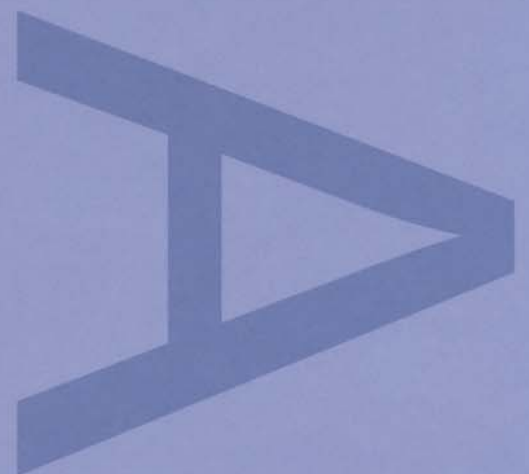
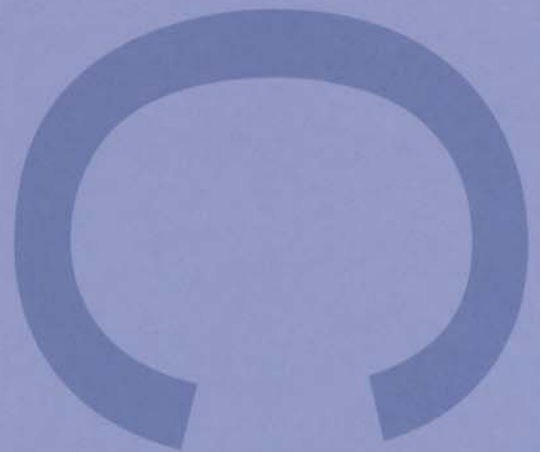
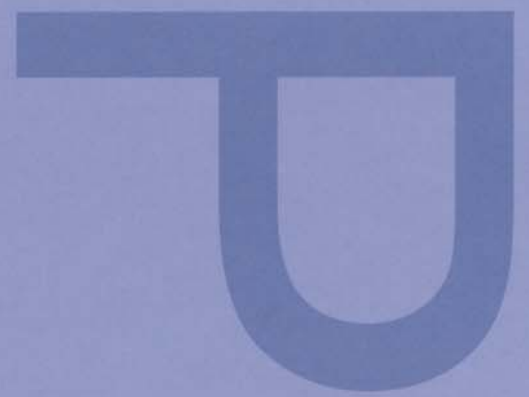


**AN ARCHAEOLOGICAL DESK-BASED ASSESSMENT:
SUTTON BRIDGE B TRANSMISSION LINE**

**PROPOSED SUTTON BRIDGE B SITE,
LINCOLNSHIRE TO WALPOLE SUB-STATION,
NORFOLK**



PRE-CONSTRUCT ARCHAEOLOGY

**An Archaeological Desk-Based Assessment:
Sutton Bridge B Transmission Line
Proposed Sutton Bridge B Site, Lincolnshire to Walpole Sub-station, Norfolk**

Central National Grid Reference: TF 548300/319700 – 548520/316700

Site Code: SBE 07

Commissioned by:

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December 2007**

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1. NON-TECHNICAL SUMMARY

- 1.1 An archaeological desk-based assessment has been commissioned by PB Power on behalf of EDF Energy in respect of a proposal to connect the proposed Sutton Bridge B Power Station, Lincolnshire, to the National Grid network via an existing sub-station at Walpole, Norfolk.
- 1.2 The desk-based assessment was researched and written in September-October 2007 by Pre-Construct Archaeology Limited. A previous desk-based assessment for the proposed Sutton Bridge B site was compiled by Pre-Construct Archaeology Limited in November 2005.
- 1.3 The proposed Sutton Bridge B site is located on eastern bank of the River Nene, c. 1.5 km south-east of the port town of Sutton Bridge, in the District of South Holland, Lincolnshire. Its National Grid Reference is TF 548300 319700. Walpole sub-station lies c. 3.5km to the south, on the southern margin of the hamlet of Walpole Marsh, in the Borough of King's Lynn and West Norfolk, Norfolk. Its National Grid Reference is TF 548520 316700.
- 1.4 The proposed Sutton Bridge B site lies within the curtilage of the existing Sutton Bridge Power Station and it is proposed that new overhead transmission lines will run across agricultural land to the south, before turning to the south-east, passing over King John Bank and Marsh Road, then run across agricultural land to the east of Walpole Marsh, passing over French's Road and entering Walpole sub-station. In addition, an underground cable route is proposed between a new tower north of Wingland Farm, running through Walpole Marsh along The Marsh, turning east along French's Road and entering the sub-station.
- 1.5 The proposed Sutton Bridge B site is currently predominantly flat agricultural land, at an elevation of c. 2.0 m OD. The overhead transmission lines will be supported by a series of towers, all sited on similarly low-lying agricultural land between the new power station and the sub-station. The new underground cable route will, for the most part, run along existing minor roads, embanked above the level of the surrounding fields, through Walpole Marsh.
- 1.6 A study area was defined for the purposes of the assessment, extending c. 1.5km from the proposed Sutton Bridge B site in the north and Walpole sub-station in the south. The assessment concludes that the potential for palaeoenvironmental remains in the study area is generally **high**, given its situation within the heart of the Fenland basin and specially upon land reclaimed from the former estuary of the River Nene, and extending south onto land that was formerly salt marsh at the margin the former 'Norfolk Marshland'. Any such remains could potentially lie at considerable depths beneath later alluvial material.
- 1.7 Along the proposed electricity routes, the overall potential for prehistoric archaeological remains, and particularly palaeo-landscapes, is **moderate**. The potential for Roman, Saxon and medieval remains along the northern parts of the proposed routes is **low**, increasing to **moderate**, with particular potential for features associated with salt-making, where the routes cross land reclaimed from former salt marsh during the post-medieval period. The potential for post-medieval/industrial period remains is **low** throughout the proposed electricity routes. The potential for modern era remains in the area proposed for Sutton Bridge B is **high**, specifically those derived from use of the land as RAF Sutton Bridge, with potential generally **low** along the majority of the proposed electricity routes.

2. INTRODUCTION

2.1 General

- 2.1.1 This archaeological desk-based assessment (DBA) has been commissioned by PB Power as part of an Environmental Impact Assessment (EIA) in advance of proposed works to connect a proposed new power station, Sutton Bridge B, Lincolnshire, to the National Grid network via an existing sub-station at Walpole, Norfolk.
- 2.1.2 The proposed site of Sutton Bridge B is located c. 2km south-east of the port town of Sutton Bridge, Lincolnshire (Figure 1). It is c. 17 hectares in size, lying within the curtilage of the existing Sutton Bridge Power Station. Walpole sub-station is located c. 3.5km to the south, to the south of the hamlet of Walpole Marsh, Norfolk. The proposed route of overhead transmission lines (OHL) between the proposed power station and the sub-station crosses agricultural land straddling the county boundary, to the north and east of Walpole Marsh. As part of the scheme, a new underground cable route, to replace an existing overhead line that is to be dismantled, is also proposed running from Wingland Farm through Walpole Marsh to the sub-station (Figure 1).
- 2.1.3 An application by EDF Energy to build a new Combined Cycle Gas Turbine (CCGT) plant (Sutton Bridge B) east of, and adjacent to, the existing Sutton Bridge Power Station was made in 2005. This application was accompanied by an earlier EIA that included the findings of an earlier archaeological desk-based assessment (DBA) of the site of the proposed plant, compiled by Pre-Construct Archaeology Limited (PCA).¹
- 2.1.4 Further archaeological research, again in the form of an archaeological DBA, is now required, to form part of an EIA for proposed works to connect the proposed Sutton Bridge B Power Station to the National Grid via the sub-station at Walpole. The requirement for the DBA was set out in a scoping study compiled by PB Power² and the work has been carried out in accordance with the guidelines of the Institute of Field Archaeologists³ and in line with planning policies relating to cultural heritage at both county and district/borough level.
- 2.1.5 The DBA was researched and written September-October 2007 by PCA on behalf of PB Power. Detailed research for the DBA was restricted to an elongated study area radiating c. 1.5km from the proposed Sutton Bridge B site and c. 1.5km south from Walpole sub-station, and maintaining approximately the same distance from the proposed OHL and underground routes (Figure 2).
- 2.1.6 Research for the DBA included a site visit, consultation of the Historic Environment Record (HER) for both Lincolnshire and Norfolk and an examination of documentary and cartographic sources held by various bodies, in order to ascertain the archaeological and historical background of the study area, and to assess the potential for survival of archaeological deposits.
- 2.1.7 The **Online Access to the Index of Archaeological Investigations (OASIS)** reference number for the project is: preconst1-33176.

¹ Pre-Construct Archaeology Limited 2005.

² PB Power 2007.

³ Institute of Field Archaeologists 2001.

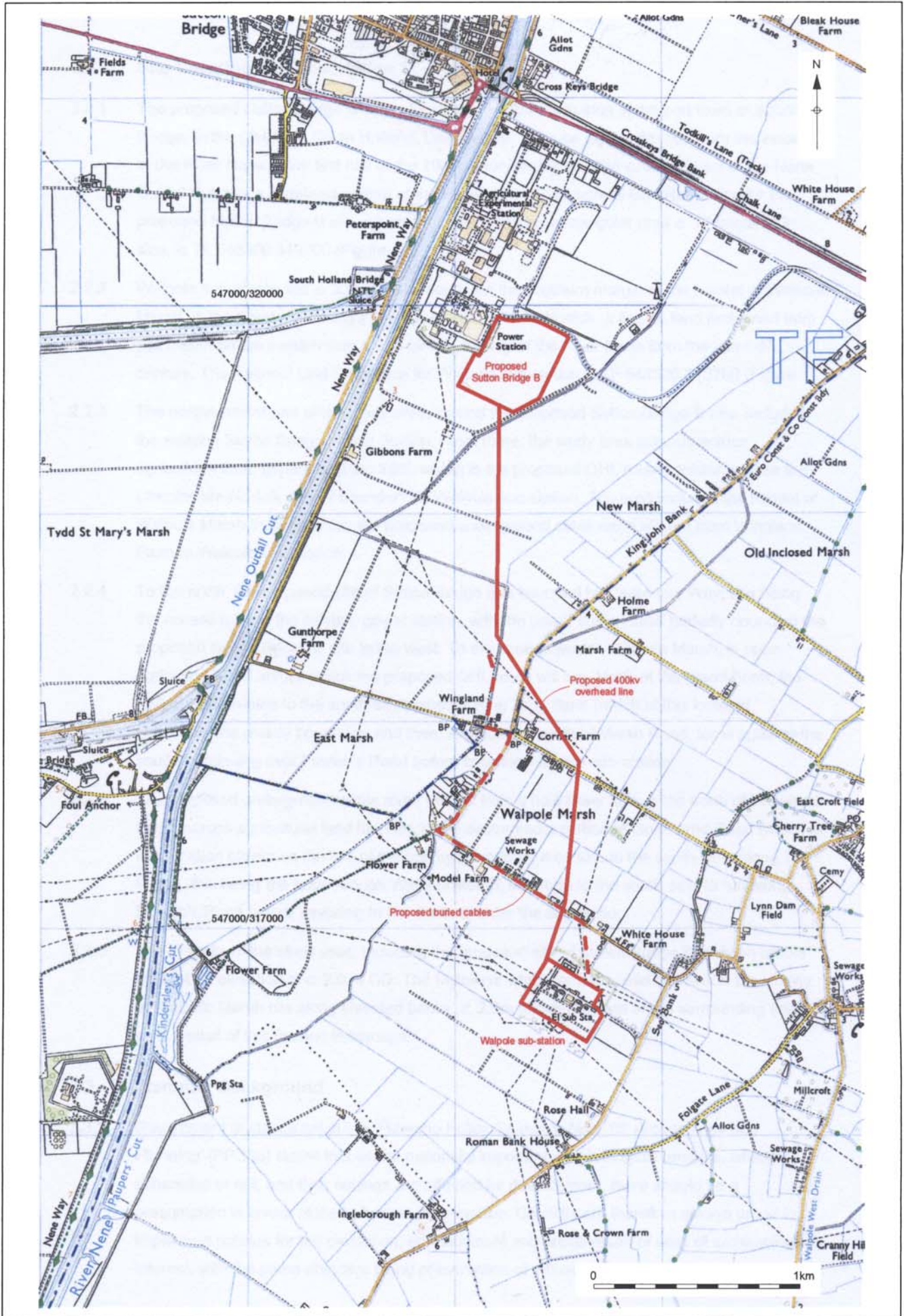


Figure 1. Site location
Scale 1:25,000

2.2 Site Location and Description

- 2.2.1 The proposed Sutton Bridge B site is located c. 1.5 km south-east of the port town of Sutton Bridge, in the District of South Holland, Lincolnshire. It lies on land reclaimed from the estuary of the River Nene in the first half of the 19th century and is situated c. 0.5km east of the Nene Outfall Cut, this a canalised portion of the River Nene. The National Grid Reference for the proposed Sutton Bridge B site, which occupies a roughly rectangular area c. 17 hectares in size, is TF 548300 319700 (Figure 1).
- 2.2.2 Walpole sub-station lies c. 3.5km to the south, on the southern margin of the hamlet of Walpole Marsh, in the Borough of King's Lynn and West Norfolk, Norfolk. It lies on land reclaimed from salt marsh on the eastern side of the former estuary of the River Nene from the late 18th century. The National Grid Reference for Walpole sub-station is TF 548520 316700 (Figure 1).
- 2.2.3 The northernmost part of the study area, around the proposed Sutton Bridge B site, includes the existing Sutton Bridge Power Station. From there, the study area extends across agricultural land, generally to the SSE, taking in the proposed OHL route corridor, across the Lincolnshire-Norfolk county boundary, to Walpole sub-station. The area includes the hamlet of Walpole Marsh through which the proposed underground cable route will run from Wingland Farm to Walpole sub-station.
- 2.2.4 To the north, the proposed site of Sutton Bridge B is bounded by Centenary Way, this being the access road to the existing power station, with the power station itself partially bounding the proposed Sutton Bridge B site to the west. To the south, towards Walpole Marsh, is open agricultural land across which the proposed OHL route will run. North of Wingland Farm, the OHL route deviates to the south-east, crosses King John Bank (which at this location delineates the county boundary) and then, immediately north of Marsh Road, turns again to the south, continuing over French's Road before entering Walpole sub-station.
- 2.2.5 The proposed underground cable route will run from a new tower to be sited north of Wingland Farm, across agricultural land then along the easternmost portion of Gunthorpe Road (which at this location continues the line of the county boundary), then turn to the south-west along The Marsh, this being the road through Walpole Marsh, then turn to the south-east to run along French's Road before deviating to the south to enter the sub-station.
- 2.2.6 The majority of the study area, including the proposed site of Sutton Bridge B, is open arable land, at an elevation of c. 2.0 m OD. The highways which form the road network in the vicinity of Walpole Marsh run along elevated banks, c. 2.0m above the level of the surrounding fields, as is typical of this fenland landscape.

2.3 Planning Background

- 2.3.1 Government guidance set out in '*Planning Policy Guidance Note 16: Archaeology and Planning*' (PPG16) states that where nationally important archaeological remains, whether scheduled or not, and their settings are affected by development, there should be a presumption in favour of their physical preservation. Councils are therefore always urged to implement policies for the protection, enhancement and preservation of sites of archaeological interest, with the prime objective being preservation of remains *in situ*.

- 2.3.2 The earlier proposal to construct the new CCGT plant on land adjacent to the existing Sutton Bridge Power Station was the subject of an application under Section 36 of 'The Electricity Act 1989'. Connection of the proposed new power station to the National Grid via Walpole sub-station will require consent under Section 37 of the same act.
- 2.3.3 The study area falls within the administrative areas of Lincolnshire County Council (LCC), Norfolk County Council (NCC), South Holland District Council and King's Lynn and West Norfolk Borough Council.
- 2.3.4 The LCC Structure Plan⁴ has the following policy relating to 'Archaeological Heritage':

POLICY BE4: ARCHAEOLOGICAL HERITAGE

Where development proposals will affect sites of archaeological significance, or potential significance, the results of an archaeological evaluation will be required to accompany an application for planning permission.

