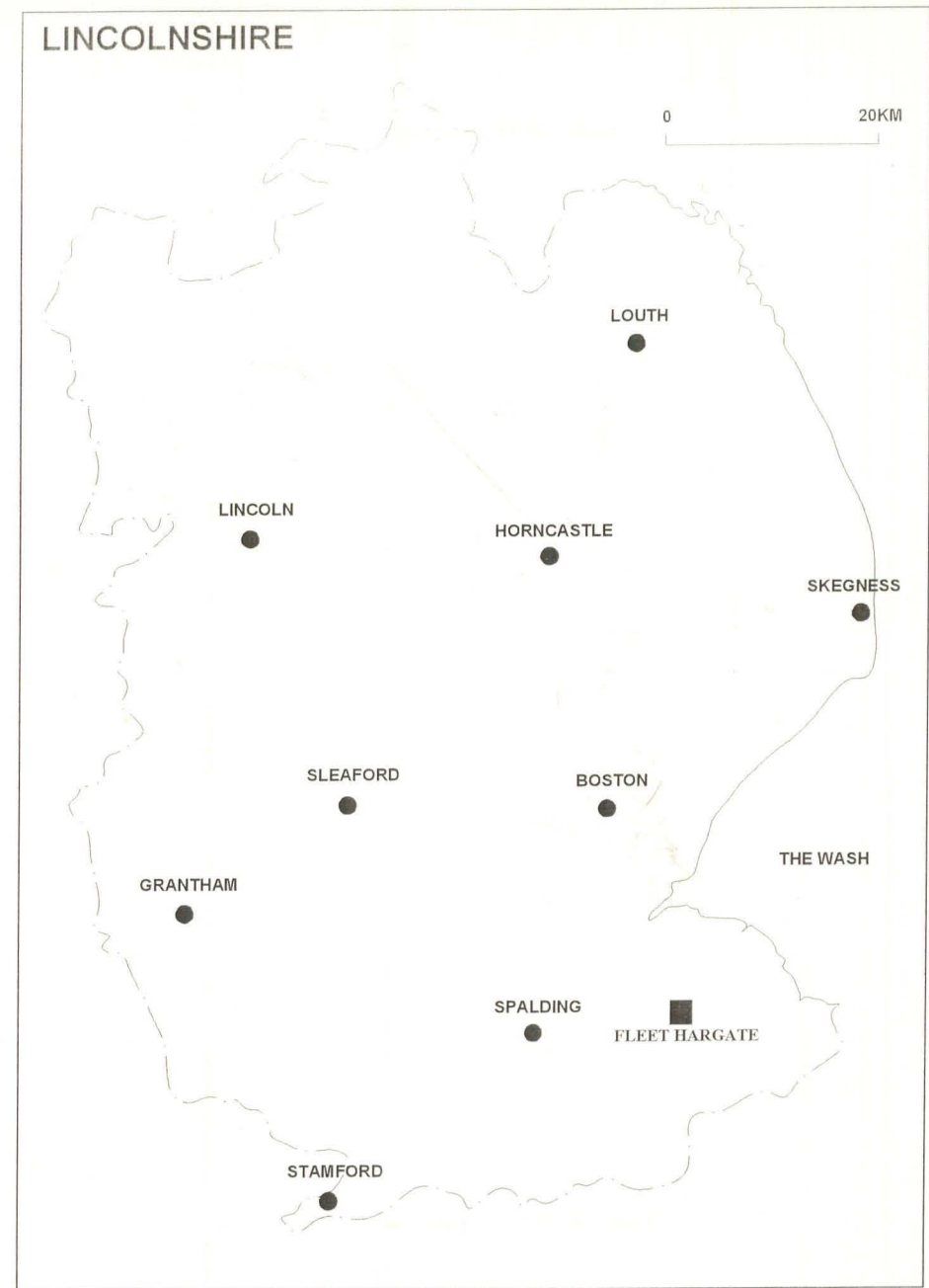
