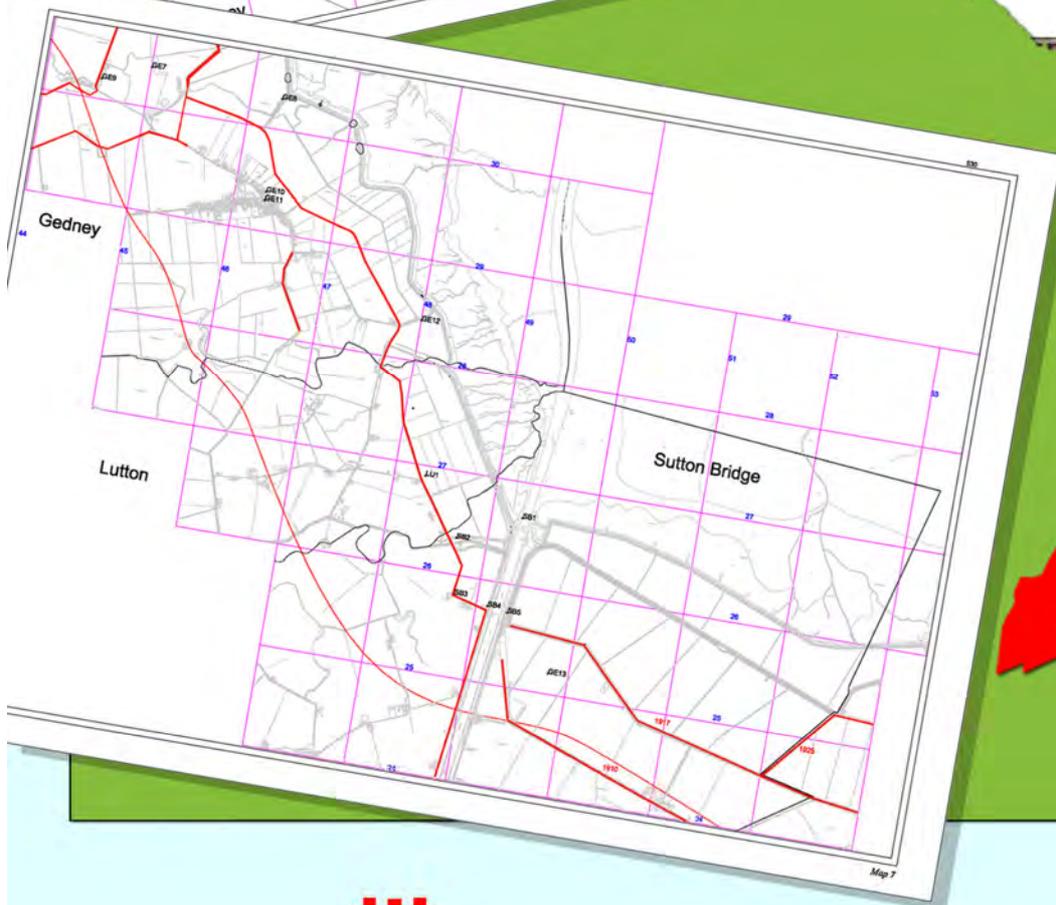
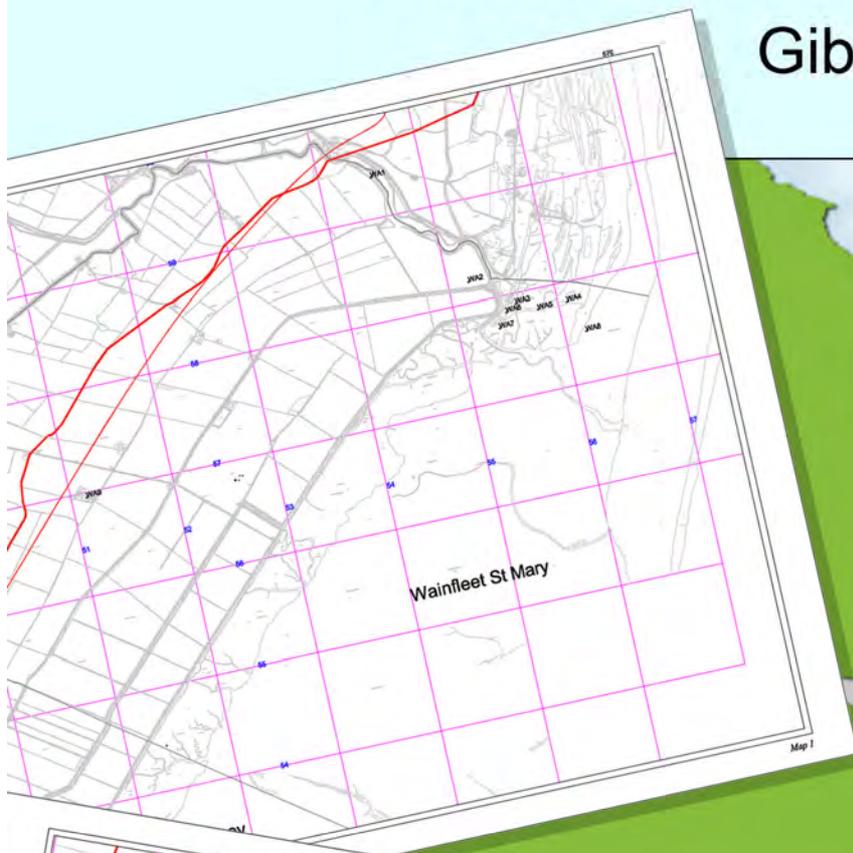


# Rapid Coastal Zone Assessment Survey

## Yorkshire and Lincolnshire: Gibraltar Point to Norfolk



ENGLISH HERITAGE

**Humber Field Archaeology**  
*Archaeological Consultants and Contractors*



**RAPID COASTAL ZONE ASSESSMENT**

**YORKSHIRE AND LINCOLNSHIRE**

**Gibraltar Point to Sutton Bridge**

**English Heritage Project 3729**

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**July 2007**

**Humber Archaeology Report No. 237**



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## 1 SUMMARY

This volume represents part of a Rapid Coastal Zone Assessment (RCZA) undertaken by Humber Field Archaeology, on behalf of English Heritage and the Environment Agency, in order to provide an assessment of the archaeological potential of the coast between Whitby, North Yorkshire and the Norfolk border. This volume covers the coastal sector between Gibraltar Point and Sutton Bridge, Lincolnshire, and consists largely of a survey of the banks of the Wash and its immediate hinterland. This work was undertaken between May and July 2007.

The RCZA is based on the principles and methodology presented in Version 8 of *A Brief for Rapid Coastal Zone Assessment Surveys* (English Heritage 2006a), and originally outlined in *England's coastal heritage: A statement on the management of coastal archaeology* (English Heritage & RCHME, March 1996). The area of coverage principally includes the shoreline (to Lowest Astronomical Tide level) and a 1–2km band of cliff and coastal hinterland. In addition, the results of limited aerial photographic analysis are included. Areas below low-water mark, such as records of shipwrecks, wreck fastenings, dive sites and dredgings, are not generally included.

The RCZA aims to establish a more comprehensive and reliable database assessment of the range and scope of the archaeological resource than is currently available. Not only should this lead to a significant improvement in the archaeological coverage within the various Local Authority HERs, but it is also intended to inform long-term strategies for the management of the cultural heritage resource, especially in the light of the current Shoreline Management Plans. The results have been published in the form of a series of reports, arranged by coastal section, and supported by maps showing distributions of sites. A digital archive is also available, including a GIS-based record of the NMP data.

The project describes and locates 235 records. Of these, 96 entries are new to Lincolnshire HER and the NMR. A further 45 of those in the NMR do not appear in the SMR. The additional records are principally related to World War 2 defensive structures; the remainder represent sites from the Romano-British period onwards.

The assessment considers that the principal risk to the potential archaeological resource of the area comes not from erosion and development processes, but from the possible need to undertake managed realignment programmes in order to counter the increased possibility of flooding. It consequently proposes a programme of further work, to include field assessment, aerial photographic analysis to NMP standard, documentary and cartographic surveys, and targeted fieldwork.

## **2 INTRODUCTION**

### **2.1 Background**

The project, which covers a 2km strip of the Wash coastline between Gibraltar Point (Lincolnshire) and the Norfolk Border, is a joint venture between the Environment Agency as the commissioning organisation, English Heritage as the senior partner in overseeing national RCZA coverage, and Humber Field Archaeology as principal contractor. This forms the southern part of a series of assessments undertaken by HFA on behalf of English Heritage whose principal aim is to enhance the coastal archaeology record of north-eastern England, and identify sites at short- and medium-term risk in the coastal hinterland along the Yorkshire and Lincolnshire coast, including the mouth of the Humber estuary. The relevant information gathered by the project has been formulated as a series of desk-top reports provided to English Heritage and the National Monuments Record, with summaries and pdf versions of the reports available via OASIS/ADS, and digital archives, including a GIS-based record of the aerial photographic analysis. The project includes resources for adding the information to the Historic Environment Record (or Sites & Monuments Record) databases maintained by Lincolnshire Sites & Monuments Record Office. This record office uses a version of exeGesIS software.

The value of rapid coastal zone assessment surveys of the intertidal zone and its immediate hinterland has been established in a number of areas of the United Kingdom, supported by fieldwork where this is safe and practicable. It has proved possible elsewhere, for example in Norfolk and Suffolk and the Isles of Scilly, to identify and locate large numbers of new HER monuments and activity records, which can be collated using GIS-based systems, and disseminated in a number of ways.

Although conditions along the east coast vary, the current land area is at risk of destruction by:

- Active coastal erosion
- Commercial, industrial and residential development
- The potential relocation of current coastal facilities to new sites further from the areas at immediate risk
- The realignment of coastal defences (generally by managed retreat rather than advancing the line)
- The creation of new nature reserves and habitats, or the protection and extension of existing sites

The collection and collation of information will allow areas of the coastal hinterland to be particularly targeted for field survey where the results of the documentary and aerial photographic surveys suggest that this is suitable. An updated project design for this second phase is a deliverable stemming directly from the completion of the desk-based assessment.

### **2.2 Definition of the Study Area**

The area of interest covered by this volume comprises a strip of coast which extends along the western and southern Wash coasts, from Wainfleet St Mary parish in the north

to Sutton Bridge in the south (Fig 1). For the study, it was considered essential to survey the available data covering the extensive intertidal zone (above Lowest Astronomical Tide level) and the coastal hinterland from high tide level for a distance of up to 2km inland.

This area as a whole encompasses a wide range of archaeological sites of local, regional and national importance, from prehistoric settlements to World War 2 defences, as well as a diverse geology and geography. These are unevenly affected by a variety of risks, both natural and developmental.