Where development is likely to adversely affect important archaeological remains, or their setting, the physical preservation *in situ* of those remains will be the preferred option. Development likely to adversely affect archaeological remains of national or international importance (whether scheduled or not), or their setting, will not normally be permitted.

Where development is permitted and the physical preservation *in situ* of archaeological remains is not warranted or desirable, taking into consideration the importance of the remains and other material considerations, the excavation and recording of the archaeological remains will be required along with the appropriate publication of the results.

- 2.3.5 The NCC Structure Plan⁵ has the following policy relating to 'Historic Buildings, Archaeology and the Historic Landscape':

POLICY ENV.13: HISTORIC BUILDINGS, ARCHAEOLOGY AND THE HISTORIC LANDSCAPE

The quality and local distinctiveness of the historic urban and rural built environment will be maintained and improved by:

(i) protecting all listed buildings, historic landscapes, sites of archaeological importance, whether scheduled or not, and their settings against demolition, and inappropriate alteration or development;

(ii) encouraging conversion of redundant listed buildings to new uses which do not adversely affect their special architectural or historic interest;

(iii) ensuring that agreement is reached for appropriate evaluation, excavation and recording in advance of development on sites of archaeological importance, which do not merit physical preservation, and where it is not feasible to preserve them *in situ*;

(iv) resisting proposals in conservation areas which do not preserve or enhance their character or appearance;

(v) minimising the impact of vehicular traffic on the historic environment by introducing traffic calming measures which respect the existing historic townscape; retaining or reinstating traditional floorscapes and street furniture design; and retaining and carrying out appropriate repairs to historic structures on the highway, such as bridges.

⁴ Lincolnshire County Council 2006.

⁵ Norfolk County Council 1999.

- 2.3.6 South Holland Local Plan⁶ has the following policy relating to ‘Scheduled Monuments’ (which also refers to other nationally, regionally and locally important archaeological sites):

POLICY EN12: SCHEDULED MONUMENTS

Development proposals that adversely affect scheduled monuments and other nationally, regionally and locally important archaeological sites or their settings will not be permitted.

- 2.3.7 King’s Lynn and West Norfolk Local Plan⁷ contains the following policies relating to ‘Areas of Archaeological Interest’ (these in addition to Scheduled Ancient Monuments and other nationally important monuments and their settings), defined as areas of regional or local archaeological interest, often representing areas where a find has been made but there may no longer be any visible evidence of settlement:

POLICY 4/10: AREAS OF ARCHAEOLOGICAL INTEREST

In considering applications affecting archaeological sites or features, the Council will have regard for the intrinsic importance of any remains and the desirability of their preservation. Proposals likely to affect such interests, or potential interests, should be supported by archaeological assessments. Applicants may be required to arrange for archaeological field evaluations before applications are determined.

POLICY 4/11: AREAS OF ARCHAEOLOGICAL INTEREST

Where *in situ* preservation of archaeological remains affected by development is not practicable or justified, planning permissions may require full excavation and recording of remains before or during the course of development, and the publication of results.

- 2.3.8 In general, the aforementioned administrative bodies acknowledge that archaeological sites are often highly vulnerable to damage and destruction and, therefore, represent a fragile and non-renewable resource, which for the majority of human existence form the only record of past activity and environment. Developments that would adversely affect archaeological sites of national, or international, importance (whether scheduled or not), or their settings, are not normally permitted. However, it is equally acknowledged that not all archaeological sites are equally important and that while development affecting archaeological sites is acceptable in principle, it is important that the impact upon the archaeological resource is mitigated, with preservation of remains *in situ* being the preferred solution, as advised in PPG16. This can be achieved by modification of proposals where appropriate, for example changes in site layout or redesign of foundation construction.

- 2.3.9 In general, proposed developments affecting archaeological sites of lesser importance are usually considered with regard to the intrinsic importance of the archaeological remains and the need for the proposed development. In order to achieve this, it is common practice for planning applications not to be determined until sufficient information is available to assess the archaeological implications of the proposal. Often, as in this case, an applicant is required to submit an assessment or evaluation of the archaeological potential of a proposed development site to accompany their application, again as advised in PPG16.

⁶ South Holland District Council 2006.

⁷ King’s Lynn and West Norfolk Borough Council 1998.

3. AIMS AND OBJECTIVES

3.1 The broad aims of the DBA are:

- to identify the impact of the proposed development upon the historic environment;
- to identify parts of the study area for which further archaeological work may be appropriate;
- to assist in the formulation of recommendations for any further archaeological work considered necessary to inform the planning decision.

3.2 The results of the DBA will be used to make an informed decision on the necessity, or otherwise, for an archaeological mitigation strategy in relation to the proposed development.

3.3 Where there is considered to be potential for archaeological remains of interest on a site, which may merit preservation *in situ*, then the results of an archaeological field evaluation may be required prior to the determination of the planning application. Archaeological field evaluation can be by non-intrusive means, such as surface artefact collection ('fieldwalking') or geophysical survey, or by intrusive means, such as trial trenching/test pitting.

4. METHODS OF ASSESSMENT

4.1 Research and Data Collection

4.1.1 The methodology employed during the research phase of the DBA consisted of consultation of a variety of sources for data relating to the study area, including a map regression exercise.

4.1.2 The following sources were consulted as part of the DBA herein described:

- Lincolnshire Archives, St. Rumbold Street, Lincoln - visited 25 September 2007. The historic cartographic record for South Holland was examined.
- Historic Environment Record (HER) for Lincolnshire, Lincolnshire County Council, Highways and Planning Directorate, Witham Park House, Waterside South, Lincoln - visited 25 September 2007. All HER entries in the study area, lying within Lincolnshire, were examined.
- Local Studies Section, Central Library, Lincoln, Free School Lane, Lincoln - visited 25 September 2007. The historic cartographic record for South Holland was examined and various books were consulted.
- HER for Norfolk, Norfolk Landscape Archaeology, Union House, Gressenhall, Dereham - consulted by telephone 20 September 2007 and data supplied by email. Copies of all HER entries within and in the immediate vicinity of the study area, lying within Norfolk, were requested.
- King's Lynn Collection, King's Lynn Library, London Road, King's Lynn – visited 26 September 2007. The historic cartographic record for the part of the study area lying within Norfolk was examined and various books were consulted.

4.1.3 As part of the earlier DBA for the proposed Sutton Bridge B site, the aerial photograph (AP) collection held by the National Sites and Monuments Record Centre, Kemble Drive, Swindon was visited in November 2005. At that time, the catalogue of APs covering the area around the proposed Sutton Bridge B site was examined. The information collected at that time was re-examined during the research phase of the current DBA.

4.1.4 Full details of all the material examined are listed in Section 10.

4.2 Site Visit

4.2.1 In addition to the research described above, a site visit was made on 26 September 2007, in order to undertake a visual inspection of the proposed route of the overhead transmission lines and the underground cable route through Walpole Marsh.

5. GEOLOGY AND TOPOGRAPHY

5.1 Geology

- 5.1.1 In broad terms, the study area lies north of Wisbech within the Fens, a complex large-scale landscape draining into the tidal basin of the Wash. This low-lying area is entirely underlain by Mudstone of the Upper Jurassic era, with deep calcareous estuarine silty clay alluvium across the area giving rise to fertile soils with massive water storage capacity, thereby allowing the intensive farming practices that so clearly define the landscape. More specifically, and in terms of defined landscape character, the study area lies within the 'Settled Inland Marshes' of the Fens.⁸
- 5.1.2 At a more detailed level, and in geomorphological terms, the study area has two distinct parts. The northernmost portion, namely the proposed Sutton Bridge B site and the sections of the proposed OHL and underground cable routes to the west of King John Bank/The Marsh, occupy land that was reclaimed in the mid 19th century from Cross Keys Wash, the former estuary of the River Nene, one of the four major rivers that drain into the Wash. The nature of the deposits underlying this part of the study area are reasonably well understood from studies undertaken during work at the existing Sutton Bridge Power Station in 1999. Site investigations found the uppermost 30m of the site to be marine alluvium, interspersed with patches of soft silt, with groundwater level close to the existing ground surface, but varying with the tide of the River Nene.⁹
- 5.1.3 The southernmost portion of the study area, namely the section of the proposed OHL route corridor to the east of King John Bank and running into Walpole sub-station, and the section of the underground cable route running along The Marsh, French's Road and into the sub-station, occupy land that was reclaimed from estuarine salt marsh, the westernmost part of a vast area known, by the early post-medieval period, as 'Marshland' (Figures 3 and 4) and, by the 19th century, as 'Norfolk Marshland'. The precise nature of the underlying geology of this area is less well understood, although, given the setting, it will almost certainly comprise fluvial drift and deep post-glacial alluvium.¹⁰

5.2 Topography

- 5.2.1 The essentially flat agricultural landscape in which the study area is situated has an elevation ranging from 0-5m OD, mostly being land reclaimed from coastal and inland marshes since the 17th century. This flat landform has allowed intensive farming for arable crop production in networks of fields divided by straight drainage channels and dykes. The roads are generally minor, carried through the field systems upon linear raised banks. Where settlements are of any age, that is they were in place upon localised areas of relatively higher ground prior to post-medieval land reclamation, the village churches, often of medieval date, can appear out of scale with surrounding buildings but are key landmark features.

⁸ Chris Blandford Associates 2007.

⁹ PB Power 2005.

¹⁰ The Countryside Agency 1999.

- 5.2.2 The most obvious topographic feature in the vicinity of the study area is the modern River Nene, which runs from Northampton to the Wash, which at this location lies c. 5km to the north. The northernmost portion of the study area lies c. 0.5km east of the canalised river, this portion being the Nene Outfall Cut, a version created within the former estuary in the 1830s. The South Holland Main Drain, constructed after 1793, joins the Nene from the west, directly opposite Sutton Bridge Power Station. This portion of the Nene is navigable to relatively large vessels and the town of Sutton Bridge, entirely a 19th century creation, is today a sizeable inland port.
- 5.2.3 The southernmost portion of the study area, where the proposed OHL and underground routes run into Walpole sub-station, lies west of but within c. 2km of the ancient settlements of the Walpoles, St. Peter and St. Andrew, both notable for their late medieval churches. These are typical settlements of the historic 'Norfolk Marshland', within the modern landscape character area defined as the 'Settled Inland Marshes' of the Fens.
- 5.2.4 In summary, the study area lies within a wide expanse of reclaimed estuary and marshland, bounded to the west by the canalised version of the River Nene, and now mostly comprising agricultural land, at c. 2.0m OD, intensively farmed for arable crops.

6. PALAEOENVIRONMENTAL AND ARCHAEOLOGICAL POTENTIAL

6.1 Introduction

6.1.1 In order to assess the archaeological potential of the study site, a programme of research was undertaken, as described above. HER entries from both Lincolnshire and Norfolk within, and in the immediate vicinity of, the study area were examined and the positions of all entries within the designated study area have been mapped (Figure 2). HER information has been supplemented by data gathered from a variety of other sources, archaeological, documentary and cartographic, as described above, in order to compile this section of the DBA.

6.1.2 It is not the purpose of this study to set out a comprehensive history of land usage in and around the ancient villages of the Walpoles, the 19th century port town of Sutton Bridge, or the similarly-dated hamlet of Walpole Marsh. The broad intention is simply to predict and extrapolate likely archaeological conditions within the study area from finds and research in the vicinity. Analysis of archaeological discoveries made nearby is important, as is a thorough examination of the historical and archaeological records relating to the site. Finds and sites listed on County HERs are at best a small and unrepresentative sample of the total buried heritage.

6.1.3 Time scales used in this section:

Prehistoric

Palaeolithic	450,000–12,000 BC
Mesolithic	12,000–4,000 BC
Neolithic	4,000–2,300 BC
Bronze Age	2,300–700 BC
Iron Age	700 BC–AD 43

Historic

Roman	AD 43–410
Anglo-Saxon	AD 410–1066
Medieval	AD 1066–1485
Post-medieval	AD 1486–1900
Modern	AD 1900-present

6.2 Palaeoenvironmental Potential

6.2.1 The study area lies in the heart of the low-lying Fenland basin, which through variations in sea-level has a long and complex history of natural landscape changes that has resulted in land alternately saturated then solid, firm then flooded. Within this seemingly inhospitable environment, humans have tentatively established settlements and carried out their occupations. However, such an environmental regime invariably creates a set of conditions highly favourable for the preservation of organic archaeological and palaeoenvironmental remains, many of which survive despite extensive drainage in modern times, as the study area has witnessed.

- 6.2.2 For the reasons outlined above, the Fenland has been highlighted as a region of international archaeological importance.¹¹ A structured programme of archaeological research ('The Fenland Project') has been undertaken in the Fens since the 1970s, much of it funded by English Heritage.¹² A broad discussion of the environmental conditions which resulted in the creation of this extensive tract of former wetland is set out below, using information from the sources referenced above, the aim being to establish a background against which the palaeoenvironmental potential of the study area can be specifically assessed.
- 6.2.3 As a whole, the Fenland basin has two principal characteristic features: firstly, it borders the sea, being conterminous with, or virtually an extension of, the Wash; secondly, it is intersected by many rivers, including the Nene and the Great Ouse, which along with their numerous tributaries carry a huge volume of surface water from surrounding highlands to the Wash. At the present time, the surface of the Fens comprises three zones, a relatively narrow belt of salt marsh bordering the Wash, a broader belt of silt land, and between this and the inland margin of older rocks, the peat fens. The zones are, however, purely superficial, simply masking deep alluvial deposits which have gradually infilled the Fenland basin over centuries. Gradually rising early prehistoric sea-levels impeded the natural drainage of the rivers traversing the Fenland basin, causing their waters to back-up and overflow. This led to peat growth on former land surfaces and so began a complex series of inundations, which gradually resulted in the basin being infilled. Early peat was overlain in many areas by marine deposits – clays, silts and sands - which in places remain several metres deep.
- 6.2.4 Fenland deposition has been characterised by alternating periods of high activity and relative dormancy: transgression and regression, representing fluctuating sea-levels. Episodic flooding has been characterised by territorial battles between freshwater and marine dominated environments with seaward advances of freshwater peats occurring during less active phases of marine flooding. However, during the formation of the Fenland, there was never at any time a clearly defined boundary between freshwater and saltwater.
- 6.2.5 Within marine clays throughout the Fenland are predominantly silty features known as roddons, the remains of former creeks, which appear as dendritic networks, branching and rebranching far inland from major roddons that disappear into the silt lands in the heart of the Fenland basin.¹³ Roddon deposits are predominantly silty or sandy and can often lie higher than surrounding clay, often by as much a metre or more. The soils upon roddons are often silty and well drained and farmers have long recognised that medium to large roddons provide the most productive agricultural land. Large roddons can be more than 1km wide, but they range down in width to less than a metre, by which time they are only silty trails, at the level of the surrounding clay.

¹¹ Coles 1986.