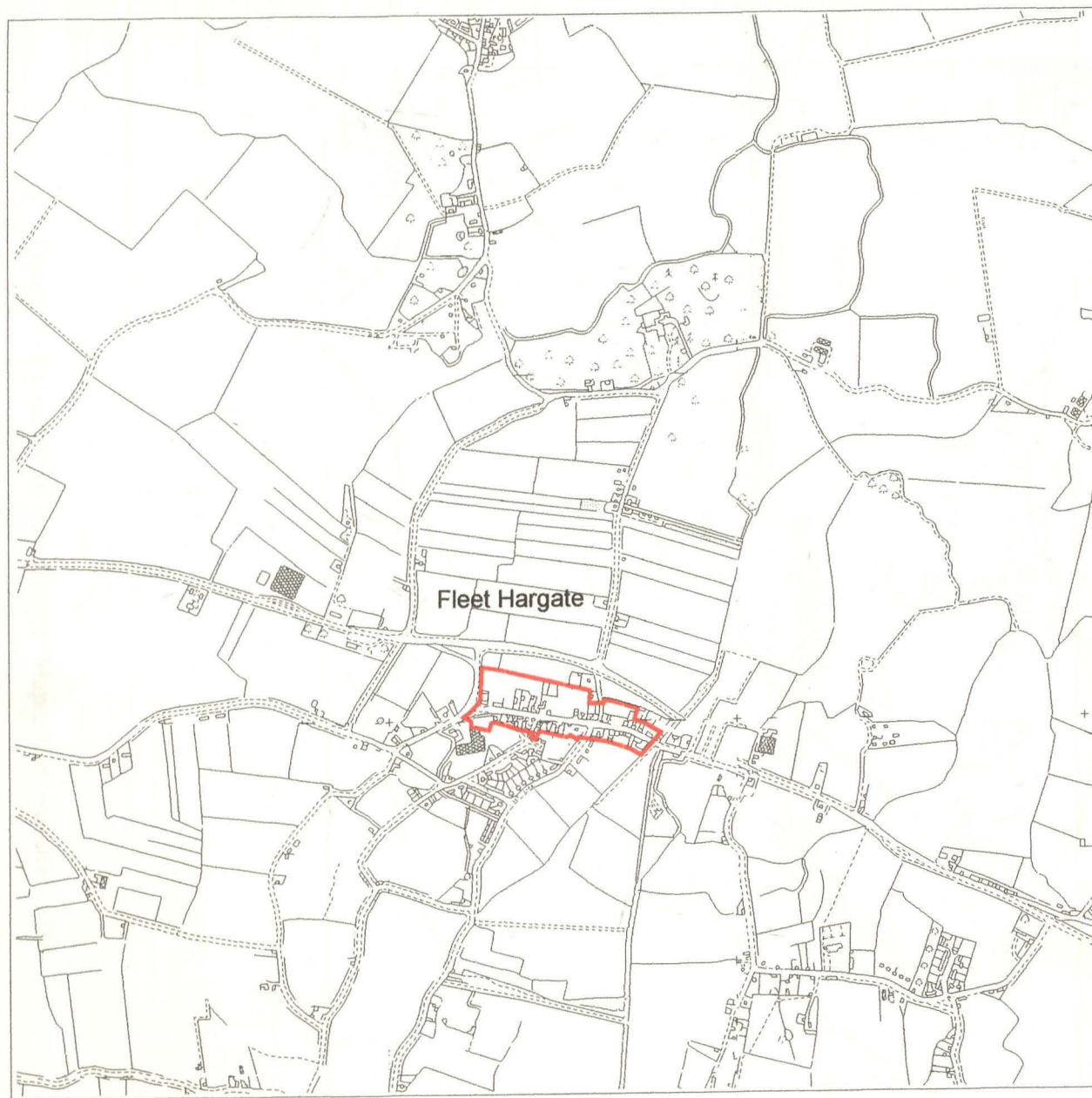