Within this project area, the lead unitary authority for the area is Lincolnshire Council. The majority of settlements are set well back from the present coastline, and none are under imminent threat from coastal erosion. There has been very little past and present industrial/commercial development in this part of the Wash, with few leisure developments, which primarily consist of holiday camps and related sites. Nonetheless, future development pressures may still affect the hinterland.

## **2.2 Coastal management**

### *General background*

The study area includes Gibraltar Point National Nature Reserve (TF 556 581), an area of over 1000 acres extending along the Lincolnshire coast, from the southern end of Skegness to the entrance of the Wash. It is comprised of sandy and muddy seashores, sand-dunes, saltmarshes and freshwater habitats. The reserve is recognised both nationally and internationally as an area of outstanding wildlife and geomorphological importance. The major part of the reserve lies in the area known as The Scalp. It is reached via the marsh roads from either Frampton or Wyberton. The Wash and Gibraltar Point have national recognition as Sites of Special Scientific Interest (SSSI), international recognition as Special Protection Areas (EC Conservation of Wild Birds Directive 79/409) (SPA) and as Ramsar Convention Sites (Wetlands of International Importance). Parts of the Wash are also managed as a National Nature Reserve, other parts are managed as nature reserves by voluntary conservation bodies, and part of the south-eastern coast, including the saltmarsh, mud flats and hinterland, has been designated an Area of Outstanding Natural Beauty (AONB), indicating the national importance of the area's landscape. The Wash supports a nationally important shellfish industry for both molluscan and crustacean shellfish which has significant socio-economic implications for the area. An RSPB reserve at Freiston Shore now includes an area of new saltmarsh and a lagoon, created in 2002 by cutting the existing post-war floodbank in three places.

For the purposes of shoreline management, the coast of England and Wales has been divided into eleven sediment cells, which can be defined as lengths of coastline which are relatively self-contained as far as the movement of sediments is concerned. Each of these is sub-divided for convenience into sub-cells, composed of a number of smaller management units. A management unit is a length of shoreline with 'reasonably coherent characteristics in terms of coastal process and land use' (Posford Duvivier 1998, 1). The sediment cells within the study area comprise part of Cell 2 (sub-cell 2d), extending from Gibraltar Point to Snettisham. The Norfolk section of the sub-cell has already been covered by a RCZA undertaken by Norfolk County Council.

Defra's 2002 Futurecoast study (Halcrow 2003), which has provided scientific information on coastal process for the second generation of Shoreline Management Plans, considers that the cell system has some shortcomings, as reflecting only one aspect of coastal system behaviour. It adopted a system based on three separate levels: coastal Behaviour Systems (areas with similar characteristics or strong interactions, defined by long-term regional evolution); Shoreline Behaviour Units (sections of shoreline that exhibit coherent behavioural tendencies, such as a bay protected by headlands); Geomorphological Units (a combination of spatially-discrete morphology, sediment and process, such as a dune system or saltmarsh). English Heritage (2006a: section 3.3), however, prefer desk-top surveys to coincide with the boundaries of sub-cells or management units.

### *Shoreline Management Plans*

A variety of local management documents have been produced. Principal among these documents are Shoreline Management Plans, which set out the long-term policy for management by local authorities or groups of authorities, and the Environment Agency. Other documents have been produced dealing with other specific aspects of the area, including a Natural Area Profile dealing with the environment and ecology of the area (English Nature 1997).

A series of Regional Coastal Defence Groups (RCGs) were set up by the Ministry of Agriculture, Fisheries and Farming (MAFF), now replaced by the Department for Environment, Food and Rural Affairs (Defra), specifically the Flood Management Division, and these were required to produce Shoreline Management Plans (SMPs) for areas within their remit.

- The RCGs are voluntary coastal defence groups, primarily consisting of representatives of the district authorities and any other bodies with coastal defence responsibilities, including the Environment Agency. For the entire study area, the coastline between Whitby to Flamborough Head (cell 1d) falls within the North East Coastal Authorities Group area (NECAG), Flamborough to Gibraltar Point (cells 2a, 2b, 2c) is included in the zone covered by the Humber Estuary Coastal Authorities Group (HECAG), while the Wash has been covered separately because of its distinctive character.
- An SMP is a document which sets out a strategy for coastal defence for a specified length of coast, normally a sediment sub-cell or group of sub-cells, taking account of natural coastal processes and human and other environmental influences and needs.

The first round of 49 SMPs for England and Wales was completed between 1995–2000, and they were intended for revision on a 5-year cycle. An initial criticism of the first reports was that appropriate long-term decisions were not made, and that an improved understanding of processes acting on the shoreline was required of the second round. As a result, Defra and the National Assembly for Wales have collaborated to improve the second stage SMPs by ensuring that a scientific and consistent basis for predicting coastal change over the next century is available; this study, completed in 2002, is known as Futurecoast (Halcrow 2003). In this process, English Heritage will assist in helping to ensure the protection of significant 'coastal historic assets', and where this is not possible,

help to develop mitigation strategies which are ‘economically viable, technically sound and environmentally sustainable’ (English Heritage 2006b).

In the Wash area, the need to protect the archaeological resource from any adverse effects of coastal defence activities or policies was outlined in a Shoreline Management Plan commissioned by the Environment Agency and produced in 1998, following an earlier Wash Estuary Management Plan (Wash Estuary Strategy Group 1996).

The purpose of the SMP is to determine a management policy for each policy unit (English Heritage 2006b: Part 1). The alternatives can be summarised as:

1. *Hold the existing defence line* by maintaining or changing the standard of protection. This policy should cover those situations where works or operations are undertaken in front of the existing defences (e.g. beach recharge, rebuilding the toe of a structure, the construction of offshore breakwaters, etc.), to improve or maintain the standard of protection provided by the existing defence line. Policies that involve operations to the rear of existing defences (e.g. construction of secondary floodwalls) should be included under this policy where they form an integral part of maintaining the current coastal defence systems;
2. *Advance the existing defence line* by constructing new defences seaward of the original defences. Note that use of this policy should be limited to those policy units where significant land claim is considered;
3. *Managed realignment* by identifying a new line of defence and, where appropriate, constructing new defences landward of the original defences;
4. *No active intervention* where there is no investment in coastal defence assets or operations, i.e. no shoreline management activity.

In practice, option 2 is unlikely to be adopted in the area for purposes of sea defence, although an advanced waterfront may be proposed where new developments are planned which require additional land (e.g. port or marina extensions). There has already been a localised area of managed realignment at Freiston Shore

SMP review is intended to occur every 5–10 years to assess the rapidly changing situation, the overall planning process being staged.

Stage	SMP	Strategy plan	Scheme
Aim	To identify policies to manage risks.	To identify appropriate scheme types to implement policies.	To identify the nature of works to implement preferred scheme.
Delivers	Broad-brush assessment of risks, opportunities and constraints, areas of uncertainty.	Preferred approach (i.e. scheme type) including economic and environmental decisions.	Comparison of different implementation options for preferred scheme type.
Output	Generic policies (e.g. hold the line, advance	Type of scheme (e.g. beach recharge,	Type of works (e.g. revetment, wall,

	the line etc.)	seawall, setback embankment etc.)	recycling etc.)
Outcome	Improved undertaking of the longer term sustainable management for the coast.	Sets out management measures that will provide the optimum approach to flood and erosion management for a specified area.	Reduced flood and erosion risk to people and assets (natural and man-made).

The RCZA can assist in the development of a strategy plan by defining the heritage resource to inform the SMP at an early stage. By attempting to quantify the status and risk to individual monuments, it should be possible to highlight those which require imminent remedial action; this is a significant improvement on the use of raw HER and NMR data in areas where no RCZA has taken place. The presence of an ‘at risk’ historic asset is unlikely to influence the implementation of a management scheme in most cases, as the majority would not repay substantial outlay, but it may help to give a timescale during which action must be taken. An example would be a Romano-British field system in an area where *managed realignment* or *no active intervention* was identified as the correct course of action. However, the English Heritage position is that significant monuments should be protected ‘wherever this is economically, technically and environmentally sustainable’ (English Heritage 2006b). This might be time-limited (e.g. to 20 or 50 years), but some monuments would be considered of such significance that indefinite protection would be proposed.

Although the majority of listed buildings in the study area are currently well inland, and hence could be considered not at risk from erosion as long as defences are maintained, rising sea level in relation to the land in fact places many such areas in doubt over a period of perhaps 50–100 years. Substantial outlay will be required to protect coastal towns and villages in the future. Overbank flooding will still occur, even in areas protected by sea defences. For those which are at risk (most immediately those in unprotected coastal areas), English Heritage has outlined two options:

- 1 Recording, followed by staged abandonment, ruination and/or demolition, (perhaps involving removal of architecturally or culturally significant components), consistent with H&S considerations; or
- 2 Recording, followed by controlled dismantling/demolition and re-location to a nearby sustainable site, ideally in a comparable topographic situation to the building’s original site.

### *England’s Historic Seascapes*

This project, which consists of four pilot studies, aims to apply tested Historic Landscape Characterisation (HLC) methodology to the inter-tidal and marine zone, building on an initial HLC methodology developed for Liverpool Bay (Wessex Archaeology 2005). A key role for the resulting characterisation methodology will be to frame responses to marine aggregates extraction. The involvement of the aggregate extraction industry in the maritime zone has meant that funding for the pilot studies could be obtained from the Aggregates Levy Sustainability Fund (ALSF).

This marine and inter-tidal characterisation will complement the current national programme of County-based HLC projects which, through desk-based GIS mapping and analysis, seek an archaeological understanding of the historical and cultural development of the whole of the present landscape. It will enhance English Heritage's ability to inform the management of change affecting the historic environment, using methodologies compatible with natural environment datasets. The project's analysis will be of the present landscape, and will give a context to the otherwise predominantly point-data records of the coastal and marine historic environment.

One of the four pilots is included on the fringes of the study area: Withernsea–Skegness (MoLAS in prep). The landward limit of the pilot area extends to at least Mean High Water (MHW). The seaward limit is that of the UK Continental Shelf, following the Median Line with Holland, as defined in the UK Continental Shelf Act 1964 as subsequently amended.

All estuaries within the project area have been included to the Normal Tidal Limit along their rivers and tributaries.

#### *Historic Landscape Characterisation*

In the study area, a Historic Landscape Characterisation project for the Wash area is also being completed by Lincolnshire County Council as part of the Lancewad Plan Project, which also involves as partners Germany, the Netherlands and Denmark. HLC is intended to move beyond sites and monuments-based studies (such as Rapid Coastal Zone Assessments) and look at the development of the underlying landscape. This includes looking at landforms, landscape features and past and present landuses. The comparative study of maps ('map regression') is one important tool, although this also plays a role in more traditional desk-based assessments. Like these, it may have a local or regional remit.