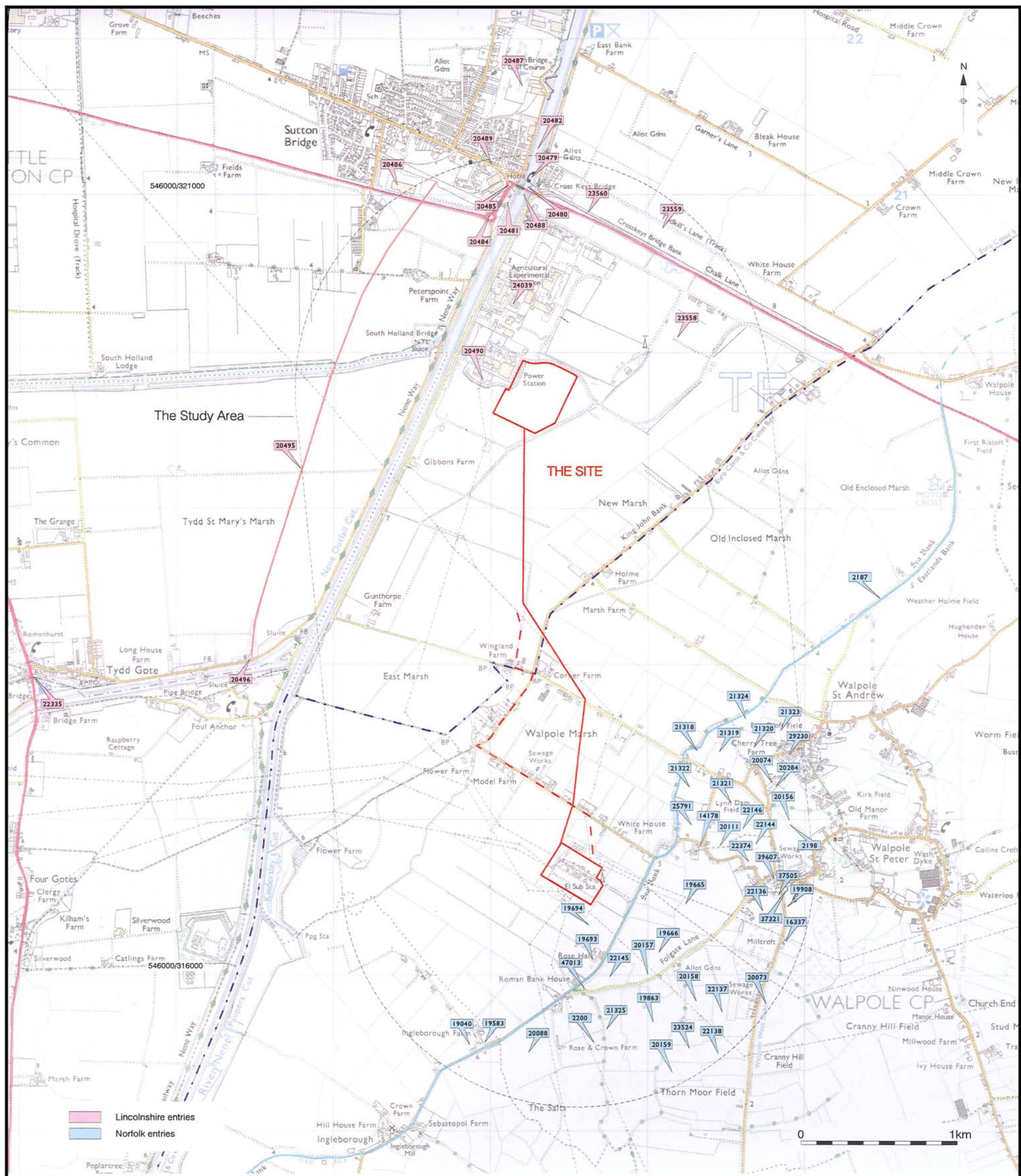
¹² e.g. Hayes and Lane 1992; Lane 1993.

¹³ Hayes and Lane 1992.

- 6.2.6 Silt, peat and freshwater alluvium can overlies marine clays and roddons in the Fenland. The first of these uppermost deposits, silt, which generally form widespread 'silt lands', are probably the product of several flooding episodes and there is much variability in them. Much of the second type of uppermost deposits, peat, has now disappeared since it has been extensively used as fuel in historical times, particularly in salt-making.¹⁴ Erosion and desiccation caused by drainage has also removed peat. Of the third type of uppermost deposit, freshwater alluvium, some areas are of medieval origin and some maybe even more recent, although in places material of far greater age is suspected.
- 6.2.7 The mobile fluctuating Fenland landscape thus created has been intermittently colonised by humans, who long ago chose to accept the marginal nature of the territory. Areas available for settlement throughout one generation then became buried by sediments, often resulting in permanent waterlogging of archaeological remains, with organic remains becoming preserved. Thus the resource differs in that in addition to the usual array of pottery sherds, lithics or bones, items such as wood, leather and other biological remains, for example within food debris, can survive to give a far more complete picture of an archaeological site and its environs.
- 6.2.8 As the Fens have become increasingly utilised for arable land in the last 300 years, as will be described for the study area in due course, much drainage activity has been undertaken, resulting in a gradual lowering of the water table, allowing desiccation of peat deposits. Formerly waterlogged archaeological sites have thus dried out, with the loss of much valuable palaeoenvironmental and archaeological information. Where remains are covered by alluvial silts, intensive cultivation has also destroyed sub-surface archaeological remains.
- 6.2.9 In general terms, palaeoenvironmental work on alluvial sediments can provide at least two categories of information:
- it can demonstrate the former direction of watercourses, phases of alluvial deposition, and mark buried or eroded landscapes;
 - it can inform the study of changes to the surrounding environment.
- 6.2.10 Environmental changes can be revealed by analysis of palaeoenvironmental data usually in the form of sediments, pollen, molluscs, micro and microfossils. Sediments can be analysed in order to recognise periods of alluvial and colluvial deposition. Pollen studies may show a variation in the amount of tree cover and evidence for cultivation or pastoralism. The combined results can provide evidence for activities such as deforestation or an increase in agricultural practices.
- 6.2.11 On occasions where archaeological settlement evidence is found, its excavation and sampling follows a standard procedure for the recovery of associated palaeoenvironmental data relevant to the diet and economy of the settlement. Standard environmental sampling involves bulk sampling from archaeological features in order to recover biological remains (micro- and microfossils). Dendrochronological samples can be taken from wood, where appropriate, for dating and/or species identification. Column sampling can be undertaken where a stratigraphic sequence of sediments or deposits is exposed in section in order to test for floral and faunal remains. Radiocarbon dating might be undertaken on organic remains within flood plain sediments in order to obtain a dated sequence.

¹⁴ Bell, Gurney and Healey 1999.

- 6.2.12 At locations in close proximity to active or former watercourses, as the study area is, there are usually two types of sediments recorded: peat and alluvial silt. They are very different in character and the information that they provide is similarly diverse. The potential for each is discussed below.
- 6.2.13 **Peat deposits:** The generally wet conditions and anaerobic conditions serve to inhibit organic breakdown resulting in the accumulation of partially decomposed vegetable matter. This matter frequently contains the remains of rush and sedge stems or degraded wood. Where there has been a degree of organic breakdown, due to drying out or exposure to the air, a structureless and highly humified peat results. Within the peat matrix microscopic plant remains, diatoms and pollen are often well preserved. Detailed analysis of these through a peat profile can provide an accurate picture of the changing environment. Plant macrofossils will provide data relating to the local conditions in which the peat developed. Pollen and diatoms will then provide a complimentary regional picture, although it should be recognised that pollen being wind dispersed may be transported some distance from its point of origin.
- 6.2.14 **Alluvial deposits:** Water borne sediments are deposited in thick bands of blue grey clay-silt, (though there may be variation in the colour). The sediments are the result of periodic flooding and are also a symptom of rising river/sea-levels. Although often apparently uniform in consistency, laminations of darker material or lenses of grit and mollusc shells are also frequently observed. Variations in particle size, magnetic susceptibility and phosphate concentrations are probably the result of different depositional regimes, for example whether deposited in a static or slight flow.
- 6.2.16 Detailed knowledge of all major watercourses and their flood plains in the post-glacial period is important in order to understand the nature of human occupation and exploitation, and the environment in which they operated. It is clear that major factors that have influenced human activity include the changing climate, sea-levels, river courses, the vegetation and the topography. Information regarding all these may be preserved within gravels, peat, and alluvial sediments in the form of various biological remains. The character of the sediments themselves and the evidence of man made structures (*e.g.* weirs, fish traps, river defences) provide a framework in which the sediments can be interpreted.
- 6.2.17 In summary, the northern part of the study area lies upon land reclaimed from the ancient estuary of the River Nene during the 19th century (Figures 3 and 4), as described in detail below. The southern part extends onto what was formerly salt marsh, where reclamation began in the late 18th century, again as described below. In overview, this was part of the western margin of a vast area of silt lands lying between the Nene and the Ouse, both principal rivers of the Fenland basin. Historically, these silt lands were known as 'Marshland', then later 'Norfolk Marshland', and, by the late 19th century, the study area lay within the administrative district of 'Freebridge Marshland'. In summary, therefore, given its overall situation the potential of the study area for important palaeoenvironmental remains, of the types discussed above, is considered **high**.



HER Ref.	Grd Ref.	Description	Period	HER Ref.	Grd Ref.	Description	Period	HER Ref.	Grid Ref.	Description	Period
2187	S36400/317045 (central point)	Earthwork	Late Saxon and medieval	20159	S49190/315370	Pottery sherds	Medieval	21324	S49650/317670	Pottery sherds	Medieval
2198	S49910/316970	Windmill mound	Medieval	20284	S49690/317210	Find spot	Late Saxon - post-medieval	21325	S48740/315640	Pottery sherds	Middle Saxon and medieval
2200	S48680/315580	Circular cropmark	Undated	20479	S48000/321200	1st Cross Keys Bridge	Post-medieval	22136	S49750/316440	Find spot	Late Saxon - post-medieval
14178	S49310/316830	Bowl	Roman	20480	S48230/321000	2nd Cross Keys Bridge	Post-medieval	22137	S49460/315750	Find spot	Roman and medieval
16337	S49890/316210	Site of windmill	Post-medieval	20481	S48100/320960	Windmill	Post-medieval	22138	S49490/315510	Pottery sherds	Roman and medieval
19040	S47880/315560	Mound	Pre-medieval	20482	S48300/321000	Granary	Post-medieval	22144	S49640/316850	Find spot	Late Saxon and medieval
19583	S47960/315560	Rectangular enclosure	Medieval or post-medieval	20484	S48000/320890	Engine House	Post-medieval	22145	S48750/315990	Occupation site	Early-Late Saxon and medieval
19665	S49240/316460	Pottery sherds	Late Saxon and medieval	20485	S48100/321070	Railway station	Post-medieval	22146	S49590/316950	Pottery sherds	Medieval
19666	S49070/316150	Pottery sherds	Middle Saxon and medieval	20486	S47400/321000	Railway	Post-medieval	22374	S49670/316720	Find spot	Late Saxon - post-medieval
19693	S48670/316110	Mound	Medieval	20487	S48200/321700	Dock buildings	Post-medieval	23524	S49270/315620	Pottery sherds	Roman and medieval
19694	S48620/316330	Mound	Medieval	20488	S48200/321020	3rd Cross Keys Bridge	Post-medieval	23558	S49200/320100	Pill Box	Modern
19863	S49030/315690	Pottery sherds	Roman, middle Saxon and medieval	20489	S48000/321200	Settlement and port	Post-medieval	23559	S49100/320800	Pill Box	Modern
19908	S49900/316380	Pottery sherds	Roman and medieval	20490	S47920/319800	RAF Station and Airfield	Modern	23560	S48600/320900	Pill Box	Modern
20073	S49740/315850	Pottery sherds	Medieval	20495	S47780/319200	Railway	Post-medieval	24039	S48136/320312	WWII PoW camp	Modern
20074	S49810/317240	Find spot	Medieval	20496	S46470/318100	Railway station	Post-medieval	25791	S49280/316940	Find spot	Medieval
20088	S48250/315500	Pottery sherds	Medieval	21318	S49320/317440	Find spot	Medieval - post-medieval	29230	S49870/317420	Gold coin (Edward III)	Medieval
20111	S49460/316830	Find spot	Medieval	21319	S49460/317480	Find spot	Late Saxon and medieval	37321	S49831/316548	Archaeological evaluation	None recorded
20156	S49890/317010	Find spot	Late Saxon and medieval	21320	S49650/317520	Find spot	Roman - post-medieval	37505	S49832/316528	Archaeological evaluation	None recorded
20157	S49000/316000	Find spot	Late Saxon - post-medieval	21321	S49520/317110	Pottery sherds	Late Saxon and medieval	39607	S49818/316601	Find spot	Post-medieval - modern
20158	S49330/315810	Pottery sherds	Roman and medieval	21322	S49280/317200	Pottery sherds	Medieval	47013	S48590/315900	Listed building	Post-medieval
				21323	S49860/317540	Pottery sherds	Medieval				

Figure 2. HER entries
Scale 1:25,000

6.3 Prehistoric

- 6.3.1 There are no known HER entries of sites or finds representing any of the various prehistoric eras within the study area.
- 6.3.2 However, given the former estuarine/salt marsh location, there is certainly potential for palaeo-landscapes to underlie alluvium within the study area, particularly to the south, where the proposed routes cross former salt marsh. Geological records indicate that sea-level in Britain eight thousand years ago is likely to have been at least thirty metres below the present one.¹⁵ Therefore, during some prehistoric eras, some or all of the study area may have been dry-land, available for use by coastal settlers. Based on previous Fenland studies, however, it is probable that early human activity would have taken place above –0.50m OD.¹⁶ Sea-level rose gradually over the next six thousand years until, by the Early Iron Age, levels were probably higher than those of today. Inundation of former coastal areas would have deposited thick alluvial sediments upon former land surfaces, effectively preserving them, along with any archaeological and palaeoenvironmental evidence contained within.¹⁷
- 6.3.3 Typically, archaeological sites at former coastal locations fall into several categories (in broadly chronological order)¹⁸:
- Prehistoric sites (usually Mesolithic and Neolithic) on basal surfaces.
 - Peats formed on the former dry-land surface, often with associated ‘submerged forests’.
 - Wooden structures, (e.g. fish weirs, trackways, houses, etc.) of Bronze Age to post-medieval date within intertidal clays, originally formed on mud flats and/or salt marsh.
 - Peats within the mineral sediment sequence – these may include wooden structures such as trackways.
 - Saltern sites (Bronze Age to medieval) and other site categories associated with coastal economies (e.g. oyster pits and decoy ponds).
 - Sea walls and structures relating to drainage and reclamation, these may be of various dates ranging from medieval to post-medieval.
- 6.3.4 Throughout history, the foci of settlement in the lower Nene valley and elsewhere in the Fens have been areas of relatively higher ground and such settlement sites, along with associated field systems and monuments, can survive below alluvium. Such a process was demonstrated at Fengate near Peterborough where a Bronze Age fen settlement and field system was buried beneath encroaching reed-swamp during the later Bronze Age and Iron Age and then subsequently covered by inorganic silts and clays probably during the later Roman and early medieval periods.¹⁹

¹⁵ Simmons 2001.

¹⁶ Pryor 1992.

¹⁷ English Heritage 2003a.

¹⁸ *ibid.*

¹⁹ French *et al.* 1992.

6.3.5 In summary, therefore, the potential for prehistoric archaeological remains, and particularly palaeo-landscapes, along the line of the proposed OHL and underground cable routes is probably **moderate** overall, with perhaps greater potential to the south, where the routes cross former salt marsh and perhaps lesser potential to the north, in the area of the former Nene estuary. Later alluvial strata would always mask such palaeo-landscapes and could be of considerable depth.

6.4 Roman

6.4.1 From its peak in the middle of the first millennium BC, sea-level began to regress until, by c. AD 100, more land was available across the Fens as a whole than any other time since before the Iron Age.²⁰ As a consequence, parts of the Fens saw intensive Roman-British occupation. With much of the eastern coastline of Britain up to ten miles inland compared to today,²¹ the study area would have lain on the eastern margin of the broad estuary of the Nene, within a distinctive landscape of low islands, salt marshes and creeks, with open sea to the north.