Figure 1 - General location map



Conservation Area

0 1km



Figure 2 - The Investigation Area

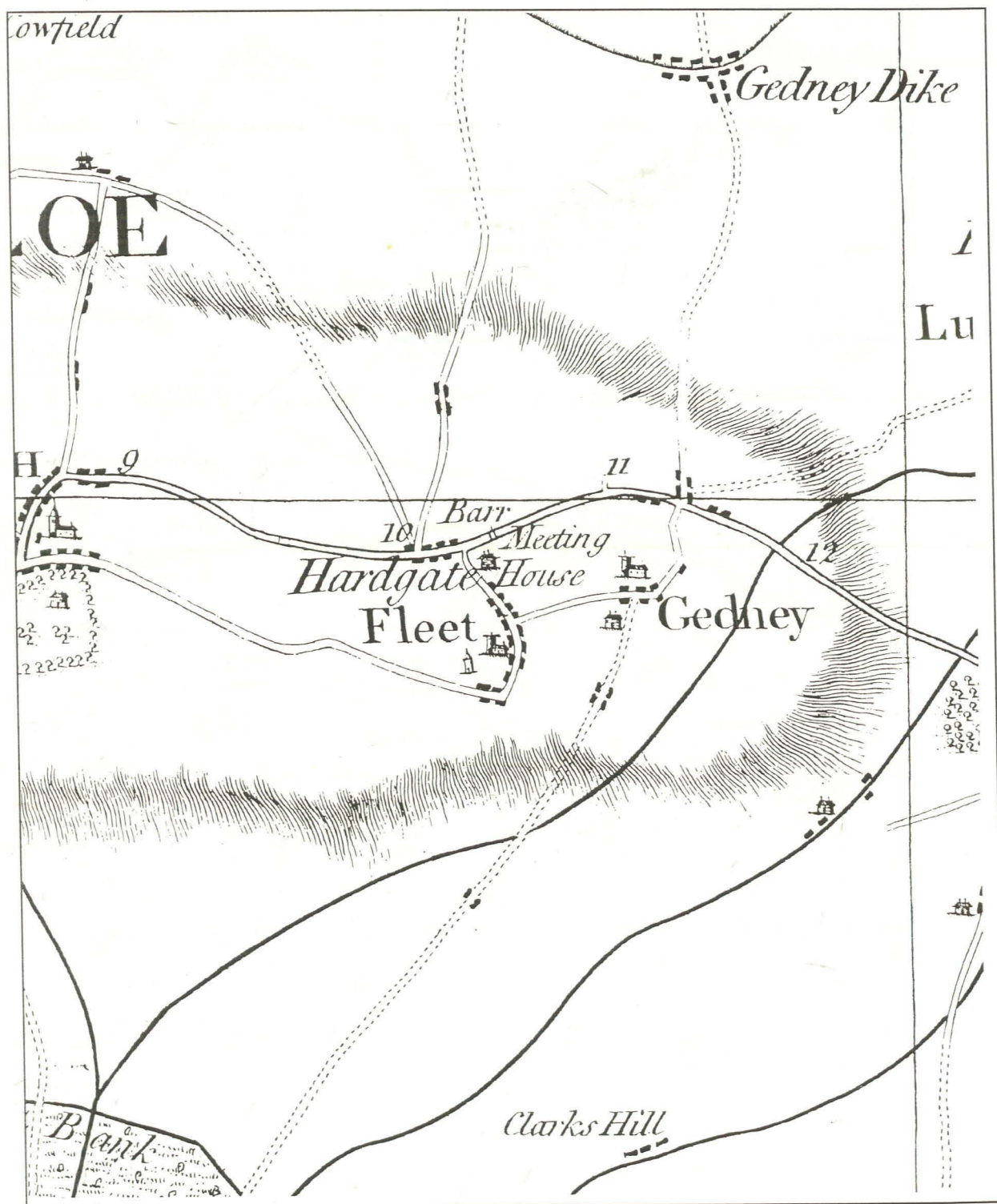


Figure 3 - Extract from Armstrong's 'Map of Lincolnshire', 1788



(no scale available)