### **2.3 The shoreline heritage**

The coastal study area as a whole contains a wide variety of monuments and artefacts, representing a substantial portion of the time which has elapsed since the last glaciation. These include features which are maritime-related, such as fish weirs, jetties, fish and shellfish tanks, revetments, pleasure piers, harbour installations, lifeboat stations, coastguard buildings, wreck sites, as well as others relating to agricultural practices, residential or leisure activity, and industrial processes. Similarly, artefacts may be found which relate to shipping, fishing, hunting, domestic activity or craft/industrial occupations, covering many periods.

A large quantity of related information has been accumulated by the regional HERs with responsibilities for areas of shoreline, consisting mainly of individual artefact or site findspots and event records. At any one time, a small proportion of these will not have been added to the HER databases, for example where material is presented in the form of a desk-based assessment, as a donation or bequest, and/or as material in an uncatalogued form. New data may be added, from excavations, fieldwalking, chance finds by the public, documentary survey and aerial photographic analysis. The HERs also actively extend their databases from cartographic and documentary sources.

The HER for Lincolnshire holds several thousand records relating to the coastal zone, including sites in the hinterland and maritime areas, although the majority of the existing monument records were created prior to the installation of the maritime tab on the HBSMR system. The National Monuments record (NMR) archive for the Study Area contains several hundred monument entries and event records, including many ship and aircraft wreck sites, although many are duplicated in HER holdings. The NMR includes records created by the Defence of Britain project which ran from April 1995 to March 1992, adding many coastal defence features in almost every category dating from World War 2, as well as the post-war period, and occasionally World War 1, including shore batteries, anti-aircraft and anti-tank defences, pillboxes, radar stations, airfields. Soft defences and temporary installations such as trenches, weapons pits, barbed wire entanglements, road- and railblocks and minefields have also been identified from aerial photographic analysis.

## **2.4 Characteristics of the Wash coast**

### **General landscape and physical/historical background**

The underlying geology of the area consists mainly of Jurassic strata in the west, covered to the north and east of a line between Wainfleet St Mary and Snettisham (Norfolk) by Cretaceous rocks. The area has a covering of glacial till deposited at the end of a series of glaciations, most recently c 15,000 years ago. Much of this, however, is covered by subsequent deposits of fluvio-glacial and marine silts, sands and gravels.

The landscape of Lincolnshire as a whole is dominated by two lines of hills consisting of relatively hard rocks which have been eroded more slowly; these are the mainly chalk Lincolnshire Wolds and the limestone Lincoln Edge and Heath. Between these uplands is a clay vale broadening southwards towards the peat- and silt-filled depression of the Fens (including the Wash), while to the west lies the Vale of Trent.

The general landscape of the portion of south-east Lincolnshire lying within the study area is typified by the low-lying topography resulting from the deposition of estuarine and riverine derived alluviums over the glacial depositions (Skipsea Till) dating from the Tertiary period (Catt 1990, 21–3). These in turn overlie a solid geology of chalk laid down during the Upper Cretaceous period (Neal 1988, 1 *et seq.*).

Geologically, the Wash represents the remains of a much larger basin created in a gap between the chalk and sandstone escarpment between the present-day Lincolnshire Wolds and the Hunstanton area. The present basin is at least 50m in depth, shelving up to 10m or less nearer the shore.

To the east and around the northern fringe of the Wash lies the Lincolnshire Marsh fringed by sand dunes at Gibraltar Point, elsewhere by reclaimed saltmarsh. The inland portion was largely fen and saltmarsh, with a rim of low silt ridges formed by marine silts being deposited around the fringes of the area. Topographically, much of the fen area lies below 3m OD; the sea level is also rising by an average of about 1–1.5mm per annum as the land sinks by c 1mm per annum, still readjusting following the melting of massive icesheets at the end of the last glaciation. The tidal range is the highest on the east coast, at 6.5m. Major overbank flooding occurred in 1953 and 1978, and with a net rise of sea level relative to land of 2–2.5mm per annum, the risk theoretically increases year on year. In practice, provided the rate of accretion continues to exceed that of sea level rise, the area should adjust and continue to remain largely stable: the effect of

climate change has however been predicted to increase the relative rise, perhaps to as much as 8.5mm per annum. This may well lead to problems, as any sustained rises of more than 5mm per annum over a 50-year period appear to have led to erosion and increased flooding.

Sediment transportation in the Wash is led by tidal processes: the Wash is principally an area of accretion, characterised by the deposition of at least 6.8 million tonnes of marine silts per annum, with a much smaller quantity originating from the rivers which enter the basin, including the Nene, Witham, Ouse and Welland, which enter the Wash via a series of controllable sluices. Much of the sediment entering the Wash from the seaward direction is probably derived from erosion of the Lincolnshire and Norfolk coasts. Meanwhile, southward longshore drift feeds the sand dune system at Gibraltar Point, in the same way that Spurn is replenished in the Humber estuary. This may in the future be affected by the extent of hard defences now in place between Mablethorpe and Skegness.

### **Development of Land Use**

Historically, Lincolnshire as a whole included extensive tracts of sheep-grazed grassland, heath and fen. There was extensive clearance of woodland from Roman times and earlier, and by the 17th century the area of the county covered by woods and forests, as in many parts of the country, was greatly reduced. Many prehistoric settlements were established on the dry ground in the Lincolnshire Wolds, along the Fen Edge or Limestone Heath, or on fenland islands, exploiting the wetlands which were rich in fish, fowl and economic plants. Anglo-Saxon and later village development was often along the springlines of the Wolds and the shoreline, including the silt ridge surrounding the Wash. Here, with a ready supply of water and access to the sea, parishes grew up with a mixture of land of different types. Land on the lightest, most readily cultivated soils was used for crops nearest to villages, whilst sheep were grazed on saltmarsh. Wool was a major component of the Lincolnshire economy at this time helping to provide the wealth necessary for the fine churches and the cathedral built in the 12th to 14th centuries, and gave the leading families of the county political influence nationally.

Small-scale intakes from the marsh began in the Anglo-Saxon period and continued for several centuries, but it was not until the 17th century that reclamation began in earnest, drawing on the expertise of Dutch engineers. Vermuyden embanked 1120 acres in the Nene estuary in 1632, with over 17,000 acres reclaimed in the Gedney and Holbeach area by 1660. As well as reclamation, the rivers in the region, including the Nene, Welland, Great Ouse and Witham, were canalised and controlled by weirs and sluices through to the 19th century, fixing them in their present positions and allowing extended sailing hours for maritime traffic. The creation of deep sea cuts across the intertidal mudflats between training walls also facilitated the growth of saltmarsh which was relatively easily reclaimable. This occurred on all four of the main rivers during the 19th century.

The evidence for the successive seabanks for defence and reclamation can be seen throughout the study area along with evidence for the once extensive late medieval/early post-medieval salt industry on the old shoreline on the north side, particularly in Wrangle parish. A few new, generally small settlements and scattered farmsteads grew up throughout the reclaimed areas, such as Gedney Dawsmere and Gedney Drove End, but this was and remains principally an agricultural landscape of regular fields, with

virtually no tree cover. Reclamation from the Wash continued up to the 1970s when the last areas of new land were brought into cultivation.

The highly effective development of the Fens and Wash marshes led to the loss of most of the extensive wetlands and grazing marshes in Lincolnshire, with the exception of the remaining coastal saltmarshes. It is within these areas of coastal marsh that early archaeological sites will potentially survive in a good state of preservation, although there has been extensive reclamation along the Wash coastline.

By 2000, an estimated 47,000ha of land had been reclaimed around the Wash since the Saxon period (including the Fen district), of which just 3,000ha was enclosed in the late 19th/20th century. In 2002, an area of Freiston shore was the subject of a realignment project, with 78ha of land reflooded, perhaps a sign that the process has come full circle. This, however, was an area of recent reclamation, although buried landscapes may potentially be affected by such policies.

## **2.5 Potential contribution of the project to the national inventory of coastal archaeology for England, and the need for action**

The need to compile a record of coastal sites in the area has become more pressing. Although offshore dredging, domestic, commercial and industrial development is not expected to greatly affect the Lincolnshire section of the Wash, the potentially increasing rate of rise in sea level relative to the land may well threaten the coastal area and lead to significant alterations to flood defences.

Fishing (both inshore and deep-sea) has always been a small-scale but widespread industry along this coast, ranging in scale from small boats operating out of minor creeks and inlets and off the beach. As such, the coastal zone should contain the remains of groynes, staithes, jetties, mooring posts, fish traps, etc, although, with the exception of possible mooring posts in Fishtoft, none of these appear as entries in the HER for the Wash area; many other features will undoubtedly be entirely absent from any records, although combined archive- and fieldwork would be required for statistical analysis.

The importance of the area in national defence has led to the creation of chains of defensive structures of several periods, particularly including World War 2 and Cold War installations. Despite their recent origin, the location of many of the structures on former floodbanks means that many of these have already been demolished, or are in imminent danger due to changes in the flood defence system.

Sea-level change along the east coast has resulted in extensive post-glacial buried landscapes; several submerged forests and extensive areas of peat bed are known along the Lincolnshire and East Anglian shores, including those at Holme-next-the-Sea, which are associated with 'Seahenge'.

While development can be controlled by legislation, the processes of erosion and weathering (natural and chemical) can only be ameliorated to some extent, and for finite periods, rather than halted, and they are therefore much more of a problem.

The introduction of the National Heritage Act in 2002 has enabled English Heritage to assume responsibility for maritime archaeology up to a 12 nautical mile limit. The English Heritage Maritime Team has therefore been able to support a number of research projects

and initiatives, as part of an ongoing recording programme. English Heritage is ideally placed to co-ordinate projects related to the coastal and maritime areas through provision of advice and documentation. The enhanced record will contribute directly to better informed strategic and policy decisions at a national level, and to the development of methodologies for future enhancement of the National Monuments Record and local HERs.

## **2.6 Summary of previous work**

- Archaeological organisations, including private contractors and university researchers, have conducted a number of investigations in the area: the former have tended to concentrate on sites relating to the planning process, but research excavations have also been carried out, particularly on saltern sites in the Wrangle area.
- The Fortress Study Group has investigated and recorded a large number of 20th-century defensive installations, and the results of much of this work have been incorporated into the Defence of Britain project, and through that, is also available through the NMR and on-line via ADS (Archaeology Data Service). A survey of post-war Royal Observer Corps sites has also been undertaken (Cocroft & Thomas 2003).
- A series of brief walkover surveys was carried out in early July 2007 as part of the remit of this project (see section 5). A number of representative areas were investigated to characterise the area and examine specific objectives.

## **2.7 Location of existing core records**

Relevant records are held by the NMR, ULM (previously Cambridge University Collection of Air Photos), Lincolnshire SMR and Archives. The coastal record of the National Maritime Museum photographic section holds a very large collection of early photographs of fishing ports and vessels, and nautical activities, some of which are likely to relate to this area. Other records which may be of interest are held by private researchers, commercial organisations and research bodies. The Defence of Britain project data regarding military sites has been integrated into the NMR and is consequently included here.