6.4.2 The Nene has a long history of serving as a navigation. It formed part of the Roman water transport network, being connected east of Peterborough to the Car Dyke, a major artificial canal, which is generally accepted as being of Roman, probably early 2nd century AD, construction.²² It has been established that the Car Dyke was not navigable along its entire length, its southern part in Lincolnshire being used primarily as a catchwater drain to aid drainage of the fen margin and to assist settlement.²³

6.4.3 A number of Norfolk HER entries indicating Roman activity appear in the south-eastern portion of the study area (Figure 2). Without exception these lie to the east of the Sea Bank (HER 2187), representing what was once regarded as line of Roman sea defences²⁴ but has been more recently interpreted as the line of medieval, and possibly Late Saxon, sea defences.²⁵ All but one of these entries represents discoveries of Roman pottery recovered in the 1980s during extensive fieldwalking undertaken as part of the Fenland Survey. The fieldwalking discoveries all lie east of Walpole sub-station and west of the Walpoles, with a particular cluster in fields close to Folgate Lane, which runs to the north-east from the Sea Bank into Walpole St. Peter. The remaining HER entry is a Roman grey ware bowl (HER 14178) found in 1976 below c. 2m of fen silt between Walpole sub-station and Walpole St. Peter. While the absence of Roman find spots west of the Sea Bank and towards the proposed OHL and underground cable routes may simply represent less fieldwalking across land reclaimed from former salt marsh, actual low levels of Roman activity between Sea Bank and the modern, canalised course of the Nene are also a distinct possibility.

²⁰ Simmons 2001.

²¹ Pryor 1992.

²² Whitwell 1970.

²³ Bennet nd.

²⁴ Skertchly 1877. The Sea Bank is annotated as 'Old Roman Bank' on the 'Geological Map of the Fenlands' in this volume.

²⁵ Churchill 1970. As shown on the 'General Distribution Map of Roman Occupation of the Fenland' in this paper.

- 6.4.4 However, the southernmost part of the study area undoubtedly has greater potential for evidence of salt-making in the Roman period (and indeed the Iron Age and medieval period, since this was a major industry in all these archaeological eras). As previously outlined, salterns are a typical find on the margins of the Fenland basin, typically located on salt marsh at the fen-edge, often with associated settlement on stable marshland beyond. This industry developed in the Bronze Age but significantly increased in the Iron Age, for example an area on the east coast of Lincolnshire was identified by Ptolemy on a map showing the territory of the Catevellauni as 'Salinae'.²⁶ An HER entry at Ingleborough Farm, c. 1km to the south-west of Walpole sub-station, relates to a mound (HER 19040) excavated in 1999 and revealed to be a probable brine settling tank, with an infill of briquetage; the feature was interpreted as being broadly of pre-medieval date.
- 6.4.5 In summary, the potential for Roman remains along the northern parts of the proposed OHL and underground cable routes is considered **low**, increasing to **moderate**, with specific potential for features associated with salt-making, where the routes cross land reclaimed from former salt marsh during the post-medieval period.

6.5 Saxon and Medieval

- 6.5.1 The modern embanked road running roughly SW-NE to the west of the Walpoles was formerly known as 'Roman Bank' and, as previously mentioned, was formerly thought to represent the line of Roman sea defences. However, it delineates, at least for much of its course, the line of the aforementioned Sea Bank (HER 2187), representing the probable Late Saxon and medieval sea defences on the eastern side of the former estuary of the Nene (Figure 2). The HER entry for the Sea Bank notes that the original bank has certainly undergone substantial alteration since its original construction and that portions of the original feature further to the north-east, towards Terrington St. Clement, are visible as earthwork remains and as cropmarks on RAF aerial photographs from the 1940s. The earliest mapping of the region in which the study area lies, such as Christopher Saxton's map from 1574 (Figure 3), although lacking in detail, gives a good indication of the topographical situation prior to the major fenland drainage schemes of the post-medieval period.
- 6.5.2 As for Roman period, numerous HER entries of Late Saxon and medieval date appear in the south-eastern portion of the study area, in the vicinity of the Sea Bank and the Walpoles. The majority lie eastwards of the road representing the line of Sea Bank, again mostly fieldwalking discoveries of ceramic material from the Fenland Survey of the 1980s. The most noteworthy entry (HER 222145) is of an occupation site of Saxon date, possibly continuing into the medieval period. It lies close to Folgate Lane, south-east of Walpole sub-station, at what must have been a coastal location before the Norman Conquest. Evidently founded on a low silted-up roddon system, the site was first found by fieldwalking in the 1980s and then subject to partial excavation in 1992. Vertically-sided pits full of butchered bone were recorded, along with numerous ditches. Some Early Saxon pottery was recovered but the bulk of the ceramic assemblage indicated that the site was predominantly occupied during the Middle Saxon period, with items such as bone combs, a spindle whorl and a loom weight also recovered, along with evidence of salt manufacture in the form of briquetage.

²⁶ Strang 1997.

- 6.5.3 HER entries lying westwards of the line of the ancient sea defences appear at Ingleborough Farm, c. 1.50km to the south-west of Walpole sub-station, and in fields immediately to the south of the sub-station. As well as the aforementioned probable pre-medieval brine settling tank (HER 19040) at Ingleborough Farm, the HER lists a rectangular enclosure (HER 19583), unexcavated but thought to be of medieval or later date. Entries in the immediate vicinity of the sub-station are a possible medieval saltern mound (HER 19693), covered by farm buildings at Rose Hall, and a similar feature (HER 19694), potentially disturbed when Walpole sub-station was built in the 1960s.
- 6.5.4 Although both Walpole St. Peter and Walpole St. Andrew lie c. 2km east of Walpole sub-station, therefore beyond the designated study area, these villages are worthy of note as they represent the closest settlements of medieval date to the east. Lying in close proximity, as is typical of Fenland settlements of the period, both villages have fine churches of the later medieval period. Such sitings were usually dictated partly by geographical position and partly by ancient administrative custom. Often, as in this locality, one area of marshland would serve as common pasture for the cattle of a number of different villages, and the resulting land divisions remain essentially fossilised in the present day field boundaries.²⁷ The nearest settlement of medieval origin to the study area situated to the west of the Nene, in Lincolnshire, is Tydd St. Mary.
- 6.5.5 In summary, the potential for archaeological remains from the Saxon and medieval periods along the majority of the proposed OHL and underground cable routes is considered **low**, increasing to **moderate** for specific types of finds, particularly those related to salt-making, towards Walpole sub-station.

²⁷ Darby 1974.



Figure 3. Saxton, 1574

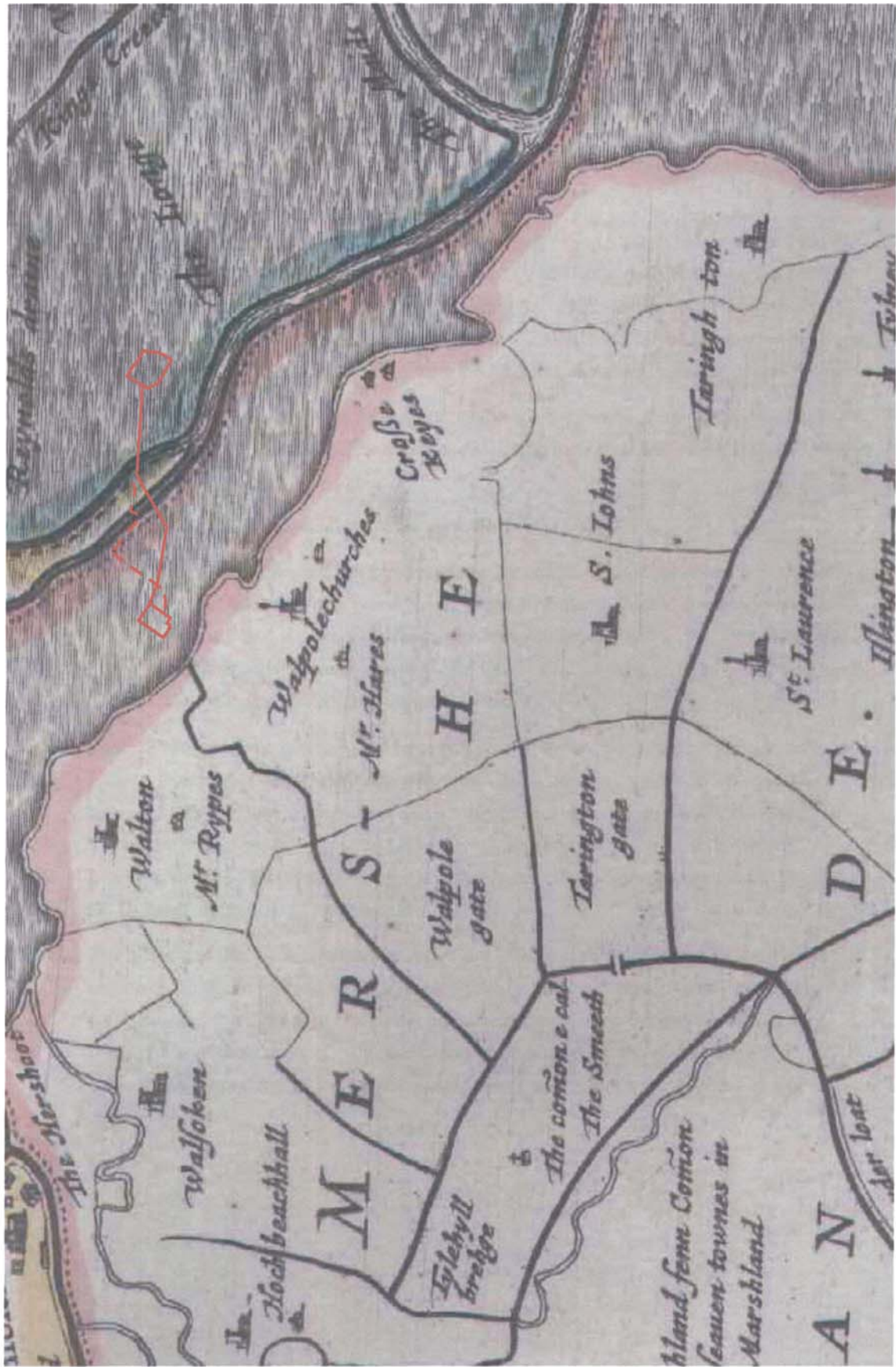


Figure 4. Blaeu, 1645

6.6 Post-medieval and Industrial

6.6.1 The 17th century saw the start of many Fenland reclamation schemes, particularly the efforts of the Bedford Level Corporation to drain the southern peat fens,²⁸ but including major reclamations from the Wash of land within Marshland, the vast tract of alluvial marshland fen between the estuaries of the Rivers Nene and Ouse and forming the westernmost portion of the ancient county of Norfolk. The marginal location of the study area in the 17th century is evident from Joan Blaeu's map of 1645 (Figure 4).

6.6.2 As early as 1632, land was enclosed immediately west of the Nene in the Parish of Tydd St. Mary, this lying within the silt lands of Lincolnshire, South Holland, following the awarding of Crown grants to numerous 'Adventurers', including Cornelius Vermuyden, to commence reclamation works.²⁹ Evidence of similar work in the late 18th century to the west of the Nene, in the vicinity of the study area, comes from the '*Walpole Inclosure Act 1789*' described as:

'An Act for embanking the common salt marsh within the township of Walpole, in the county of Norfolk: and for diving and inclosing the same, and several other commons within the said township'

and the '*Marshland Enclosure Act 1796*' described as:

'An Act for draining and improving, and for inclosing, dividing, and allotting, certain tracts of common and waste lands, called Marshland Smeeth and Marshland Fen, lying within the country of Marshland, in the county of Norfolk; and for stinting and regulating the stocking, feeding, and depasturing, of the said Smeeth and Fen, until the inclosure, division and allotment thereof.'

6.6.3 The rich silty soils of reclaimed land were particularly favourable for arable farming, so much so that, for example, between the years 1809 and 1812 a peak in crop prices witnessed a speculative land boom in Marshland with numerous eminent men, such as Vice-Admiral William Bentinck, arriving from London to buy up farmland. Bentinck's father had, in 1773-4, been responsible for enclosing several hundred acres of land from the sea around Terrington St. Clement, north-east of the Walpoles.³⁰

6.6.4 The passing of the '*South Holland Drainage Act 1793*' was a major milestone, as it led to the cutting of the South Holland Main Drain along the line of the lowest-lying ground west of the Nene, to allow the discharge of water upstream of where Sutton Bridge now stands. Many miles of feeder drain were also cut, but owing to the poor condition of the outfall of the River Nene, the system did not function adequately, and it quickly became obvious that a new outfall cut was required.

²⁸ Hills 2003.

²⁹ Harris 1953.

³⁰ Rosselli 1971.

- 6.6.5 In 1825, an Act of Parliament allowed the River Nene to be dredged, embanked and a bridge to be built. The increased frequency of HER entries for the post-medieval and industrial eras in the Lincolnshire portion of the study area reflects increased land use following the canalisation of the Nene, through the cutting of the Nene Outfall Cut, and the creation of the port town of Sutton Bridge (HER 20489). The town did not exist at all before 1830 and entirely owes its existence to works undertaken to improve the river and, as its name implies, the building of a bridge, this being just one of a series of co-operative ventures in the region in which the aforementioned Admiral Bentinck was to take the lead.
- 6.6.6 The site of Sutton Bridge had in fact long been a crossing point of what was then one of many marshy deltas of the Wash, known in earlier times as Cross Keys Wash. For centuries, crossing was only possible at low water via a precarious road or track several miles in length, which by the 18th century ran from Wash House near Long Sutton in Lincolnshire to Cross Keys House in Marshland, Norfolk. John Armstrong's map of 1778 (Figure 5) indicates that the proposed Sutton Bridge B site lies towards the western side of 'Cross Key Wash', with the proposed OHL route running to the south across the former estuary, crossing the courses of several former versions of the river. On this map, the line of what is now King John Bank, continuing south-westwards through Walpole Marsh as The Marsh, approximately follows the eastern bank of the 'Old River'. The southernmost portions of the proposed OHL and underground cable routes and Walpole sub-station lie entirely within land that was at that time 'Walpole Salt Marsh'.
- 6.6.7 By 1830, the River Nene Outfall Cut was completed, essentially straightening out the river, which, as previously mentioned, had formerly wandered within the estuary between its present canalised course and the eastern edge of the salt marsh, now represented by the line of King John Bank. With the Outfall Cut complete, these former courses of the old river were in-filled and reclamation of adjacent marshland began in earnest, with new land being turned over to farming. An Enclosure plan of the parish of Tydd St. Mary, Lincolnshire, dated c. 1830 (Figure 6) shows the proposed(?) canalised version of the river, as well as its existing(?) meandering course in the estuary, with what may then have still been intended ownership of newly-won land parcels to the east of the outfall cut, annotated for 'Colonel Samuel Long' and the 'Bedford Level Corporation'.
- 6.6.8 The bridge at Sutton Bridge and associated works were completed by 1831. Wharfs and warehouses followed in the wake of the new bridge and Sutton Bridge was adopted as a new name. 'Sutton' derived from the Old English *suth + tun*, 'southern village',³¹ adopted from the name of the neighbouring village of Long Sutton. The old name of the crossing point is preserved in the name of the bridge, Cross Keys Bridge.
- 6.6.9 Few buildings in Sutton Bridge pre-dated 1830. One was a granary (HER 20482), dated c. 1820, demolished to make way for the new river channel. By 1825 there was a four-sailed windmill c. 180m south of the present Cross Keys Bridge (HER 20481). Originally it may have been a drainage mill, while later it was certainly a corn mill and was demolished in 1903.

³¹ Mills 1991.