LAO C103

Figure 5 - Copy of part of 'The Parish of Fleet in the County of Lincoln', 1840

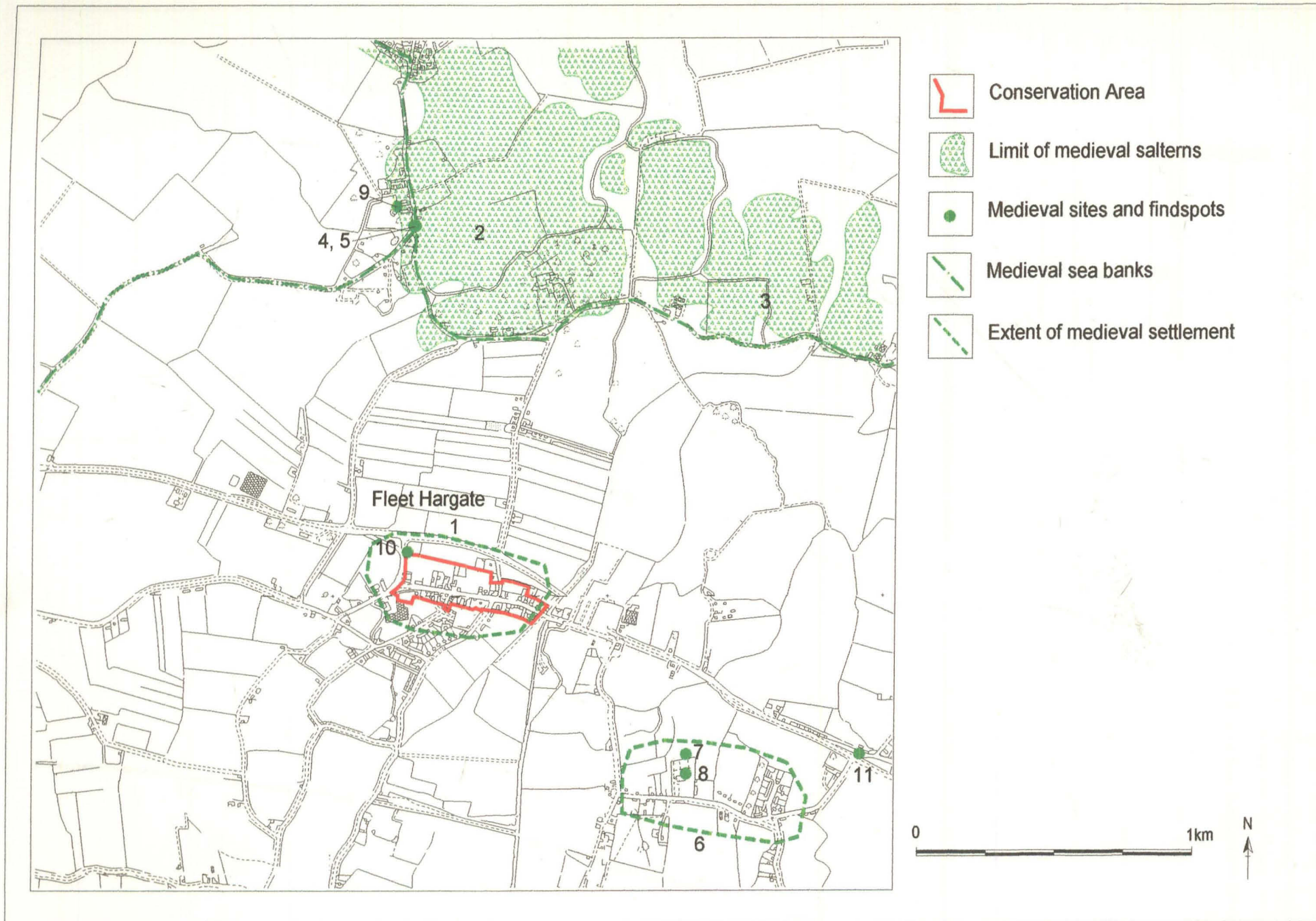


Figure 7 - Medieval remains in the vicinity of the Investigation Area

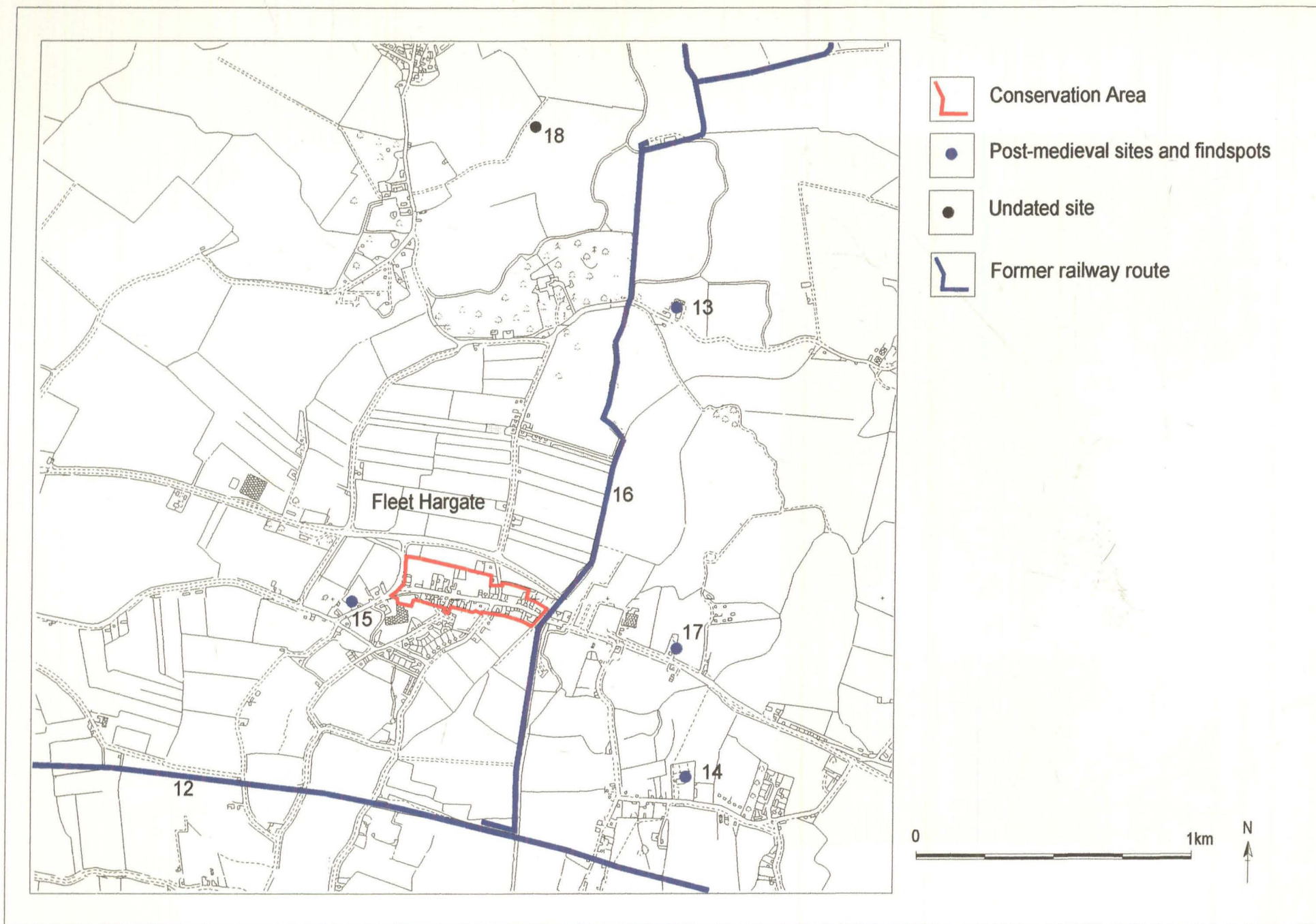


Figure 8 - Post-medieval remains in the vicinity of the Investigation Area



Plate 1 - View towards Beechurst House

Appendix 1

LISTED BUILDINGS WITHIN FLEET HARGATE

Holbeach Road	Montague House, early 19 th century
Fleet Road	Milestone, mid 19 th century
Fleet Road	Milestone, mid 19 th century
Main Street	Late 18 th century house
Main Street	The Laurels, House c. 1800
Main Street	The Cottage, 1819
Main Street	Beechurst House, early 19 th century
Main Street	Ivy House, early 19 th century
Sea Bank	Mill House, early 19 th century
Sea Bank	Hovenden House, 1911

All buildings are listed Grade II. The Bull Inn is also believed to be a Listed Building, although no details are available.

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

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