## **2.8 Objectives**

Clearly, monuments based along the littoral, such as sea defences, military sites, historic coastal settlements, harbours and fishing-related structures are all at risk, as are wrecks in close proximity to the shoreline, where they are vulnerable to storm damage, undermining, flooding and the pounding action of waves. A Rapid Coastal Zone Assessment will give, often for the first time, an opportunity to look at classes of monument never looked at before, certainly in a modern archaeological sense, including those related to fishing, coastal industry etc. Also at risk are land-based monuments, which, although unconnected to the sea, find themselves on or near the coast as a result of cliff retreat. These include the same classes of monument which are present elsewhere in the region: past settlements, cemeteries, field systems, mills, moated sites etc.

Although not all of these elements are relevant to the Wash area, which has generally been an area of accretion rather than erosion, the project is intended to:

- Provide new and enhanced records of coastal heritage assets for the National Monuments Record and Lincolnshire SMR, to a nationally agreed common minimum data standard, in order to permit an improved curatorial response to strategic coastal planning or management initiatives at local, regional and national level.
- Provide a factual basis for the initial curatorial response to individual applications for commercial developments or schemes, in advance of more detailed evaluation and mitigation related to environmental impact assessments and/or planning applications.
- Provide data which is compatible with the needs of other coastal managers, parallel coastal surveys, industry and researchers.
- Provide an overview of coastal change from the Late Upper Palaeolithic onwards.
- Provide a reliable map base for survey and consultation purposes.
- Assess and forecast the degree of threat to the coastal archaeological resource from natural processes and development, with regard to models of future coastal change presented in defra's *Futurecoast* study (Halcrow 2003) and Shoreline Management Plans.
- Identify and assess sites under actual or predicted threat, either from natural processes or from development.
- Provide a basis for developing management and research priorities in respect of sites and areas of potential with different levels of importance and under different levels of threat, based on:
  - a. The identification of areas or sites meriting further survey or evaluation
  - b. The identification of areas or sites requiring positive management action
  - c. The identification of significant historic assets meriting consideration for protection by means of statutory designation (listing or scheduling)
  - d. The identification of areas where heritage assets may be at high risk of damage or destruction
  - e. The establishment of future research priorities for the coastal heritage
- Raise awareness of maritime archaeology in the eastern England amongst archaeologists and specialists as well as the general public (for example by means of popular publications, seminars and day schools).

They are also in line with those outlined in the latest English Heritage brief for Rapid Coastal Zone Assessment Surveys (English Heritage 2006a).

The heritage information provided by the RCZAS can be used directly to inform Defra's Shoreline and Estuary Management Programme to ensure appropriate protection, or mitigation of damage, to historic coastal assets.

## **2.9 Copyright and access**

Copyright of new records created rests with EH, Humber Field Archaeology, and Lincolnshire HER to which they devolve, except where copyright is known to rest with a third party.

As with any Historic Environment Record, future public access to certain individual records may need to be restricted, subject to the terms of the Freedom of Information Act 2000, in order to respect the commercial interests of the body which has supplied the information. Lincolnshire HER will already have procedures for dealing with such cases.

### **3 METHODOLOGY**

#### **3.1 Introduction**

Information was obtained or identified from records currently held by:

- The National Monuments Record and other national databases.
- The local HERs/SMRs, including holdings not added to databases (donated information, collections, contractors' reports).
- Local museums.
- Local archives, record offices, study centres and libraries.
- The Defence of Britain project.
- Listed Buildings online register.
- Shoreline and Estuary Management Plans.
- *Futurecoast* (Halcrow 2003).
- Available studies on palaeogeography, coastal change and historic map regression.
- Historic maps and charts, including digital versions where available.

These records fall into the following main categories:

- Documented shipwrecks in the intertidal zone.
- Archaeological and historical features located within the intertidal zone, or known through documentary or other sources to have been lost through coastal erosion or other processes.
- Archaeological and historical features within the coastal hinterland at short- to medium-term risk of damage through coastal changes.
- Archaeological and historical features not at short- or medium-term risk, but which lie within the study area; in some instances these may provide a context for features categorised as at risk, or signpost examples of classes of features which may not be apparent in 'at risk' areas.
- Artefact records ('findspots') which may or may not be relevant to the locality.
- Listed buildings, or unlisted buildings of interest.

#### **3.2 Aerial photography and fieldwork**

For the purpose of the Wash area RCZA, only a limited number of approximately 100 vertical APs has been examined as a representative sample of the area, using laser copies rather than original images; these are listed at the end of this report, and where monuments have been identified, the relevant frames are referred to in the gazetteer entries. Because the area has largely been reclaimed during the later post-medieval to modern periods, it was considered likely that few early monuments would be present in the study area, and views were therefore selected dating from 1940 to 1946 in an attempt to capture images of World War 2 structures during their period of construction and use and also identify any temporary ('soft') defensive structures such as barbed-wire fences, minefields, trenches, weapons pits, target ranges and roadblocks. The results were transcribed into AutoCad and have been included in the form of line and point data in the maps supplied with this project.

The number of new monuments recorded suggests that there is the potential for further more detailed work using original images. This would include camouflaged installations as well as temporary features, although there was no indication from the pilot study that these were as common as, for example, those recorded in the East Yorkshire coast. Definition on the laser copies was poor, and small areas of disturbed ground on the 1940 images, for example, may well represent features which could not clearly be identified, while elements of target ranges were either not visible or not interpretable without expert specialist advice. Relatively few soft defences were identified (there are no recorded minefields or barbed wire obstacles, for example), although the Defence of Britain Project likewise recognised chiefly hard defences from aerial photographic coverage, and it is possible that this represents the actual situation in the Wash area.

In order to conform with the rest of the project area, it is therefore recommended that the aerial photographic archive should be interpreted to National Mapping Programme standard by a professional team with experience in analysis to this level, examining all available photography.

A limited walkover (conditions) survey was undertaken, primarily to characterise the area, identify safe access points, examine the general condition of sectors of the coastline, and visually assess sites considered at the highest risk levels. Sites whose state of preservation from existing records was uncertain were also checked.

Fieldwork, including a detailed walk-over survey and targeted evaluation techniques, such as fieldwalking, metal detecting, geophysical and ground survey, is intended to form part of a second phase of work; this will be the subject of a separate project design. Any work on the foreshore would be subject to rigorous safety procedures, including the production of a Risk Assessment based on existing best practice (eg those developed by Norfolk Archaeological Unit for the adjoining Norfolk Coastal Survey).

The data obtained during the course of this study are presented in the gazetteer of archaeological remains in tabulated format in Appendix 1; gazetteer numbers are also given at appropriate points in the text, which is arranged by parish (Tables 1–17). Additional published and unpublished sources are quoted in the report text and their details are noted in the bibliography. The combined results are shown as Maps 1–7.

### **3.3 Assessment of the risk to cultural heritage sites in the Study Area**

In general, the effects of a development proposal will depend upon the adequate prior assessment of the significance of the archaeological sites and features which will potentially be affected and the degree of impact of the proposals. There are occasions when there is insufficient knowledge to make informed judgements and an assessment of risk is all that can be offered. In assessing the effects of the proposals upon cultural heritage resources, it is necessary to consider the importance of the resources, as well as the magnitude of impact. Professional judgement and a degree of flexibility need to be applied.

Importance is based on statutory designations (Scheduled Monuments, Listed Building grades) as well as on the following generally accepted criteria:

- Period
- Rarity

- Group Value
- Condition

The criteria set out in Annexe 4 of PPG 16, modified to take account of the whole range of site values, not just scheduled monuments, are used as a guide for judgements of importance used in cultural heritage studies. The following categories are used in this report (with codes used in the gazetteers):

- **National (A):** the highest status of cultural heritage site: e.g. scheduled monuments, listed buildings Grade I & II\*, well-preserved historic landscapes;
- **(County)/Regional (B):** includes the bulk of cultural heritage sites with reasonable evidence of occupation, ritual, industry etc, listed buildings Grade II; reasonably preserved historic landscapes;
- **Local (C):** cultural heritage sites with some evidence of human activity, but in a fragmentary or poor state, buildings of local importance, dispersed elements of historic landscapes, such as cropmarks.
- **Unknown/Unimportant (N):** insufficient evidence or data to make an informed judgement of importance, where a building or site is considered to have no significance, or represents a monument known only from documentary sources with no specific identifiable location.

For the purposes of this Rapid Coastal Zone Assessment, a simplified scheme of risk assessment has been adopted, based on a judgement of the perceived threat from coastal erosion (as opposed to possible damage from redevelopment or the continued degradation caused by agricultural practices). The risk is categorised as 'Low', 'Medium' and 'High'.

- **High (1):** a site at imminent risk in less than 20 years, or which is being actively eroded.
- **Medium (2):** a site which may be at risk in the next 20–50 years.
- **Low (3):** a negligible risk to a site which is either not at risk for at least 50 years (eg an inland site).
- **Nil (N):** those sites already known to have been lost. These will include those eroded or destroyed, and modern temporary features. Examples include World War 2 minefields, weapons pits and other temporary earthworks. The category also includes casual finds, which are considered to have been removed and relocated to a place of safety

Note that the latter category shares the single code letter 'N' with sites of unknown importance or no significance. At this stage, the assignment of codes must be regarded as a rough guide; only further fieldwork will refine the individual gradings.

### **3.4 Assessment of impact on the cultural heritage resource**

Impacts upon the cultural heritage resource are predominantly permanent adverse impacts resulting from the loss of elements of the resource base as a result of construction activities or natural action. There may occasionally be temporary reversible adverse impacts when a site or monument is affected by construction activities, or permanent adverse impacts when such monuments or their settings are affected by new development or erosion. In some cases, a well-designed development can result in permanent beneficial impacts where the setting of a historic building or landscape is enhanced, or the archaeological resource is preserved. In other cases, the effects of natural processes can be slowed or halted by remedial action, such as flood or erosion protection, perhaps attended by restoration works (eg repair of masonry, reconstruction of earthworks).

## **4 ARCHAEOLOGICAL POTENTIAL OF THE STUDY AREA**

*Note: Maps 1–\*\* show the location of cultural heritage sites (gazetteer entries)*

This section is arranged by civil parish, commencing in the north of the county and working southwards.

### **4.1 Wainfleet St Mary (Map 1)**

#### **Geology and topography**

The underlying geology of the coastal zone is chalk from the Upper Cretaceous period (Neal 1988, 1 *et seq.*), which continues inland to the Lincolnshire Wolds. The chalk has been affected by successive glaciation episodes, the Devensian being the most recent where the ice sheet reached the lower slopes of the Wolds. As the ice sheet melted and retreated, eroded material suspended in the ice was deposited as Upper Marsh Till (boulder clay). This material was then covered by a succession of marine transgressions and has finally been subjected to extensive reclamation using alluvial material.