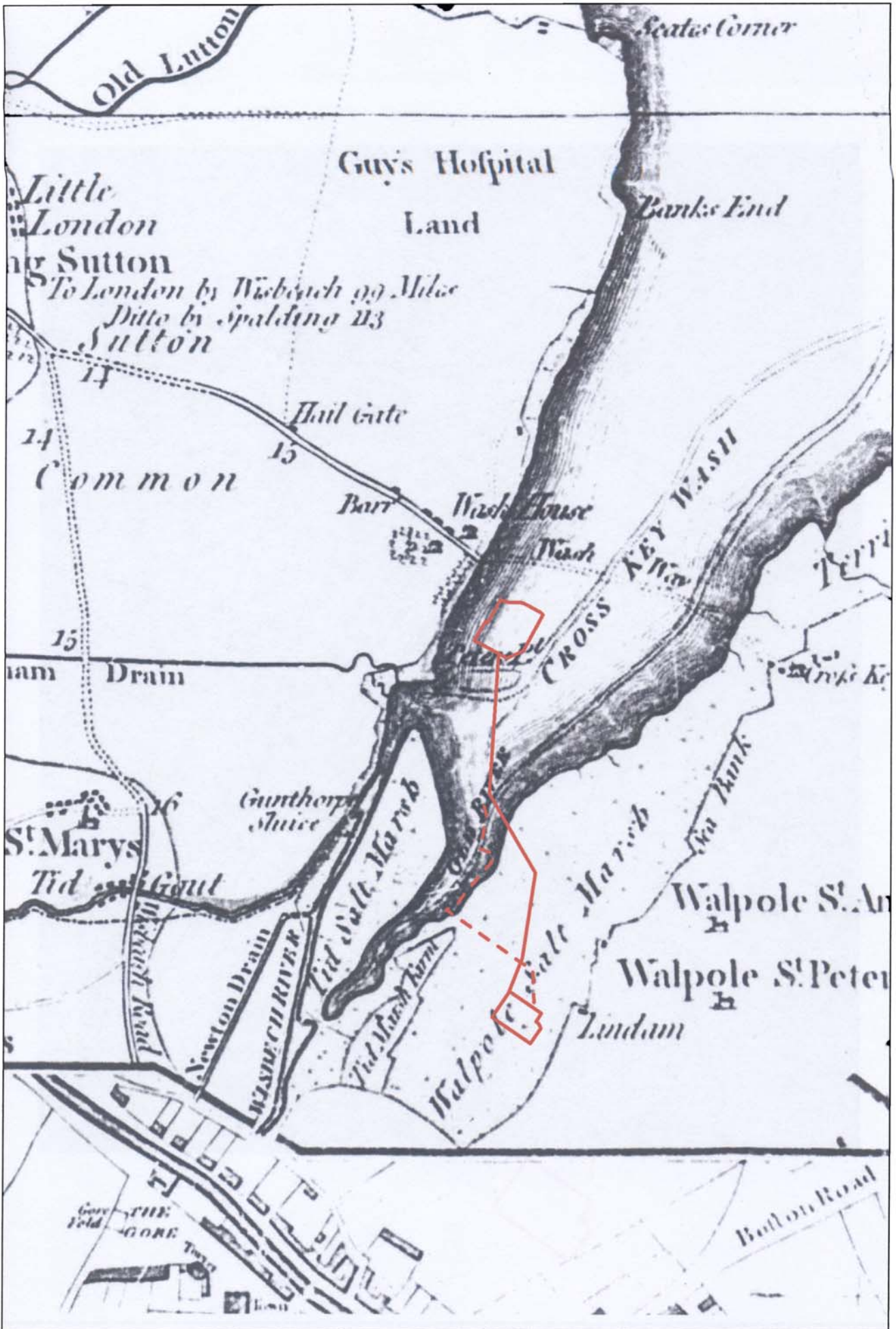


Figure 5. Armstrong, 1778

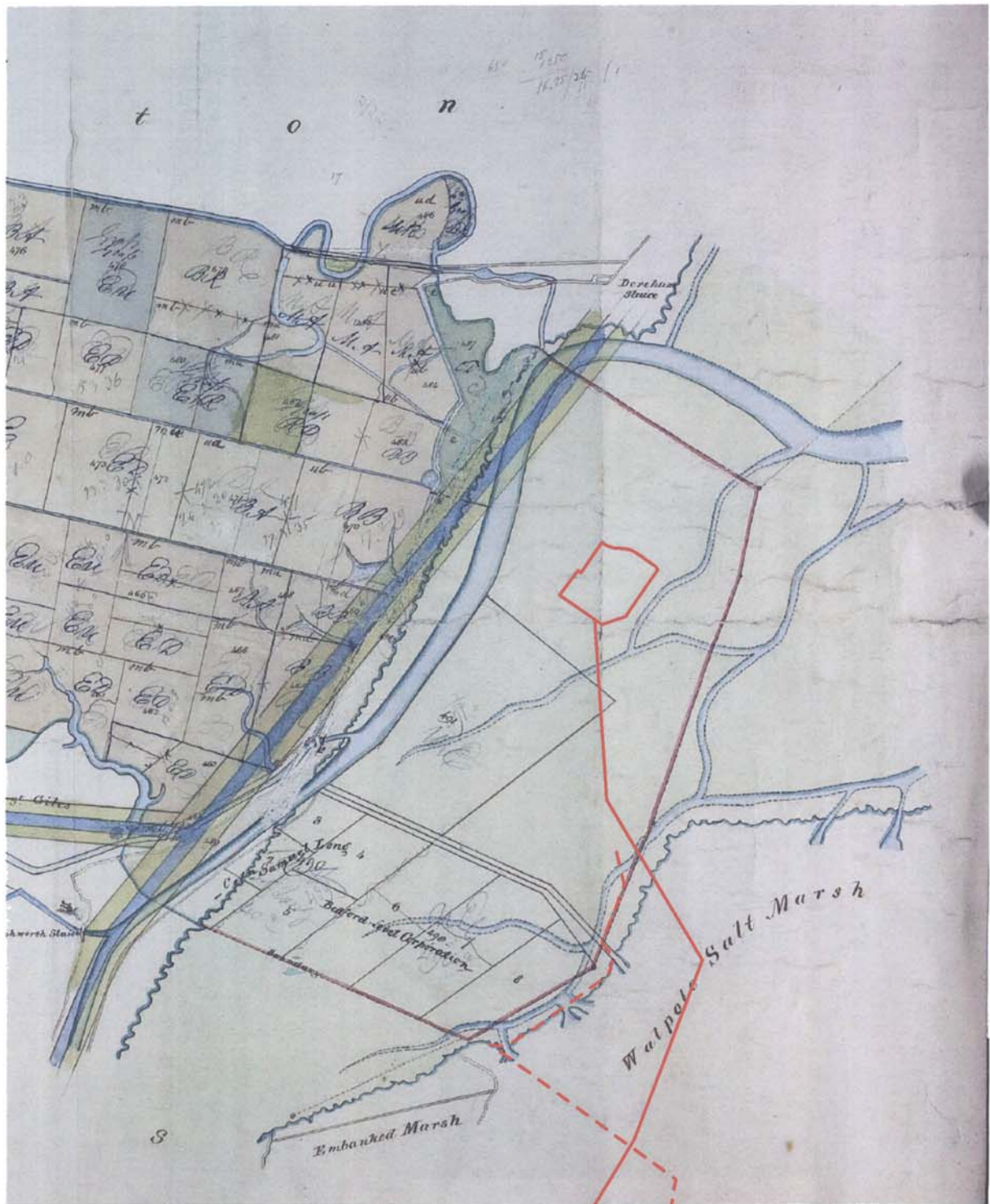


Figure 6. Enclosure plan, Tydd St. Mary, c. 1830

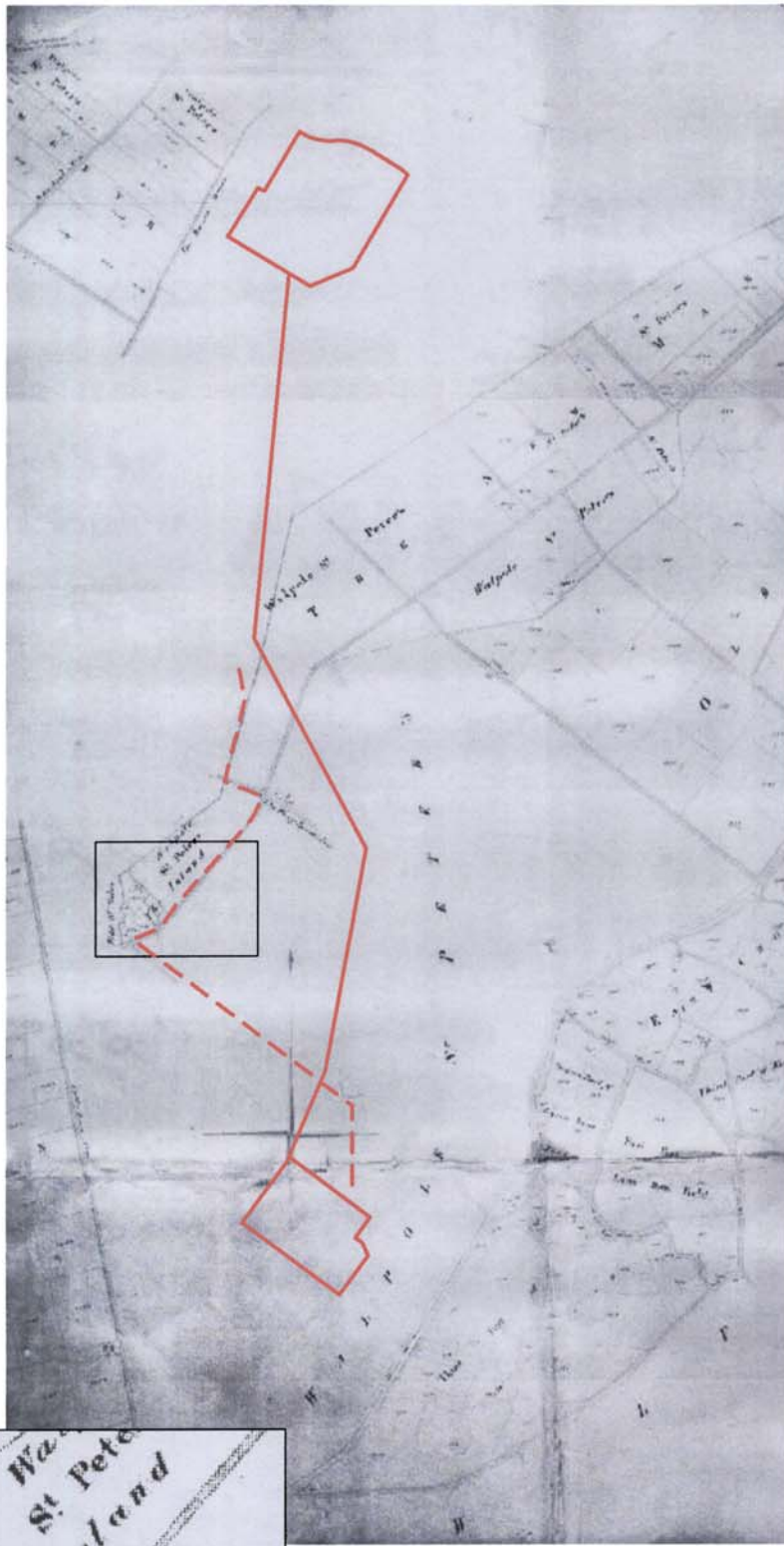


Figure 7. Tithe map (Walpole St. Andrew), 1839

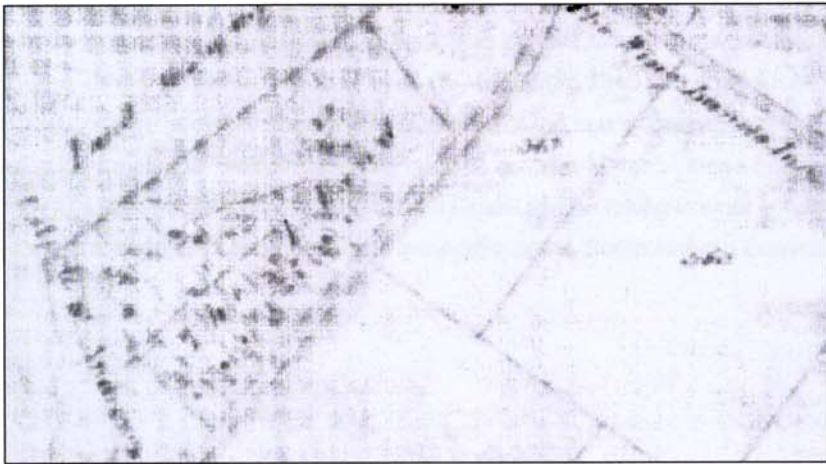
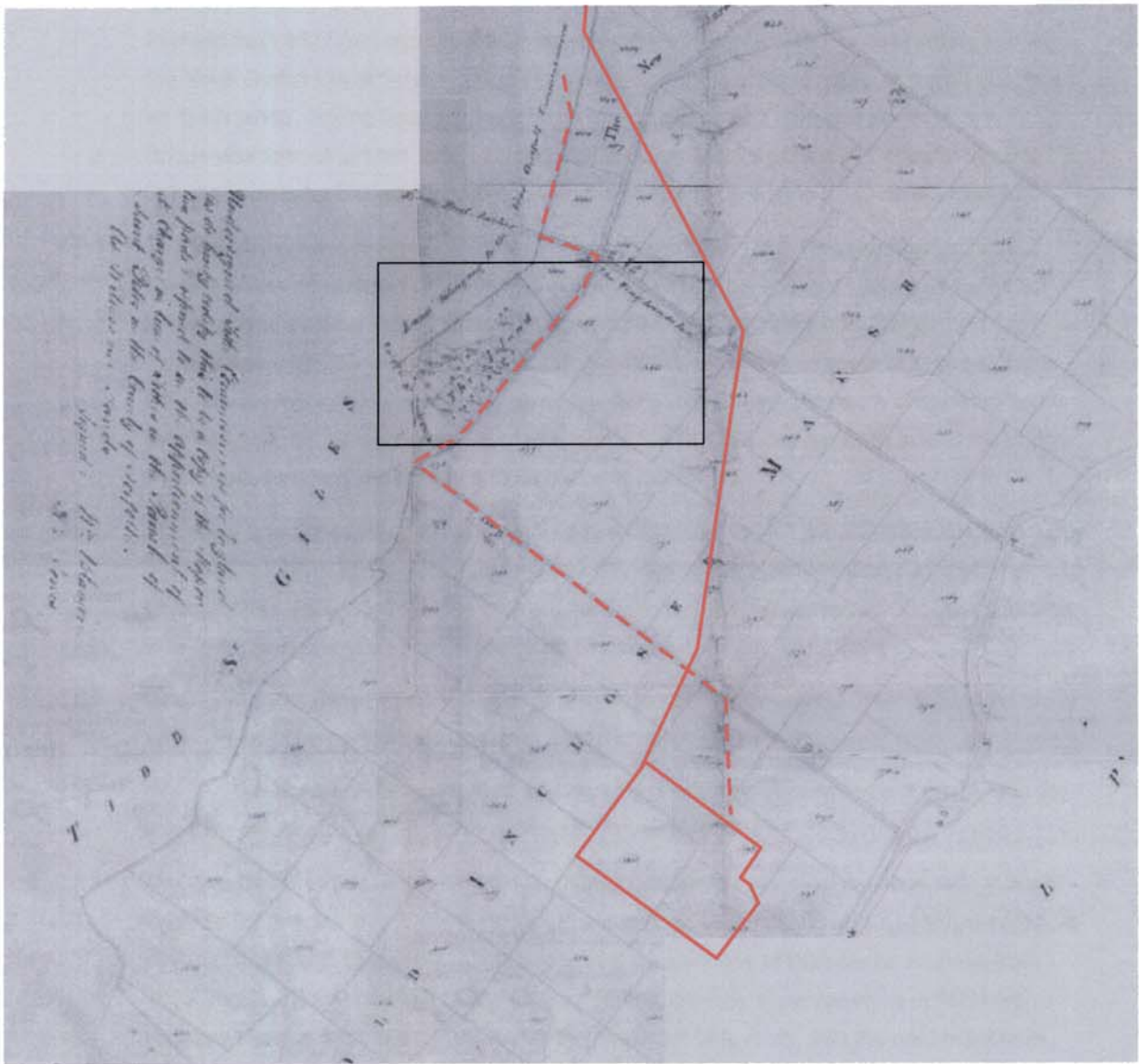


Figure 8. Tithe map (Walpole St. Peter), 1859

- 6.6.10 The ecclesiastical parish of Sutton Bridge was formed in 1843, taking in a new civil parish of Central Wingland, this mostly reclaimed land east of the Nene. A geological map of the Fenland from 1877 (not reproduced herein) annotates the area of the former estuary east of the Nene Outfall Cut at Sutton Bridge as 'Wingland Marsh', with the adjacent marsh annotated as 'Bank lands', having been enclosed since the 18th century.³² The civil parish of Sutton Bridge was formed in 1891 taking in, by 1900, the Lincolnshire portion of Central Wingland, with the remainder being amalgamated with the parish of Terrington St. Clement, Norfolk.
- 6.6.11 The first Cross Keys Bridge (HER 20479) was completed in 1830. Designed by Sir John Rennie, it was constructed of oak with a movable cast iron central span. The associated toll-house, on the eastern side of the bridge, survives as a private residence. The second Cross Keys Bridge (HER 20480) replaced the first in 1850. Located c. 30m south of its predecessor, the cast and wrought iron structure was designed by Robert Stephenson. A second toll-house was built and this too survives as a private residence. In 1864, the southern side of the bridge was adapted to carry the Spalding to King's Lynn railway line.
- 6.6.12 The third, and still existing, Cross Keys Bridge was built in 1894-7 (HER 20488). Engineered by J. Allen McDonald, this is a road and rail swing bridge worked by hydraulic power, with an engine house (HER 20484) close by. With the closure of the railway line in 1959, the southern side of the bridge was converted back to road use.
- 6.6.13 Documentary evidence of enclosure of land for agricultural purposes in the vicinity of the study area comes from the '*Walpole Inclosure Act 1832*' described as:
- 'An Act for dividing, allotting, and inclosing certain open common salt marshes in the township of Walpole, in the county of Norfolk: 1st August 1832'.*
- 6.6.14 By 1841, the 'Hundred of Freebridge Marshland' contained seventeen parishes, with those of Walpole St. Andrew and Walpole St. Peter having populations of 565 and 1,335, and acreages of 4,000 and 7,200, respectively.³³ Tithe maps of the parishes of Walpole St. Andrew, from 1839 (Figure 7), and Walpole St. Peter, from 1859 (Figure 8), show networks of fields on reclaimed land along the southern half of the proposed OHL route, with the road network in place in and around what would become Walpole Marsh. To the north, towards the proposed Sutton Bridge B site, the land lay within the parish of Tydd St. Giles (for which the Tithe map could not be located) and is annotated as belonging to the 'Commissioners of the Nene Outfall'. The Tithe map for the parish of Tydd St. Mary, from 1840 (not reproduced herein), shows a row of land parcels immediately to the west of the county boundary (annotated '490' on the Enclosure plan of Tydd St. Mary in Figure 6) as 'New Marsh' – these now comprise East Marsh - and a land parcel to the north ('491' on Figure 6), this taking in what is now Gunthorpe Farm, as 'Bank and Fore Land', under the ownership of the 'South Holland Commissioners'.

³² Skertchly *op. cit.*

³³ White and Company 1845.

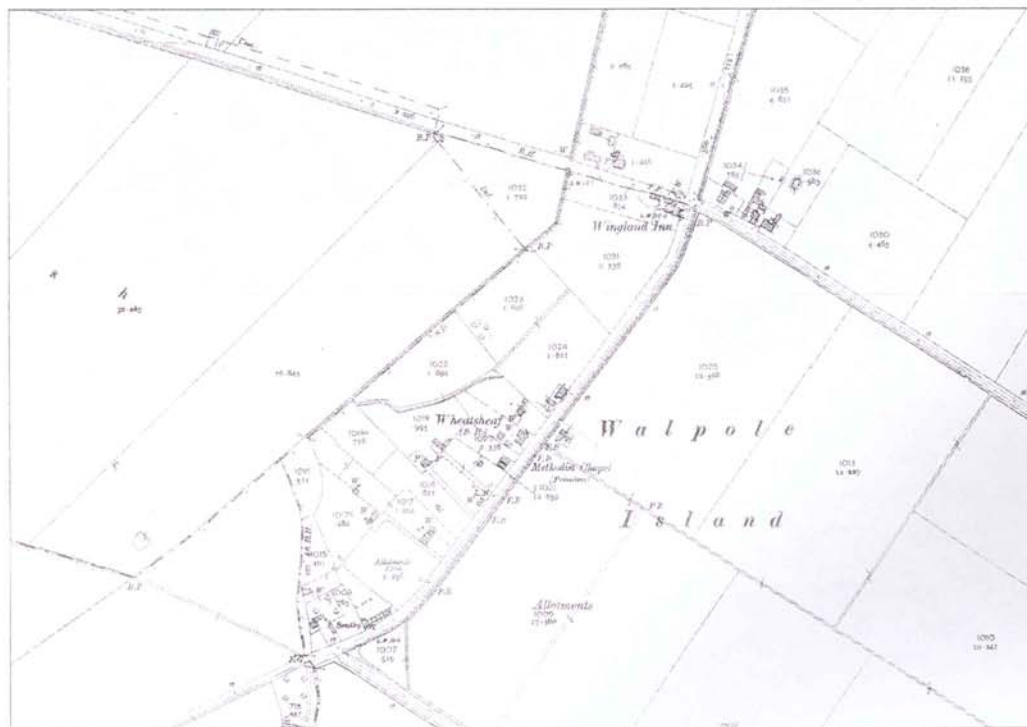
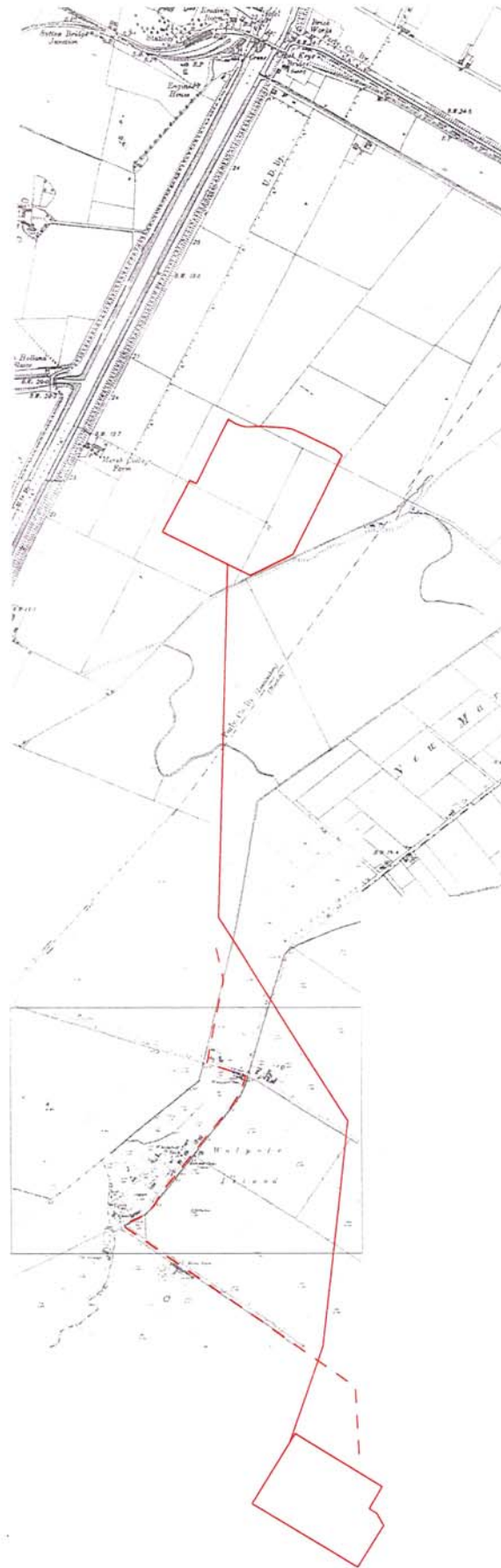


Figure 10. Ordnance Survey 2nd edition, c. 1906
Approximate scale 1:20,000

- 6.6.15 The Walpole St. Andrew and Walpole St. Peter Tithe maps indicate that, at this date, the hamlet of Walpole Marsh was simply 'The Island', with most of the plots of land fronting the through road lying within the parish of Walpole St. Peter. 'The Wingland Inn' now a brick dwelling, 'Wingland House, and Corner Farm (not named as such but also still extant), were evidently the earliest buildings in the hamlet, both situated at the crossroads where King John Bank met 'The Island'. The earliest known surname for a licensee of the Wingland Inn is 'Clarke', in 1851.³⁴
- 6.6.16 The Tithe maps also show the former salt marsh east of King John Bank as 'Old Inclosed Marsh', presumably a reference to the fact that reclamation of this land began after the late 18th century Acts. To the west, however, a band of fields skirting King John Bank are annotated as 'The New Marsh', these presumably occupying land more recently reclaimed from the estuary, specifically the easternmost former course of the river, as was the case for the aforementioned land parcels further west, in the parish of Tydd St. Mary. Farms later named as Model Farm and White House Farm were in place on the road, now French's Road, which led eastwards to Sea Bank.
- 6.6.17 The earliest editions of the Ordnance Survey map sequence convey the rural nature of the study area, located on reclaimed estuary and salt marsh between the Nene Outfall Cut to the west and the earlier settled area occupied by the Walpoles to the east. The 1st and 2nd editions of c. 1890 and c. 1906, respectively, are reproduced herein (Figures 9 and 10). By the late 19th century, 'The Island' had become 'Walpole Island' (Figure 9 inset) and was developed along the western side of the through road, which is now The Marsh. Some of the mid-late 19th century buildings remain in the hamlet, although some plots have certainly been redeveloped. A 'Methodist Chapel (Primitive)' was in place by c. 1890, this now redeveloped as Primitive House, although incorporating some original architectural fabric. Also shown on the 1st edition is a 'beer house', the 'Wheat Sheaf', now refurbished as a brick dwelling, Wheatsheaf House. By the 2nd edition, the south end of the hamlet had a 'Smithy', possibly the same premises listed, as part of Walpole St. Peter, as '*John Bussey, blacksmith, Walpole island*' in '*Kelly's Directory of Norfolk 1912*', this seemingly being the earliest directory to mention either The Island, Walpole Island or Walpole Marsh.³⁵
- 6.6.18 To the north of the study area, the Lincolnshire HER has an entry relating to Sutton Bridge dock (HER 20487) and associated buildings, which developed in the wake of the bridge and river embankment works c. 1830, and the arrival of the railway in the 1850s. Within or close to the limit of the study area the HER lists the disused (closed in the 1950s) railway lines (HER 20486 and HER 20495), Sutton Bridge railway station (HER 20485) and Tydd railway station (HER 20496). These are all now closed and demolished, with the exception of Sutton Bridge where about half the buildings still survive.

³⁴ From the 'Norfolk Public Houses' website.

³⁵ Various mid-late 19th and early 20th century directories were examined at the 'Historical Directories' website.

- 6.6.19 All Lincolnshire HER entries for the post-medieval/industrial period are located at or beyond the northern and western limits of the study area. There are no entries of post-medieval date on the Norfolk HER within the study area, with the exception of a handful of discoveries of post-medieval ceramics during fieldwalking in the vicinity of the Walpoles.
- 6.6.20 In summary, therefore, the potential for archaeological remains of the post-medieval/industrial period along the proposed OHL and underground cable routes is considered **low**.

6.7 Modern

- 6.7.1 Of note on the Lincolnshire HER, lying within the northern portion of the study area, is the site of the former Royal Air Force Sutton Bridge (HER 20490). Opened in 1926 as a gunnery training camp, as part of a wide programme of re-armament and modernisation of Britain's military forces, it was renamed in January 1932 as No. 3 Armament Training Camp.³⁶ By 1936 it was a fully operational airfield, although the landing strip was always grass with a steel mesh mat to facilitate landing.
- 6.7.2 During the Second World War, while its main role was as a training facility, three fighter squadrons (254, 264 and 266 Squadrons) flying Spitfires and Hurricanes were based at Sutton Bridge. As one of the RAF's main gunnery, bombing and air combat training facilities, the airfield was a prime target for German attack in the war. It was subject to about a dozen Luftwaffe bombing raids, only two of which were on target. Because of this usage, there exists the possibility of unexploded ordnance surviving in the surrounding area. In the later years of the Second World War, ground close to the airfield was used as a Prisoner of War Camp (HER 24039) Camp. The airfield became inactive in 1946 and was finally closed in 1958. The airfield is annotated as disused on the 1959 Ordnance Survey map,³⁷ with the complex of buildings at the time lying to the north of the proposed Sutton Bridge B site, but partially underlying the existing power station.
- 6.7.3 A photograph and plan of the RAF Sutton Bridge from 1926 (Figure 11) indicate that the existing Sutton Bridge Power Station extends into the area that was occupied by the earliest airfield buildings. However, it cannot be discounted that other buildings and structures, particularly prefabricated structures typical of the Second World War, would have been located elsewhere on the base. In general, the landscape of military aviation sites includes domestic buildings such as married quarters, officer's messes, and barracks, as well as the airfields themselves and associated technical facilities, such as control towers, hangars and workshops. Variations in building design and the overall layout of airfields generally reflect the development of technology, function and air defence tactics over time.
- 6.7.4 Military aviation sites are always of at least local significance because of the personal links to the former airmen and women who were stationed there and to the local community that often formed strong associations with these establishments. Archaeological remains derived from modern military occupation of the site could also include underground weapon pits and slit trenches, as well as buried redundant military equipment.³⁸

³⁶ Goodrum 1997.

³⁷ Pre-Construct Archaeology Limited 2005, Figure 9.

³⁸ English Heritage 2003b.

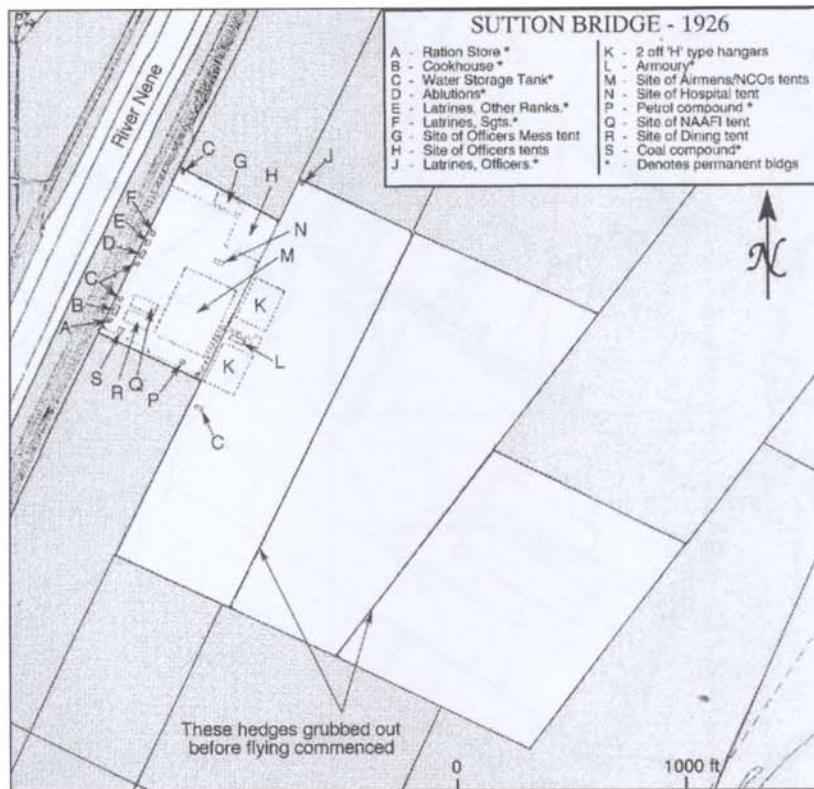
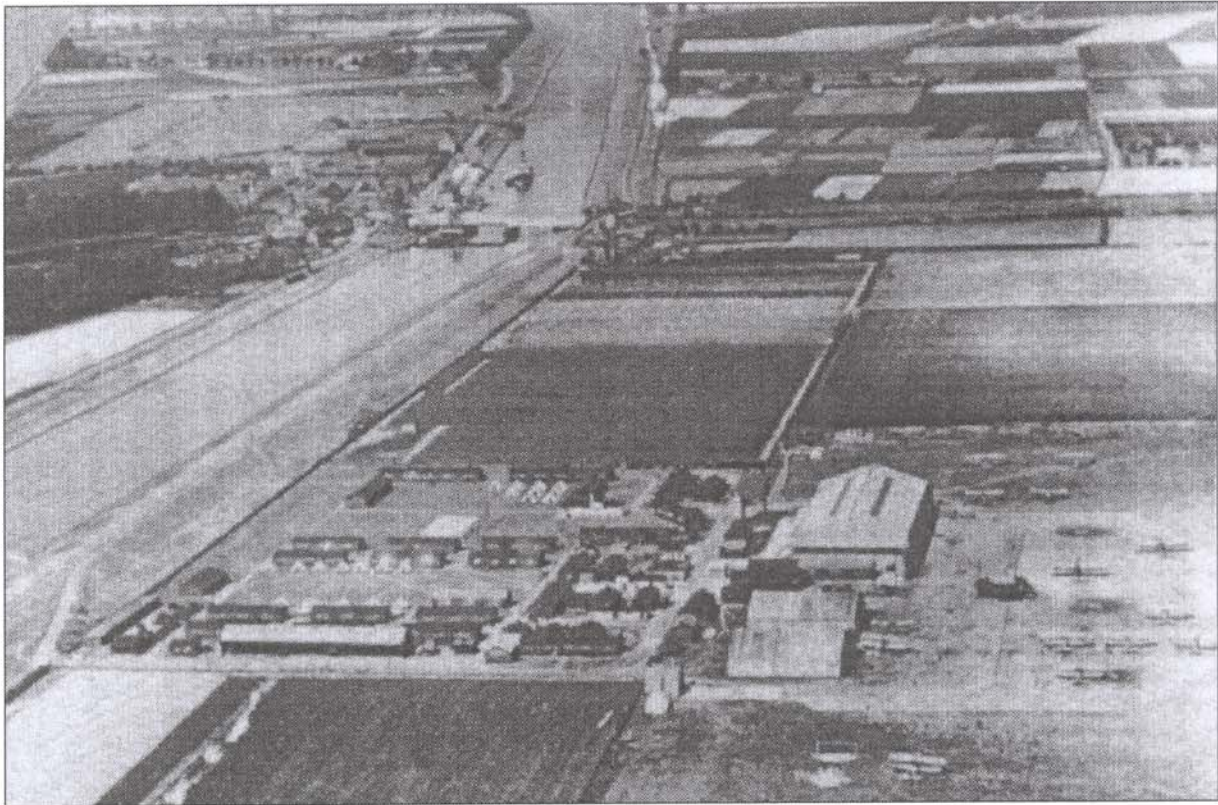