The topography of the parish is one of low-lying land (mostly between 3–5m OD), which extends beyond the study area inland towards the Fens, where it slopes down. The Steeping River forms the parish boundary with Croft, and ensured that Wainfleet was an important local port in the medieval period. The majority of the study area for this parish was reclaimed from the medieval period onwards; the inland area had formerly been marsh. The present land-use is almost exclusively agricultural.

#### **Historical and archaeological summary**

##### ***Prehistoric***

There are currently no recorded sites or finds from this period. The extensive drowned landscapes that are currently being studied in the southern North Sea basin (known as Doggerland) may have continued into the study area in the past, and been exploited for hunting and fishing (Wenban-Smith 2002; Fleming 2004). The presence of prehistoric peat beds exposed on the beach at Cleethorpes and submerged forests at Mablethorpe and Sutton on Sea (all to the north) suggest a varied landscape. Historically (1796) the forest has been recorded as running for about 19km between Grimsby and Skegness (Tann 2004, 17), and there may well be similar remains in the Wash basin, which was originally much larger.

##### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

##### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Wainfleet is recorded in the Domesday Book of 1086 as *Wenflet* meaning 'creek or stream that can be crossed by a waggon' from the Old English *waegen* and *-flet* (Mills 1998, 156), presumably a reference to the River Steeping. Early medieval activity in the

fringes of the study area is therefore possible, although the location of the settlement is further inland and there are no recorded finds or sites of this date within the study area.

### ***Medieval***

The only recorded medieval find within the study area for this parish was a small collection of five silver coins dating from the reigns of Edward I–II, between 1272 and 1327 (WA1). These were found in an area alongside the watercourse running from Wainfleet to Wainfleet Harbour at Gibraltar Point and may relate to activity associated with shipping along the river. The presence of the River Steeping, which also forms the parish boundary with Croft, meant that Wainfleet was an important local port, but silting, and the continual formation and movement of sand bars at Gibraltar Point led to its eventual loss of access for larger vessels. The port itself, some distance inland near Wainfleet village, silted up, and Wainfleet Harbour or Haven next to Gibraltar Point was used instead, although this was also abandoned in the 20th century.

The reason for there being only a single recorded site of medieval date is that most of the study area is composed of reclaimed land. The oldest of the seabanks (WA24) is thought to date from the period, possibly even originating before 1086, with additions, modifications and repairs at many different times thereafter. Its existence in some sections is certainly recorded from the early 13th to early 17th century and it is variously referred to as Sea Ditch, Sea Dyke, Sea Bank, and at the north end of Wainfleet, The Delph. It is also often referred to as the 'Roman Bank' although there is no reason to believe it is of such antiquity.

The bank runs for some 150 miles from Chapel St. Leonards to King's Lynn and has been used in many places as a causeway for modern roads. Its line can be clearly seen on the various editions of the Ordnance Survey (OS) and in places lies up to 2km inland from the current shoreline (further on the southern shore). This would seem to suggest that there is a low potential for archaeological remains to be found seaward of this bank. However, this does not preclude the possibility for the potentially good survival of more deeply buried prehistoric remains surviving from when the area of the southern North Sea basin was dry land.

Stretching from Wainfleet through Friskney and Wrangle are the 'Tofts', which the 1824 OS shows as a line of saltern mounds, cottages and small enclosures following the line of the road; elsewhere (see discussion for Wrangle), these have been found to be of late medieval/early post-medieval date, representing a local salt production industry which may have been an important seasonal activity for the inhabitants of villages on this bank of the Wash. Several groups of mounds have been preserved.

### ***Post-medieval***

As most of the landscape within the parish has been reclaimed from the late medieval/early post-medieval period onwards there has been little human activity apart from agriculture. Indeed examination of the 1824 OS maps shows the contemporary seabank at a point over 1km inland compared to its current position. In Wainfleet, the Roman Bank lies in front of a c 1–1.5km strip of land known as the 'Old Marsh', which presumably represents an initial area of reclamation. It is characterised by relatively large regular fields, although these are often divided into narrow strips. This pattern continues across the Roman Bank and its modern successors, suggesting that the fields

were laid out after the area in front had been reclaimed. The coast road to the rear of this, the A52, probably represents the early post-medieval shoreline, linking villages which would originally have had direct access to the estuary. The Roman Bank between Wainfleet and Wrangle is therefore probably later than further south.

The name of Hall Farm (WA12), TF 5115 5695, suggests the existence of a possibly medieval hall; an examination of the 1824 OS, however, shows that there were no buildings at that location in the early 19th century, implying a more recent origin.

There is documentary evidence for a number of shipwrecks within the parish. These sources have been assigned to two locations for ease of reference – Wainfleet Sands and Gibraltar Point. The Gibraltar Point location includes the *Resolution*, a British merchant vessel lost off Gibraltar Point 24th June 1834 (WA9). For the area of Wainfleet Sands 19 vessels and one aircraft are listed as being lost in the general area. These range in date from the 14th to 20th centuries with the obvious concentration from the 19th onwards with the improvement in reporting and recording.

### **Modern**

Reclamation continued in the area, with a new seabank in place in front of the Roman Bank by 1824. The boundary with Friskney marks a change in the field pattern, and there is an internal bank here, the Bystall Bank, running back to the Roman Bank, suggesting that the reclamation took place in several sections. A further bank was constructed to reclaim a small area at the north end of the parish, leading from Gibraltar Point to Goose Lane, Wainfleet (WA25). Aerial photographs dating to 1940 and 1946 suggest that this probably occurred in the 20th century, with construction perhaps interrupted by the War, as there was a short spur heading west onto the foreshore at the terminus, and the shore beyond that point was cut by preparatory drains. This area was not reclaimed until some time after 1951 as part of a general advance of the seabank, and bank WA25 was largely ploughed out, surviving as a soilmark, although the central section is followed by a track and drain. There has been further reclamation more recently, continuing through Friskney to Wrangle.

There was still some use of Wainfleet Harbour or Haven into the 20th century, despite silting and the extension of the sand bars at Gibraltar Point, but the last commercial boats left in the 1920s. The area had been known for its duck decoys, the last of which disappeared following the impact of drainage, in the 19th century.

Probably the biggest single impact on the archaeological landscape in the modern period was the construction of defensive structures during World War 2, although this was not the first recorded use of the area for military activity. A weapons range appears to have been in use at Wainfleet in 1890 when the 1st Lincolnshire Artillery used the marshes for artillery practice. It is possible that this was on the site of the more recent bombing range, which is centred over the boundary with Friskney, although target ranges are still located on the Wainfleet shore. It is furthermore possible that the marshes were in use for cannon and musketry practice during the Napoleonic wars at a time when the River Steeping was still easily navigable and Wainfleet was an important port.

By 1891 bye-laws defined the area of the range as: 'The foreshore and sands bounded by the Nottingham House Hotel at Freiston Shore to the High Horn Buoy and on the

north-east by a line drawn from the Wainfleet Goose Lane pull-over to the Wainfleet buoy.’ This area covers several of the parishes within the study area and thus will give a low to moderate potential for remains associated with the use of the ranges.

The impact of the last war can be clearly seen in the cluster of pillboxes and related structures around the entrance to the Steeping River, and shows the concerns regarding the potential threat of the enemy’s use of the Haven for troop landings; Gibraltar Point also had a strategic importance in controlling entrance to the northern channel within the Wash. Anti-invasion defences include pillboxes (WA3, 5, 6, 10, 11, 14, 15, 17, 19–22), anti-tank cubes (WA4), a light anti-aircraft position (WA7) and a searchlight installation (WA8) for a coastal battery in neighbouring Croft parish. The infantry pillboxes, here as elsewhere on this stretch of coast, are principally a mixture of Type 22 regular hexagonal and Type 23 rectangular structures with a dual AA role, but include other types, such as rectangular ‘infantry blockhouses’ and the square Type 26. These features would have worked in conjunction with the other defensive structures along the coastline within the whole of the study area to the south. A number of the pillboxes were sited on seabank WA19, and were demolished when the bank was levelled.

There were also two bombing/gunnery targets visible on aerial photographs as part of the RAF Holbeach complex (WA18, 23), one at the end of a track across the foreshore, with direction arrows, a tower and other buildings next to the contemporary seabank (WA13, 16), in an area which has been reclaimed since 1951; the OS of that date still shows the direction tower, surviving buildings, and the track (although a ‘post’ occupies then end of the track, not a target).

## **Discussion**

From the descriptions of the recorded archaeology above it can be seen that as the majority of the land running south from Gibraltar Point and Wainfleet Haven has been reclaimed since at least the 17th century, if not earlier, there appears to be a low potential for archaeological sites and material. The few sites which are present are not considered at risk from coastal erosion.

This low potential is actually restricted to the Romano-British, medieval and later periods as there is some chance that prehistoric remains survive buried within the current landscape and seabed. As the coastal fringe along this part of south-east Lincolnshire is very low-lying with little change in height above sea level for many kilometres inland it is prone to frequent flooding, both on a short-term seasonal basis and a long-term basis due to changes in sea levels relating to climatic variations and changes in the land. It is these large, long-term variations in sea level and associated patterns of human activity which are currently being investigated in the southern North Sea Basin; here, researchers have identified a series of palaeo-landscapes covering many square kilometres and many different environment types.

Evidence for where these now submerged landscapes were once linked to the current mainland of England can be readily seen at several locations along the east coast, particularly in Lincolnshire. The survival of material relating to the various land surfaces has been recorded and reported upon along several parts of this coastline, most notably the submerged forest at Mablethorpe and Sutton on Sea to the north of the current study area, though historically (1796) its presence has been recorded as running for about 19km between Grimsby and Skegness (Tann 2004, 17). Any material relating to this

would now be deeply buried but potentially well preserved by the covering of fine sediments, and not eroded and dissected as the peat beds seen in other areas (e.g. Cleethorpes beach and Hartlepool Bay). This means that there is a potential for these palaeo-landscapes to survive not only in Wainfleet parish but all of the others within the study area.

Due to the low-lying nature of the coastline as already mentioned above, most human activity will have been primarily focused on the various areas of slightly higher ground further inland, for example along the slight ridge where the settlements of Wainfleet and Friskney are located (Hoskins 1981, 95), and where the late medieval/early post-medieval shoreline is probably marked broadly by the line of the A52. This is followed by the 'Tofts', represented by lines of saltern mounds, evidence for formerly extensive salt production.

However, there will have been some early activity within the coastal margin and depending upon the nature of the communities exploiting this resource, this activity would largely have been hunter/gathering or seasonal grazing, or possibly a combination of the two. Unfortunately neither of these activities tends to leave much in the way of physical remains. One aspect of hunter/gathering which could potentially leave traces is the use of fish traps or weirs. These structures are built on accessible, gently sloping foreshores and can stretch for many metres if not kilometres (Bannerman & Jones 1999, 70; Godbold & Turner 1993; Salisbury 1991, 76) and can potentially survive well due to burial in anaerobic sediments where conditions allow accretion, as here. The use of fish traps along the north-east coast is attested to from at least the Neolithic/Bronze Age period onwards (Buglass 1994, 15), with a further recent identification of at least five fish traps on Cleethorpes beach. With the proximity of the settlement of Wainfleet and its associated river there is a potential for fish weirs and traps to be present on the earlier, now buried, foreshore.