Figure 11. Photo and plan of RAF station

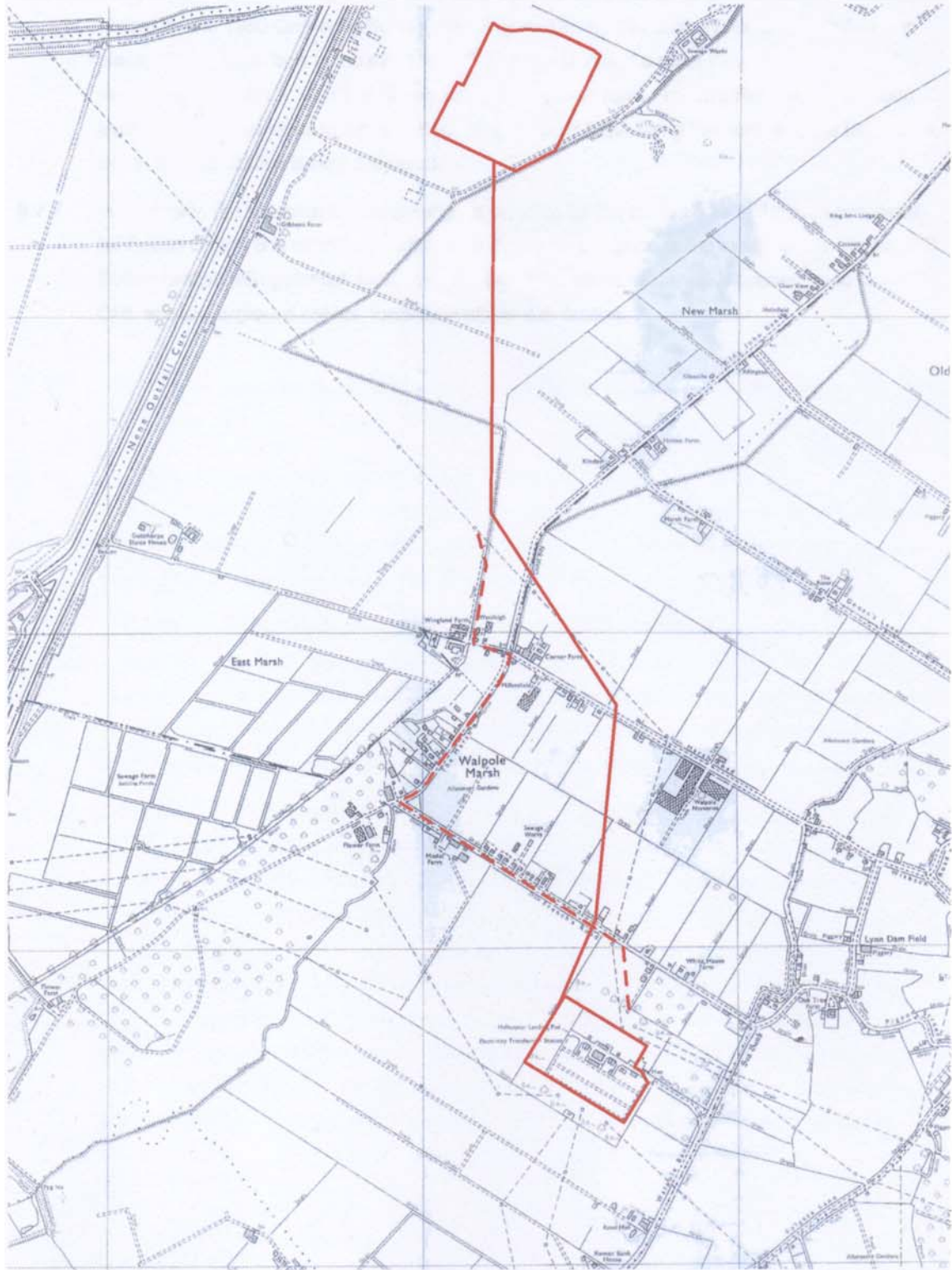


Figure 12. Ordnance Survey, 1980
Scale 1:20,000

- 6.7.5 Associated with the defence of the airfield, as well as the defence of Cross Keys Bridge, the Lincolnshire HER lists a number of pill boxes and gun emplacements within and just beyond the study area. There are two Type 22 Pill Boxes (HER 23559 and HER 23560) and one hexagonal Pill Box (HER 23558) within the northern part of the study area.
- 6.7.6 The proposed Sutton Bridge B site and the proposed OHL and underground cable routes are shown on the 1980 Ordnance Survey map (Figure 12). By this date, Walpole sub-station is in place, having been built in the mid 1960s.³⁹ The roads in and around Walpole Marsh are all named on this edition, with The Marsh being the through road, French's Road being the road leading south-eastwards to the Sea Bank and Walpole Bank being the portion of the latter from which the sub-station is now accessed.
- 6.7.7 In summary, the potential for archaeological remains for the modern era in the area proposed for Sutton Bridge B is considered **high**, specifically for evidence of the usage of the site as RAF Sutton Bridge, with potential decreasing to **low** to the south, along the proposed route of the OHL and underground cables, towards Walpole sub-station.

³⁹ Lynn News and Advertiser 1965.

7. POTENTIAL IMPACTS

The following potential impacts upon the archaeological resource are considered:

- Loss of, or damage to, palaeoenvironmental remains and archaeological sites and remains.
- Settings and views of and from upstanding remains, listed buildings, scheduled ancient monuments and other archaeological sites affected.
- Changes to ground conditions as a result of changes to the drainage regime, which could affect palaeoenvironmental and/or archaeological remains.
- Loss of landscape features, structures and areas with historic and cultural associations.
- Other possible impacts, such as noise, vibration, compressions and other changed ground conditions.

7.1 Loss of, or damage to, palaeoenvironmental remains and archaeological sites and remains

- 7.1.1 The potential impact of the proposed Sutton Bridge B Power Station on the palaeoenvironmental and archaeological resource has been considered in an earlier DBA. The proposal to connect the new power station to the National Grid via the existing Walpole electricity sub-station has the potential for additional impact.
- 7.1.2 The potential for palaeoenvironmental remains in the study area is generally high, given its situation on the western margin of the former 'Marshland' area in the heart of the Fenland basin. Therefore, the proposed scheme could potentially impact upon a depositional sequence, containing important palaeoenvironmental, possibly accumulated over several thousand years. Within such a sequence, significant archaeological remains could be preserved.
- 7.1.3 Along the proposed electricity routes in general, the potential for prehistoric archaeological remains, and particularly palaeo-landscapes, is generally moderate and later alluvial material would certainly mask any such landscapes along the proposed routes. The potential for Roman, Saxon and medieval remains along the northern parts of the routes, on land reclaimed from the estuary of the Nene from the 1830s, is low, increasing to moderate, with particular potential for features associated with salt-making, where, to the south, the routes cross land reclaimed from former salt marsh since the late 18th century. The potential for post-medieval/industrial period remains is low throughout the routes. The potential for modern era remains, specifically those derived from RAF Sutton Bridge, is high in the area proposed for Sutton Bridge B, with low potential generally along the routes towards Walpole sub-station.

- 7.1.4 In terms of specific potential impacts, it is proposed to export power along a new 400KV overhead line (OHL) which runs south from the new station, diverts to the east of Walpole Marsh passes over Marsh Road and French's Road and enters Walpole sub-station. The number of towers that will be required to support the OHL and their locations are yet to be finalised. However, it is anticipated that two terminal towers will be required at each end of the c. 3.5km route, with the minimum number of suspension towers along the route and angle towers to allow the route to change directions in the vicinity of Walpole Marsh.
- 7.1.5 Any intrusive groundworks associated with the scheme would impact to a greater or lesser degree upon any buried palaeoenvironmental and archaeological remains, depending upon the nature and extent of these works. There could be severe impact along the OHL route at all tower locations, where substantial below-ground foundations will have to be constructed to support the towers, each of which would be approximately 50m in height.
- 7.1.6 The proposed scheme also involves dismantling a section of an existing 132KV OHL which passes to the south of Sutton Bridge Power Station and enters Walpole sub-station. This line is to be replaced with a new underground 132KV cable using a route, which will, for the most part, follow the road network from Wingland Farm, running through Walpole Marsh, then along French's Road and across fields into Walpole sub-station. Burying of underground cables will require excavation of trenches, which typically causes severe, but far more localised, impact upon buried archaeological and palaeoenvironmental remains. However, in this instance, where the cable route runs along raised embankments carrying existing roads, the potential impact on either archaeological or palaeoenvironmental remains of significance would appear to be extremely low.
- 7.1.7 Potential impacts to palaeoenvironmental and archaeological remains caused by previous land use must also be considered. Since the northern parts of the proposed electricity routes occupy agricultural land reclaimed from the estuary of the Nene from the 1830s, this area saw little or no development until the early 20th century, when RAF Sutton Bridge was constructed on the eastern side of the Nene. This, along with continuous agricultural land use, particularly deep ploughing, before and since RAF Sutton Bridge was operational, could potentially have impacted on any buried archaeological remains of earlier eras, if present. However, the extent of any such impact is likely to have been variable and generally minimal.
- 7.1.8 The southern part of the OHL route crosses land reclaimed from former salt marshes on the margin of the Nene estuary from the late 18th century. The majority of the underground cable route runs along embankments raised to carry the road network as part of the reclamation scheme. Therefore, only previous agricultural usage, along with what little development there has been in the area, including construction of the road embankments themselves and construction of Walpole sub-station in the 1960s, could potentially have had any impact on any buried archaeological remains of earlier eras, if present.

7.2 Settings and views of and from upstanding remains, listed buildings, scheduled ancient monuments and other archaeological sites affected

7.2.1 The proposed development will not result in the loss of any scheduled monuments or listed buildings. Furthermore, it will not affect the overall setting of any scheduled monument, listed building or other archaeological site. The nearest scheduled monument is a moated site and medieval field system (National Monument Number SM 20821) in Church Field, 60m north of St. John's church in Terrington St. John, c. 5.5 km to the south-east of the study area. The nearest listed building is Green's Cottage, Folgate Lane, c. 0.6km to the south of Walpole sub-station.

7.3 Changes to ground conditions as a result of changes to the drainage regime, which could affect archaeological remains

7.3.1 Geotechnical investigations at Sutton Bridge Power Station in 1999 indicate that ground water level in the portion of the study area proposed for the new power station is close to the surface but varying, depending on the tide in the River Nene. This suggests that construction of the new power station and foundations for towers along the northernmost sections of the OHL and underground cable routes may alter ground conditions in archaeological and palaeoenvironmental levels due to changes to the drainage regime. Similar alterations are possible in the southern portion of the OHL route, although at present no specific information is available on existing ground water levels in these areas. The majority of the underground cable route is proposed to run along the raised embankments carrying the roads through Walpole Marsh.

7.4 Loss of landscape features, structures and areas with historic and cultural associations

7.4.1 The main landscape feature in the vicinity of the proposed new power station and associated OHL and underground cable routes is the River Nene, which is now canalised to the west in Pauper's Cut, Kindersley's Cut and the Nene Outfall Cut. It would be affected by the proposed development only in terms of overall setting.

7.4.2 The proposed site of Sutton Bridge B and the northern portion of the OHL route have some historic and cultural associations, since they lie within the area occupied by the former RAF station and airfield.

7.5 Other possible impacts, such as noise, vibration, compressions and other changed ground conditions

7.5.1 The groundworks and construction programme associated with the development proposals will have a short-term impact, in terms of noise and vibration, on the immediate environment of the study site.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 Conclusions

- 8.1.1 The overall location of the study area, on the western margin of the former 'Norfolk Marshland', within the heart of the Fenland basin, means that, in broad terms, there is potential for particularly complex and vulnerable palaeoenvironmental remains. Therefore, the conclusion of this assessment, in similar fashion to the earlier DBA specific to the proposed site of Sutton Bridge B, is that the proposed OHL and underground cable route corridors have **high** potential for palaeoenvironmental remains, these potentially lying at significant depths masked by later alluvial strata. The scheme could, therefore, provide an opportunity to study an extensive depositional sequence and provide a palaeoenvironmental model for similarly located sites elsewhere in the lower Nene Valley.
- 8.1.2 Walpole sub-station, the southern half of the OHL route and the majority of the underground cable route occupy land reclaimed from estuarine salt marsh from the late 18th century, while, to the north, the remainder of the route corridors and the proposed Sutton Bridge B site occupy agricultural land reclaimed during the 19th century from Cross Keys Wash, the former estuary of the Nene, following the creation of the Nene Outfall Cut and, consequently, the port town of Sutton Bridge. Therefore, in addition to its potential for palaeoenvironmental data, the northern portion of the scheme could afford an opportunity to provide information for geomorphological mapping of former estuarine channel systems.
- 8.1.3 In terms of archaeological remains, there is variable potential from era to era along the proposed route corridors. The potential for prehistoric remains, and particularly palaeo-landscapes, is generally **moderate** along the routes. The potential for Roman, Saxon and medieval remains along the northern parts of the route corridors is **low**, increasing to **moderate**, with particular potential for features associated with salt-making, where the southern parts of the route corridors cross land reclaimed from former salt marsh. During the Iron Age, Roman, Saxon and medieval periods, salt was obtained from salt marshes in the Fens via salterns. Any archaeological evidence for coastal economies, particular the salt-making industry, but also activities such as oyster farming and wild fowling, and any associated settlement activity of these eras, would be of significance.
- 8.1.4 The potential for post-medieval/industrial period remains along the route corridors is generally **low** and the potential for modern era remains is also generally **low**, except towards the area proposed for Sutton Bridge B, where the potential for remains associated with use of the land as RAF Sutton Bridge is **high**.
- 8.1.5 The proposed scheme could, therefore, provide an opportunity to confirm the predicted palaeoenvironmental and archaeological potential of areas of reclaimed estuary and adjacent former salt marsh. The greatest threat to both palaeoenvironmental and archaeological remains along the route corridors will come at the locations of the towers for the OHL, all of which are to be sited on agricultural land. Lesser impact is likely where the underground cable route crosses agricultural land, with no impact on palaeoenvironmental and archaeological remains envisaged where the cable route runs along raised embankments carrying existing roads.

- 8.1.6 Existing knowledge of the archaeological resource along the route corridors is negligible, since relatively little archaeological investigation has been conducted even in the broad vicinity of the study area and that which has been undertaken is of little relevance. Evaluations have taken place in recent years in the near-by villages of Tydd St. Mary and Tydd Gote, c. 4km to the west in Lincolnshire, and in the village of Walpole St. Peter, c. 1.5km to the east in Norfolk. Small-scale archaeological excavation took place in the 1990s off Folgate Lane, c. 0.5km south-east of Walpole sub-station, and although this revealed an important Saxon period occupation site, it was at a location almost certainly 'inland' relative to the contemporary coastline.
- 8.1.7 Development of the study site will not result in the loss of listed buildings or scheduled ancient monuments, neither will it unduly affect of the setting of any such.

8.2 Recommendations

- 8.2.1 Where archaeological remains, as identified by an archaeological DBA, are likely to be encountered, strategies should be developed to deal with them. PPG16 states that, where preliminary research suggests survival of archaeological remains,

"...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. This sort of evaluation is quite distinct from full archaeological excavation. It is normally a rapid and inexpensive operation, involving ground survey and small scale trial trenching, but it should be carried out by a professionally qualified archaeological organisation or archaeologist.

*Evaluations of this kind help to define the character and extent of the archaeological remains that exist in the area of a proposed development, and thus indicate the weight, which ought to be attached to their preservation. They also provide information useful for identifying potential options for minimising or avoiding damage. On this basis, an informed and reasonable planning decision can be taken."*⁴⁰

- 8.2.2 The broad objective of field evaluations is to provide information of sufficient quality and detail that reasoned and informed decisions may be made with regard to the preservation, or not, of buried archaeological material.
- 8.2.3 The assessment has determined that the palaeoenvironmental and archaeological potential within the proposed OHL and underground cable route corridors varies depending upon whether the land was reclaimed from the ancient Nene estuary or the adjacent salt marsh. Any decision on a requirement for archaeological field evaluation along the route corridor would come from Lincolnshire and/or Norfolk County Councils. If such evaluation is required, it may comprise one or more of the following procedures: geophysical survey, surface artefact collection ('fieldwalking') or test-pitting/trial trenching. Any invasive technique would be likely conducted only at the proposed locations of the tower bases to carry the OHL.

⁴⁰ DoE 1990, paragraph 21.

- 8.2.4 The proposed OHL route corridor and the extremes of the proposed underground cable route are on land currently used for agricultural activity. Geophysical survey can prove to be an effective method of archaeological field evaluation in such circumstances. In this instance, however, parts of the proposed routes run close to existing overhead transmission lines and, to the south, Walpole sub-station, so that the effectiveness of this technique is likely to be lessened
- 8.2.5 Surface artefact collection 'fieldwalking' could also prove to be a viable technique as much of the proposed OHL route corridor crosses land under plough and, therefore, subject to constant weathering.
- 8.2.6 A test-pitting or trial trenching exercise at the proposed locations of the tower bases to carry the OHL would establish the presence or absence of archaeological remains and should define the nature, depth, quality of survival, date and extent of any archaeological remains. The technique would also an examination of the depositional sequence for palaeoenvironmental data and, if required, allow the recovery of such data through sampling. It should be noted that the depositional sequence at the site could extend to many metres in depth, although stepped excavations provided with adequate pumps can allow satisfactory investigation in such situation.
- 8.2.7 If, for whatever reason, it proves impossible to reconcile the preservation *in situ* of important archaeological or palaeoenvironmental remains – as identified by field evaluation - with the needs of development, in this case the proposed OHL and underground cable route corridors for the proposed Sutton Bridge B, it would be necessary for further and more extensive archaeological excavations in specific locations, with subsequent reporting on the findings, to be undertaken prior to development.

9. ACKNOWLEDGEMENTS AND CREDITS

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PCA Credits

Research and report: Robin Taylor-Wilson (with contributions by Stuart Watson & Alistair Douglas)

Graphics: Adrian Bailey

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Maps, Documents and Other Sources

Lincolnshire Historic Environment Record

The Lincolnshire HER was consulted. This takes the form of digital and paper mapping cross-referenced with indexed files.

The HER also holds a record of archive reports for previous archaeological projects in Lincolnshire, and these were consulted.

HER entries in the study area are listed in Appendix A, with locations mapped on Figure 2.

Lincolnshire Archives

The Lincolnshire Archives yielded a number of relevant historic maps, including Armstrong's map of Lincolnshire from 1778, the Enclosure plan of Tydd St. Mary, c. 1830, and some relevant sheets of the Ordnance Survey 1st and 2nd editions, of c. 1890 and c. 1906, respectively. Where possible, extracts were reproduced by photocopy or from microfiche and, where this was not possible, extracts were requested to be supplied as digital images on CD. The Tithe map of Tydd St. Mary from 1840 was also examined, and potentially relevant information noted, although no extract was requested, as it did not encompass the proposed OHL or underground routes.

Lincoln Central Library

The Local Studies Section yielded some relevant sheets of the Ordnance Survey 1st and 2nd editions, of c. 1890 and c. 1906, respectively, and some relevant sheets of later editions. Where possible, extracts were reproduced by photocopy.

Norfolk Historic Environment Record

The Norfolk HER was consulted. Search requests are accepted by email and with the results – in the form of the HER entries in pdf format - returned by the same means.

HER entries in the study area are listed in Appendix A, with locations mapped on Figure 2.

King's Lynn Library

The King's Lynn Collection yielded some relevant sheets of the Ordnance Survey 1st and 2nd editions, of c. 1890 and c. 1906, respectively, and some relevant sheets of later editions. Where possible, extracts were reproduced by photocopy.

Websites

'Historical Directories' website: www.historicaldirectories.org/.

King's Lynn and West Norfolk Borough Council's Local Plan is available online at:
www.west-norfolk.gov.uk/pdf/Local%20Plan%20summary.pdf

Lincolnshire County Council's Structure Plan is available online at:
www.lincolnshire.gov.uk/upload/public/attachments/688/Adopted_Structure_Plan_Version_32.pdf.

Norfolk County Council's Structure Plan is available online at:
www.norfolk.gov.uk/consumption/groups/public/documents/article/ncc030262.pdf.

'Norfolk E-map Explorer' website: www.historic-maps.norfolk.gov.uk/

This has scans of Tithe maps from the mid 19th century, including those of the parishes of Walpole St. Andrew from 1839 and Walpole St. Peter from 1859. Inclosure maps from Enclosure Awards from the early 1800s are also present, although none showed the Norfolk portion of the study area.

'Norfolk Public Houses' website: www.norfolkpubs.co.uk.

South Holland District Council's Local Plan is available online at:
www.sholland.gov.uk/localplan/text/06_en_environment.htm#en12.

APPENDIX A
CATALOGUE OF HER ENTRIES

APPENDIX A: HER ENTRIES

Lincolnshire					
HER No.	Location	Category	NGR (TF)	Period	Comments
20479	Sutton Bridge	Monument	4825 2111	Post-medieval	1st Cross Keys Bridge
20480	Sutton Bridge	Monument	4823 2105	Post-medieval	2nd Cross Keys Bridge
20481	Sutton Bridge	Monument	4810 2096	Post-medieval	Site of windmill
20482	Sutton Bridge	Monument	483 213	Post-medieval	Site of granary
20484	Sutton Bridge	Monument	4800 2089	Post-medieval	Engine house (for bridge)
20485	Sutton Bridge	Monument	4810 2107	Post-medieval	Railway Station (demolished)
20486	Sutton Bridge	Monument	474 210	Post-medieval	Railway (disused)
20487	Sutton Bridge	Monument	4820 2170	Post-medieval	Dock buildings (demolished)
20488	Sutton Bridge	Monument	4820 2102	Post-medieval	3rd Cross Keys Bridge
20489	Sutton Bridge	Monument	4800 2120	Post-medieval	Settlement and Port
20490	Sutton Bridge	Monument	476 194	Modern	RAF Airfield (disused)
20495	Sutton Bridge - Tydd Gote	Monument	4765 2107 - 4655 1800	Post-medieval	Railway (disused)
20496	Tydd Gote	Monument	4647 1810	Post-medieval	Railway Station (demolished)
23558	Sutton Bridge	Monument	492 201	Modern	Pill Box
23559	Sutton Bridge	Monument	491 208	Modern	Type 22 Pill Box
23560	Sutton Bridge	Monument	486 209	Modern	Type 22 Pill Box
24039	Sutton Bridge	Monument	48136 20312	Modern	Sutton Bridge World War Two POW Camp
Norfolk					
2187	Ingleborough - Eastlands Bank, Walpole St. Andrew	Monument	4745 1500 – 5095 1900	Late Saxon/Medieval	Earthwork, roughly linear, The Sea Bank (formerly Roman Bank)
2198	Walpole St. Peter	Monument	4991 1697	Medieval	Earthwork mound, possible site of windmill
2200	Near Rose and Crown Farm, Walpole St. Peter	Monument	4868 1558	Undated	Cropmark, circular enclosure
14178	Near Lynn Dam Field, Walpole St. Peter	Find Spot	4931 1683	Roman	Grey ware bowl, discovered 1976
16337	Near Millcroft, Walpole St. Peter	Monument	4989 1621	Post-medieval	Site of windmill, Waterdown Green Mill, marked on 19th century maps
19040	Near Ingleborough Farm, Ingleborough	Monument	4788 1556	Pre-medieval?	Earthwork mound, probably a saltern, excavated in 1999
19583	Near Ingleborough Farm, Ingleborough	Monument	4796 1556	Medieval or Post-medieval?	Earthwork, rectangular enclosure
19665	Near Folgate Lane, Walpole St. Peter	Find Spot	4924 1646	Late Saxon/Medieval	Pottery sherds, from fieldwalking
19666	Near Folgate Lane, Walpole St. Peter	Find Spot	4907 1615	Middle Saxon/Medieval	Pottery sherds, from fieldwalking
19693	Rose Hall, Walpole Marsh	Monument	4867 1611	Medieval?	Earthwork mound, probably a saltern

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19694	Near Walpole Sub-station, Walpole Marsh	Monument	4862 1633	Medieval?	Earthwork mound, probably a saltern
19863	Near Folgate Lane, Walpole St. Peter	Find Spot	4903 1569	Roman/Middle Saxon/Medieval	Pottery sherds, found by fieldwalking
19908	Near Millcroft, Walpole St. Peter	Find Spot	4990 1638	Roman/Medieval	Pottery sherds & other cultural material, from fieldwalking
20073	Near Millcroft, Walpole St. Peter	Find Spot	4974 1585	Medieval	Pottery sherds, within a roddon, from fieldwalking
20074	Walpole St. Andrew	Find Spot	4981 1724	Medieval	Pottery sherds & other cultural material, from fieldwalking
20088	Near Rose and Crown Farm, Walpole St. Peter	Find Spot	4825 1550	Medieval	Pottery sherds, from fieldwalking
20111	Near Lynn Dam Field, Walpole St. Peter	Find Spot	4946 1683	Medieval	Pottery sherds & other cultural material, from fieldwalking
20156	Walpole St. Peter	Find Spot	4989 1701	Late Saxon/Medieval	Pottery sherds & other cultural material, some within a roddon, from fieldwalking
20157	Near Folgate Lane, Walpole St. Peter	Find Spot	4900 1600	Late Saxon/Medieval/ Post-medieval	Pottery sherds & other cultural material, including metal objects, most within a pronounced roddon, from fieldwalking & metal detecting
20158	Near Folgate Lane, Walpole St. Peter	Find Spot	4933 1581	Roman/Medieval	Pottery sherds, close to a roddon, from fieldwalking
20159	Near Thorn Moor Field, Walpole St. Peter	Find Spot	4919 1537	Medieval	Pottery sherds, from fieldwalking
20284	Walpole St. Andrew	Find Spot	4969 1721	Late Saxon/Medieval/ Post-medieval	Pottery sherds & other cultural material, from fieldwalking
21318	Near Sea Bank, Walpole St. Andrew	Find Spot	4932 1744	Medieval/Post-medieval	Pottery sherds, from fieldwalking
21319	Near Sea Bank, Walpole St. Andrew	Find Spot	4900 1700	Late Saxon//Medieval	Pottery sherds, from fieldwalking
21320	Near Cherry Tree Farm, Walpole St. Andrew	Find Spot	4900 1700	Roman/Medieval	Pottery sherds, from fieldwalking
21321	Near Lynn Dam Field, Walpole St. Peter	Find Spot	4952 1711	Late Saxon/Medieval	Pottery sherds, from fieldwalking
21322	Near Sea Bank, Walpole St. Andrew	Find Spot	4928 1720	Medieval	Pottery sherds, from fieldwalking
21323	Near East Croft Field, Walpole St. Andrew	Find Spot	4986 1754	Medieval	Pottery sherds, from fieldwalking
21324	Near Sea Bank, Walpole St. Andrew	Find Spot	4965 1767	Medieval	Pottery sherds, from fieldwalking
21325	Near Rose and Crown Farm, Walpole St. Peter	Find Spot	4874 1564	Middle Saxon//Medieval	Pottery sherds, from fieldwalking
22136	Near Millcroft, Walpole St. Peter	Find Spot	4975 1644	Late Saxon/Medieval/ Post-medieval	Pottery sherds & other cultural material, from fieldwalking
22137	Near Thorn Moor Field, Walpole St. Peter	Find Spot	4946 1575	Roman/Late Saxon/Medieval	Pottery sherds & other cultural material, from fieldwalking
22138	Near Thorn Moor Field, Walpole St. Peter	Find Spot	4949 1551	Roman/Medieval	Pottery sherds, from fieldwalking
22144	Near Lynn Dam Field, Walpole St. Peter	Find Spot	4964 1685	Late Saxon/Medieval	Pottery sherds, from fieldwalking
22145	Rose and Crown Farm, Walpole St. Peter	Monument	4875 1599	Early-Late Saxon/Medieval	Saxon & possible medieval occupation site, on roddon system, initially found by fieldwalking then part excavated in 1992
22146	Near Lynn Dam Field, Walpole St. Peter	Find Spot	4959 1695	Medieval	Pottery sherds, from fieldwalking
22374	Near Folgate Lane, Walpole St. Peter	Find Spot	4967 1672	Late Saxon/Medieval/ Post-medieval	Pottery sherds & other cultural material, from fieldwalking
23524	Near Thorn Moor Field, Walpole St. Peter	Find Spot	4945 1517	Roman/Medieval	Pottery sherds, from fieldwalking

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25791	Near Lynn Dam Field, Walpole St. Peter	Find Spot	4900 1600	Medieval	Pottery sherds & other cultural material, from fieldwalking
29230	Springfield Road, Walpole	Find Spot	4987 1742	Medieval	Gold coin, minted 1361-1369
37321	Former Bowling Green, Walpole St. Peter	Fieldwork	49831 16548	None	Archaeological evaluation 2002, no archaeological remains of note
37505	West Drove North, Walpole St. Peter	Fieldwork	49832 16528	None	Archaeological evaluation 2002, no archaeological remains of note
39607	West Drove North, Walpole St. Peter	Fieldwork	49818 16601	Post-medieval	Pottery sherds, from archaeological watching brief 2002,
47013	Greens Cottage, Folgate Lane	Listed building	4859 1590	Post-medieval	Early 18th century brick house

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