Probably the most obvious area for the potential for survival of archaeological remains (aside from the visible modern material relating to World War 2 defences) is within and around the earlier Wainfleet Haven and Harbour. Wainfleet has what appears to be at origin as some form of port or haven based on the river at least as early as the 11th century, a role which is further indicated by a 14th-century reference to a shipping loss. By the 16th century 'Wanfleet (sic) Haven' was part of a system of seamarks that were under the maintenance of the port at Boston (Naish 1985, 33) showing it was still functioning as some form of port/refuge. This role can still be seen in the place name given to Wainfleet Harbour on the OS 1st edition of 1824 (TF 5500 5750). Although these are fleeting references, they indicate that there is the potential for early medieval/post-medieval wrecks to be encountered within the now reclaimed landscape.

Although a number of wrecks are recorded around Gibraltar Point and Wainfleet it is highly unlikely that these were the only vessels lost off the coastline adjacent to the study area particularly with the mouth of the Steeping River acting as a haven or harbour as shown on the 1824 OS map. The river would have allowed the movement of goods up and down its length to the coast either for transshipment or for smaller vessels to communicate directly with Wainfleet.

With the amount of reclamation along the course of the Steeping River, any earlier haven or harbour would have originally been sited within or on the edge of Wainfleet itself and then moved seaward as the land was reclaimed. This means that there is a

potential for buried remains to survive along the course of the river which relates to earlier phases of the harbour and its activities. These activities could have beach launched fishing vessels (as seen to the north at Mablethorpe) or conversely seen the wrecking of vessels trying to reach the safety of the Haven.

As described above the military remains within the parish, and into the adjoining ones, are extensive along the line of the contemporary seabanks, but there is little evidence for second-line defences. With the 18th-/19th-century use of the area as a range there is a potential to encounter examples of the development of munitions as well a range of more modern, and possibly live, material.

#### **4.2 Friskney (Maps 1, 2)**

##### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland towards the Fens. The area remained marshy until the 19th century, when there was extensive drainage. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is now almost exclusively agricultural.

##### **Historical and archaeological summary**

No records of this date in area assessed.

##### ***Prehistoric***

No records of this date in area assessed.

##### ***Late Iron Age/Romano-British***

No records of this date in area assessed.

##### ***Anglo-Saxon/Early Medieval***

No records of this date in area assessed.

Friskney is recorded in the Domesday Book of 1086 as *Frischenei* meaning 'river with fresh water' from the Old English *fersc* and *-ea* (Mills, 1998, 156). Early medieval settlement evidence may therefore be present on the fringes of the area, although as with all the larger settlements along this coastline Friskney is located some 3km inland. It is interesting that the etymology suggests that the presence of freshwater was sufficiently noteworthy to name the village after it; quite possibly reflecting the closer proximity of the coast, or saltmarsh, at the time.

##### ***Medieval***

There are currently no recorded sites or finds from this period, as the medieval shoreline lies outside the study area. The 1824 OS shows 'Friskney Tofts' behind the line of the present A52, an area of mounds representing former salterns among a series of small enclosures and cottages. These were the remains of the local late medieval/early post-

medieval salting industry, which quite possibly produced salt for both meat and fish preservation on a seasonal or occasional basis. The mounds may have been linked to form an early sea defence.

### ***Post-Medieval***

As with Wainfleet to the north the vast majority of the study area is composed of reclaimed land dating from the medieval period onwards with the Roman Bank (WA18) lying between 1.5 and 2km inland, but a c 1km area to the rear probably also reclaimed. The Roman Bank remained operational for an extended period, but had been replaced by 1824.

The area remained marshy until the beginning of the 19th century, when extensive drainage took place in association with the extension of the reclaimed area. Two duck decoys survived into the early part of the modern period, the last remnants of formerly much more extensive fowling marshes; at least 30,000 wildfowl were transported to London annually. The area had also been known for producing cranberries prior to drainage. The early OS maps show a scattering of buildings, small farms and agricultural holdings.

### ***Modern***

The 19th-century seabank, in place by 1824, lies about 1.2km inland, with two subsequent advances, both since 1951. A coastguard station is shown on Sea Lane where it met the bank on maps from 1891 onwards (FK4), although there are census references to coastguards here as early as 1851. The station was still in place in 1951, but would have gone out of use when subsequent seabanks were constructed.

During World War 1 the area was used for aircraft armament training by aircraft from HMS Daedalus (now RAF Cranwell) and from No.4 School of Aerial Fighting based at Freiston. During the 1920s and 1930s the marshes were used by both the RAF and the Royal Naval Air Service for weapons training.

Called RAF Wainfleet, although the present installation lies in Friskney parish (FK9), it re-opened as an aerial bombing and gunnery range in August 1938. A temporary accommodation site was constructed at Sea Lane, which remained in constant use until the site was closed in 1991. During World War 2, RAF Wainfleet was used as a practice range by all types of aircraft, including the Lancasters of the famous 'Dambusters', 617 Sqn RAF. Post-war the area was used to dispose of bombs and ammunitions of all types. The construction of the new seabank in 1978 revealed the ordnance again when farmers began ploughing the reclaimed land. The site remains open as the Wash (North Side) Bombing Range, a second range still being in use at Holbeach.

The remainder of the recorded sites for this parish are mainly related to World War 2 located along the 19th-century seabank. These comprise a number of pillboxes (FK1, 2, 5, 6, 8, 10–12, 14–16, 18, 19), possible weapons pits (FK13, 17), a possible AA installation (FK3) and an underground post-war Royal Observer Corps (ROC) monitoring post (FK2). At least two of these structures (FK8, 10) are now ruinous, while others are no longer visible.

## **Discussion**

Friskney parish, archaeologically, has a very quiet coastal strip. This is primarily due to extensive reclamation over the medieval/post-medieval periods which can be clearly seen in the position of the 'Roman Bank' some 2km inland and the 19th-century shoreline 1.2km inland. This however, does not completely rule out the possibility of pre-20th-century archaeological remains being encountered.

As already mentioned in the discussion for Wainfleet parish there is a potential for palaeo-landscapes to lie buried under the modern landscape. In addition to this there will also be a low potential for evidence for earlier foreshore and inter-tidal exploitation in conjunction with the various episodes of seabank construction and consolidation.

Although lying slightly further inland than the current boundary for the study area, the OS map of 1824 records a distinct line of mounds, identified as Friskney and Wainfleet Tofts. Cartographically these are of a very similar appearance to saltern mounds and related features which have been recorded to the north between Humberstone and Grainthorpe. Here the waste mounds from salt extraction were connected by short sections of bank to form a sea defence structure (Grady 1998, 86). In this case these features were assigned a medieval date which, if the Tofts in the parishes in question here are of a similar origin, potentially allows a date to be assigned to a major landscape feature and helps to determine the chronology of the reclamation sequence. Certainly, those investigated in neighbouring Wrangle have proved to be of late medieval to early post-medieval date.

The World War 2 defences were quite extensive, but seem to have been located almost entirely on the contemporary seabank, with no clear sign (at least in the study area) of second-line defences. This might have included the deepening of drainage dykes inland to create defensive lines, although this was not apparent on the 1940 aerial photographs.

### **4.3 Wrangle (Maps 2, 3)**

#### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD), which extends beyond the study area inland towards the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

A possible inlet on the boundary with Wrangle may indicate the presence of an early natural stream.

#### **Historical and archaeological summary**

##### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### **Late Iron Age/Romano-British**

There are currently no recorded sites or finds from this period.

### **Anglo-Saxon/Early Medieval**

Wrangle is recorded in the Domesday Book of 1086 as *Werangle* meaning 'crooked stream or other feature' from the Old English *wraengel* or Old Scandinavian *vrengill* (Room 2003, 541). An early medieval settlement is therefore possible. As with all the larger settlements along this coastline, however, Wrangle is today located some 3km inland from the current coastline, and there are currently no recorded sites or finds from this period.

### **Medieval**

There are currently 15 recorded medieval sites, probably principally of 15th- to 16th-/17th-century date. The majority of these are the remains of saltern mounds from the salt extraction process. The nature of the process described by Grady (1998, 81 *et seq.*) shows that the saltern mounds would have been located at or very close to the former shoreline in order to be able to collect sufficient material for the extraction process. This means that the line of these sites will represent a close approximation to a former late medieval/early post-medieval shoreline.

The mounds comprise WR1–6, 10, 18, 20, 23, 24–26, although some were possibly also settlement sites (WR6, 24, 26). They form a rough line running from north-east (TF 4554 5198) to south-west (TF 4401 4995) parallel to the current coastline, although they are not shown on the 1824 OS, unlike those in Friskney and Wainfleet. Significantly, they extend the line of the salterns seen to the north-east, although the A52 trends northwards, and the salterns therefore cross an area of more recent fields. The buried shoreline which they represent runs to the head of the inlet on the parish boundary; this can clearly be seen on aerial photographs, and is easily visible on the internet site [www.flashearth.com](http://www.flashearth.com), which shows a soilmark at the south end turning into the inlet which may represent a bank. As there is no ploughed-out seabank clearly visible further north, it is probable that the mounds themselves were linked to act as a tidal defence barrier. This practical solution has been recorded several times at sites in the north-east of the county at Tetney, Grainthorpe and Marshchapel for example (Grady 1998, 86). The area was visited as part of the walkover survey (section 5), and found to be more undulating than areas reclaimed later.

In addition to evidence for occupation from the salt extraction sites, the location of medieval/post-medieval activity on the site of Wrangle Hall at TF 432 305 (WR13) in close proximity to the salterns and at TF 4348 5027 (WR15) suggests that the process was of some importance, at least locally, supporting a population outside the village itself.

The moderate to large scale of extraction in this parish and apparent lack of sites in the adjacent parishes would seem to suggest that there was a specific reason for the process to be sited here. One possible explanation for this can be seen in the line of the old seabank (or Roman Bank) where it crosses the modern parish boundaries between the Wrangle and Old Leake to the south (TA 443 495). Here the seabank forms a very distinctive shape where it is probably running around a small inlet – possibly even the

seaward end of the 'crooked stream' alluded to in the placename. It is a possibility that this inlet could have been useable as a small harbour/haven in order to export salt and import goods for the work force, and this may have made this location better suited and therefore more attractive as a centre for the extraction process. However, without further information this is currently purely speculative.

The longevity and importance of salt extraction can be seen by the continuation of some of the production sites into the post-medieval period.

### ***Post-Medieval***

As with all of the other parishes along this section of coastline, the vast majority of the study area is composed of reclaimed land dating from the medieval period onwards, as seen with the saltern sites described above; several of these seem to have remained in use into the early post-medieval period (eg WR1, 3, 6, 10, 26). The Old Sea Bank or Roman Bank which runs through the parish here lies on average just 0.5–0.6km inland from the current shoreline, and in the southernmost area near the boundary with Old Leake still functioned as the contemporary sea defences until the second half of the 20th century. It is, however, likely to be later than the bank given the same name further south, as the late medieval/early post-medieval shoreline was marked by a line of salterns and (in neighbouring Friskney) the A52.

### ***Modern***

The extent of recent reclamation is less than in Friskney and Wainfleet. A new seabank was constructed in the 19th century, although terminating in a 90° re-entrant in the south where it rejoined the Roman Bank. In the southern part of the parish, as mentioned, the Roman Bank continued to form the shoreline until the second half of the 20th century, although the area in front (the 'Outer Marsh') was probably mostly dry land and easily reclaimed.

Early to modern OS maps show the area behind the Roman Bank is very sparsely occupied, with the line of villages further inland than to the south, suggesting that the original coastline cut back to the north of Old Leake; this seems to be borne out by the more regular pattern of roads and fields compared with the parishes to the south (Old Leake, Benington, Leverton etc).

World War 2 monuments include pillboxes (WR7, 9, 11, 14, 17, 19, 21, 22, 27, 28). There were also two semi-circular banked features protruding from the seabank, one of which appeared to be ringed by three pillboxes (WR8), the second (WR29) may have contained a concrete structure. The first still stands on the current seabank, and is a drainage outfall with a building standing over the sluice. The second is inland but remains extant as part of the superseded seabank: it may represent an anti-aircraft or anti-shipping gun emplacement.

### **Discussion**

Within the study area Wrangle parish contains the greatest concentration of recorded medieval sites and find spots. Almost all of these sites relate to the salt extraction industry and the distinctive remains left behind in the form of waste saltern mounds. These sites form a distinct band parallel with the current shore and indicate the position

of the shoreline at the time that the sites were in use, chiefly between the 15th and 16th/17th centuries, as this type of activity is always situated around the high water mark (Grady 1998, 81 *et seq*). Although a more recent pattern of fields was imposed on the area following the ploughing out of the salterns, and possibly contemporary with the construction of the Roman Bank in this area, the walkover survey revealed that the area was still undulating, and aerial photographs show differences between the nature of the soil behind the salterns and the area to seaward, indicating the fact that the salterns mark an older landscape, where earlier medieval remains may be expected. The line of salterns in fact continues that shown in 1824 in Friskney and Wainfleet, linking it to the head of the inlet on the parish boundary (see below). The alignment of the Roman Bank south of the inlet in Leverton is also close to that marked by the salterns, whereas the bank of the same name in Wrangle lies further to the east, and must be later.

These sites currently lie c 1km inland and salt extraction does not seem to have continued in the area once they were abandoned, as no sites are currently recorded seaward of these. This appears to be reinforced by the presence of post-medieval activity on a small number of the saltern sites, strongly suggesting that these were used up to the decline of the salt extraction industry in the 17th century.

The known presence of the salterns obviously means that there is a moderate to high potential for further saltmaking sites to be encountered in areas away from the recorded sites, particularly to the north-east towards Friskney Tofts.

In addition, the examination of the early cartographic evidence of line of the 'Roman Bank' where it crosses into Old Leake parish in the south shows a clear change in its course. This change in alignment takes the form of a sudden turn north-west to run inland for approximately 950m before turning slightly more gradually south-west and returning to its former alignment. This is the only place within the study area that this seabank takes such an abruptly different course. It is also interesting to note that the change in alignment coincides with the parish boundary which when traced inland follows the line of a watercourse. This suggests that the modern boundary marks the line of a former watercourse which drained into The Wash and that the change of alignment of the seabank was also necessitated by its presence. However, the dramatic change of alignment coupled with the very straight edge to the northern side of the feature could be seen as an indication of a deliberate act to formalise a natural inlet by creating a small haven or landing point. This would make sense if the extensive salt extraction activity recorded to the north was exporting salt from here as well as importing any required materials such as coal (for fuelling the extraction process) or manufactured goods/food stuffs.

As salt has been an important commodity for several millennia as a means of preserving food over the winter and was particularly significant in the storage of fish, it is possible that fishing and salt production coexisted (see discussion at the end for more details on the importance of the medieval fishing industry). This is particularly likely where there was a suitable haven for shipping to use for maintenance and shelter.

With the known presence of human activity along a former shoreline in the form of the salterns there will be a potential for the survival of evidence for earlier foreshore and inter-tidal exploitation both in the form of fish traps and weirs and in conjunction with the various episodes of seabank construction and consolidation. These will, however, lie

beneath the reclaimed areas, but may be encountered by any future deep drainage or managed realignment schemes.

As already discussed in detail for Wainfleet parish there is also a potential for palaeo-landscapes to lie buried under the modern landscape.

#### **4.4 Old Leake (Map 3)**

##### **Geology and topography**

Only a narrow strip of this parish falls within the study area but its topography is the same as its neighbours, that is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland towards the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards, although the original shoreline approaches the present line more closely than to the north-east. The land-use is almost exclusively agricultural.

A possible channel is indicated on the boundary with Wrangle (see above).

##### **Historical and archaeological summary**

###### ***Prehistoric***

There are currently no recorded sites or finds from this period.

###### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

###### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Old Leake is first recorded in the Domesday Book of 1086 as *Leche* meaning '(place at) the brook' from the Old Scandinavian *loekr* (Mills 1998, 217; Room 2003, 356), suggesting that earlier medieval settlement activity may be present on the fringes of the study area. As with all the larger settlements along this coastline Old Leake (or just Leake as it is on the early OS) is located some 3km inland.

###### ***Medieval***

Two late medieval/post-medieval sites are recorded within the study area, one is a find spot of medieval and post-medieval pottery (OL3), the second is the site of Derby Hall (OL6), TF 4206 4876, which was the home of the Derby or Darby family from at least as early as 1517, being built in 1295. No trace of this structure now remains above ground following demolition as late as 1873.

###### ***Post-Medieval***

Other than Derby Hall and the line of the post-medieval seabank (Roman Bank), there is a single recorded archaeological site from the period, a post-medieval saltern (OL4).

Now ploughed out, this site is in close proximity to a find spot of medieval and post-medieval pottery (OL3) suggesting that they may originally have all been part of the same complex. It is also possible that this was the southernmost part of the series of saltern sites running across Wrangle parish to the north. In addition, Brick Cottage (OL1) on Sea Lane is a late 18th-century listed building.

As with the other parishes the vast majority of the study area is composed of reclaimed land dating from the medieval period onwards. The Roman Bank here lies approximately 1km inland, passing around the rear of the inlet mentioned in the discussion for Wrangle.

### **Modern**

The 19th-century seabank forms the southern half of the very short current shoreline, cutting sharply back on the 1891 OS to rejoin the Roman Bank at the boundary with Wrangle parish. In the later 20th century, the area to the north in Wrangle was reclaimed, removing the 19th-century 'kink'.

The modern period is represented structurally by a World War 2 structure (OL2), possibly a blockhouse or anti-tank wall, blocking the entrance to a track leading up the possible former inlet. A post-war ROC underground monitoring post (OL5) at TF 4480 4887, is one of a number on the north bank of The Wash, probably indicating the importance assigned to this area of Lincolnshire, which still retained a large number of RAF and USAF air bases until the 1970s and 80s.

### **Discussion**

As there is only a very narrow section of Old Leake parish within the study area there is little potential for archaeological sites to be encountered. However, the extensive salt industry seen to the north in Wrangle and the possible haven/harbour located on the northern parish boundary suggests that there is a greater potential than initially appears from the few recorded sites and finds. The single saltern recorded (OL4) may be the only extant representative of a larger number which remain to be discovered, although as the discussion for Wrangle suggests, the neighbouring parish may have been a particular focus owing to the presence of a creek.

One area, along with Wrangle parish, where there may be a potential for new sites is around the possible haven mouth. These could be in the form of both timber structures associated with any quays or the remains of wrecked or abandoned vessels.

As already discussed in the section for Wainfleet parish there is a potential for palaeo-landscapes to lie buried under the modern landscape.

## **4.5 Leverton (Map 3)**

### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland towards the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

## **Historical and archaeological summary**

### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Leverton is first recorded in the Domesday Book of 1086 as *Leuretune*, probably meaning 'farmstead where rushes grow' from the Old English *laefer* and *-tun* (Mills 1998, 156). This suggests early medieval settlement activity is present in the area, although as with all the larger settlements along this coastline Leverton is located some 3km inland.

### ***Medieval***

There are currently no recorded sites or finds from this period, and no indication that the saltmaking industry continued along the shore here from Wrangle.

### ***Post-Medieval***

In Leverton parish the Roman Bank lies c 1km inland; it is likely to be earlier here than the bank given the same name further north, and was probably contemporary with the line of ploughed-out salterns in Wrangle, with which it coaligns.

The study area currently contains three records of post-medieval date. These comprise two dovecotes (LE7, 9) in the area of Seaforth Farm, and a Grade II listed 18th-century dwelling, The Cottage (LE1). Until the early post-medieval period, the ownership of dovecotes was restricted to the manorial classes, clergy and above, as a source of food, fertiliser and feathers for bedding, but by the 18th century, many farmhouses built their own.

### ***Modern***

The majority of the current shoreline is formed from the pre-1824 seabank constructed in front of the Roman Bank. The exception to this is a small section of reclamation at the southern end of the parish dating from the second half of the 20th century. The early OS maps show a scattering of buildings, small farms and agricultural holdings behind the Roman Bank, but the more recently-reclaimed area consists solely of fields.

World War 2 is represented by several pillboxes located on the contemporary seabank, (LE2–5, 6, 8, 10).

## Discussion

As with Friskney parish to the north, archaeologically, Leverton has few monuments. This is primarily due to the extensive reclamation over the medieval/post-medieval periods which can be clearly seen in the position of the 'Roman Bank' some 1km inland. This however, does not completely rule out the possibility of archaeological remains being encountered, as the more settled area behind the Roman Bank presumably contains medieval/early medieval features. Potential palaeo-landscapes may also survive beneath modern reclamation. In addition to this there is also a limited potential for evidence of earlier foreshore and inter-tidal exploitation in conjunction with the various episodes of seabank construction and consolidation.

### 4.6 Benington (Maps 3, 4)

#### Geology and topography

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland to the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

#### Historical and archaeological summary

##### *Prehistoric*

There are currently no recorded sites or finds from this period.

##### *Late Iron Age/Romano-British*

There are currently no recorded sites or finds from this period.

##### *Anglo-Saxon/Early Medieval*

There are currently no recorded sites or finds from this period.

Benington is not recorded until the 12th century when it appears as *Benigtun*, meaning 'farmstead of the followers of Beonna' from the Old English personal name with *-inga* and *-tun* (Mills 1998, 33). As with all the settlements along this coastline, Benington is located some 3km inland from the current coastline, and there is no direct evidence for activity associated with the village.

##### *Medieval*

A single possible medieval site is recorded in this parish, consisting of several silt mounds which may represent former salterns (BN7) near Old House Farm, TF 407 451. These lie on the landward side of the Roman Bank seabank as do all of the earlier saltern sites seen to the north in Wrangle parish; other medieval sites may be present in the area behind the bank.

### ***Post-Medieval***

Apart from the 'Roman Bank' running through the parish c 1.25km inland, there are no other recorded post-medieval sites in the study area. However, an undated shipwreck recorded on the foreshore (BN9) is probably either post-medieval or early modern: most visible remains of wooden vessels tend to be of recent origin as older wrecks will have decayed to below the level of the sediment. That said, episodes of scouring and sediment transportation will reveal earlier remains or a medieval or earlier origin cannot be completely ruled out.

### ***Modern***

The 19th-century seabank which replaced the Roman Bank, was superseded in the second half of the 20th century by the present defences and now lies c 0.5km inland. The early OS maps show a scattering of buildings, small farms and agricultural holdings behind the Roman Bank, but the reclaimed area, as expected, consists of a regular pattern of long, relatively narrow fields.

The recorded sites for this parish consist of a listed building, the Old Rectory of c 1830 (BN1), and several World War 2 pillboxes and possible anti-tank obstructions (BN1, 3, 4, 6, 8) which are located on the 19th-century seabank.

### **Discussion**

As with Friskney and Leverton parishes to the north, archaeologically, Benington has few features of note in the study area. This is primarily due to the extensive reclamation over the medieval/post-medieval periods which can be clearly seen in the position of the 'Roman Bank' over 1km inland. This would seem to be supported by the placename of the small settlement of Benington Seas End which lies inland of the 'Roman Bank' and suggests the position of earlier defences. The presence of isolated possible salterns suggests that saltmaking was present, but less intensive than further north.

As mentioned before the extensive medieval/post-medieval land reclamation does not completely rule out the possibility of earlier archaeological remains surviving. These remains could be of the prehistoric landscapes previously described above.

#### **4.7 Butterwick (*Map 4*)**

##### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland to the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

##### **Historical and archaeological summary**

###### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Butterwick is recorded in the Domesday Book of 1086 as *Butrvic* meaning 'dairy farm where butter is made' from the Old English *butere* and *-wic* (Mills 1998, 65–6). Butterwick is, however, located some 3km inland from the current coastline, and there are no settlement remains of the period.

### ***Medieval***

There are currently no recorded sites or finds from this period, although these may survive behind the Roman Bank.

### ***Post-Medieval***

The only site recorded within the parish is the 'Roman Bank' (BU3) which runs approximately 1km inland.

### ***Modern***

The pre-1824 seabank which replaced the Roman Bank now lies 0.5km inland, but formed the shoreline until the second half of the 20th century.

The early OS maps show a scattering of buildings, small farms and agricultural holdings behind the Roman Bank, but the reclaimed area is almost wholly agricultural. As with the majority of the parishes World War 2 has left its mark on the landscape, in this case in the remains of five pillboxes, BU1, 2 (two examples), 4, 5. BU2 is associated with a single surviving concrete anti-tank block.

## **Discussion**

Like the parishes to the north, little apart from post-medieval reclamation has been recorded. As with the other parishes the 'Roman Bank' is approximately 1km inland and the early OS map shows that c 500m of land has been reclaimed since World War 2.

As mentioned before, the extensive medieval/post-medieval land reclamation does not completely rule out the possibility of archaeological remains surviving. These remains could be of the prehistoric landscapes previously described above.

## **4.8 Freiston (Map 4)**

### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland to the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards, with some very recent

reclamation. The land-use is almost exclusively agricultural, although there has been some managed realignment, with the creation of a new saltmarsh nature reserve.

## **Historical and archaeological summary**

### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Frieston is first recorded in the Domesday Book of 1086 as *Fristune* meaning 'farmstead or village of the Frisians' from the Old English *Frisa* and *-tun* (Mills 1998, 144). Despite this evidence for an early settlement, there is no evidence for activity of the period. As with all the larger settlements along this coastline Frieston is located some 3km inland from the current coastline; the present parish church, St James', has Norman origins.

### ***Medieval***

The village had a Benedictine Priory, founded in 1114, and the monks may have carried out some early reclamation, although there is no archaeological evidence for this. A piece of moulded stone noted during the walkover survey for this project in the garden of Plummers Hotel may have originated in the demolished complex (Plate 18). The Priory seems to have been poor, and was expected to collapse in the 15th century, although it survived to the Dissolution. The principal recorded site from this period is the possible location of the lost hamlet of Scrane (FR24), nearly 2km inland near Scrane End, TF 386 420. There are indications from aerial photographs of faint earthworks in the area, suggesting the presence of buildings or toft boundaries.

Traces of medieval and later structures were also found during a watching brief in Hough Lane, TF 380 420, in 1993 (FR21). Medieval or post-medieval earthworks (FR37), consisting of two large conjoined enclosures, possible trackways and ditches have been identified by aerial photographic analysis at TF 38051 40629, and it is possible that other features of the period survive in the area. The possible medieval origins of 'Roman Bank' have already been mentioned.

### ***Post-Medieval***

A range of post-medieval sites are recorded which mostly relate to the agricultural use of the land. These include the late 18th-century Mill Pit Farm, a dovecote (FR28) and two houses, the 16th-/17th-century White Loaf Hall (FR1) and the late 18th-century Miramar House (FR29).

The main development in the parish was the rise of the settlement of Freiston Shore as a seaside resort in the 18th century, one of several sea bathing sites popularised in the

Wash area at the time; an annual Sand Fair was held at Freiston every summer. This popularity saw the establishment of hotels (e.g. Plummers Hotel (FR12) and the Marine Hotel (FR7: Plate 17) and associated structures such as the Bathing House (FR11) and a clear, deeper water channel leading from the open sea into the beach in front of the town (FR6). This was probably used to both supply the settlement with essentials and act as a route in and out for pleasure trips.

A number of known and potential shipwreck sites are recorded within this parish. Although none of the located shipwrecks (FR35, 36, 38, 42) have been dated they are likely to be post-medieval or early modern vessels (later 18th to mid 19th century). These vessels are all located in a relatively small area and are described as being dumped/dereelict ships. From this description it would seem that the area to the north of the mouth of the River Witham was a dumping ground and as such quite probably contains examples of the remains of vernacular boats which are unlikely to be seen elsewhere. There is a further located wreck (FR8) of a coal barge on the foreshore at Freiston Shore, this is close to the landward end of the channel (FR6) which runs from the settlement to the deeper water of Clay Hole in The Wash. Coal vessels such as this were once very common along all parts of the east coast where they supplied fuel for both domestic and industrial purposes. The main channel which runs into Freiston Shore can be seen to split into two arms which appear to run towards the two main hotels of the settlement. The northern arm to the Marine Hotel and the southern arm to a landing point close to Plummers Hotel and it may be possible that each was specifically built to supply each hotel.

The various named potential wrecks have all been recorded through documentary sources and are recorded as having been lost in Clay Hole, a deeper water channel forming part of a complex of channels along the south-western part of The Wash. All of the vessels were merchantmen of 19th- or early 20th-century date. Although the exact location of these losses is currently uncertain this, combined with the known wrecks indicates the high potential for further wrecks and associated remains in the proximity of the entrance to the Witham. These wrecks will potentially cover a very wide timeband as Boston and the Witham have both been significant in the development of human activity in the area with nationally important finds from the river dating from the Iron Age onwards.

### ***Modern***

At Freiston Shore the pre-1824 seabank meets the Roman Bank or Old Sea Bank (here numbered FR27) and continued to act as the waterfront from this point southwards until just before World War 2. The former shoreline currently lies some 0.5km inland due to subsequent phases of reclamation related to HMP North Sea Camp (see below).

A number of modern structures exist in the area, including a tower mill in Barneyfield Road (FR4), disused since 1927; a cornmill at Croppers Lane (FR18) appears to have been demolished by 1956. A Borstal, later a juvenile prison, HMP North Sea Camp, was constructed in 1935 at Clayhole House, TF 38805 40004 (FR41). It was used during World War 2 as a military camp. From its foundation, the staff and inmates were involved in the reclamation of land, constructing a seabank in front of the existing defences, and draining the new area to create a substantial block of farmland, initially for the prison farm, but sold in 1979. The first section had been completed by 1938 at the mouth of the Witham, and aerial photographs from 1940 show the reclamation in progress a little

further north, with a low temporary seabank (raised and consolidated c 1942), and the area behind ditched and drained but still unimproved. Photographs of the same area in 1946 show it under cultivation, although the lines of underlying creeks are still clearly visible as soil marks. The area to the north was reclaimed subsequently. A monument to the reclamation process stands near the prison (Plates 21, 22).

As with the majority of the parishes the modern period is chiefly represented by the remains of World War 2 defensive structures. These sites are all located along the top of the seabank to take advantage of the elevated location to improve both visibility and range. Unlike many of the other parishes, here there is a range of different types of structures reflecting the greater importance of this location as part of the defensive network for the entrance to the River Witham to the south and as such form the northern part of a defence complex. Analysis of contemporary aerial photographs suggests that most of the pillboxes and other features seem already to have been present in August 1940, although the light appearance of the soil and areas of disturbance around the structures may indicate that construction was very recent, and in some cases may have been in progress.

The northern defences include pillboxes (FR2, 5), along with a coastal gun battery (FR3). A little to the south around TF 39649 42243 was a complex of features belonging to Freiston Shore Battery (FR14), which consisted of two 6-inch emplacements (FR9, 13), pillboxes (FR9, 15, 16, 19), searchlights (FR10, 16, 20); these remain largely in good condition today (Plates 11–14). This was an Examination Battery for the port of Boston: ships would be stopped and inspected within range of the guns before being allowed to enter or leave the port. At least some of the structures comprising the Battery already appear on aerial photographs taken in August 1940, and it was probably one of the first solid defences built in the area.

South of the Battery were further pillboxes protecting the seabank and the mouth of the Witham (FR25, 30, 31, 33, 39, 40, 44–46, possibly also FR47), and a pair of rare Ruck Machine Gun Posts (FR34: Plate 19), as well as three rectangular structures in front of the seabank, possibly pillboxes or blockhouses behind two circular or semi-circular emplacements (FR23). Also present was what appears to have been a long rectangular building with a trackway (FR43), which was not present in 1940, as the area was not yet reclaimed, but had been constructed prior to 1946. A circular emplacement on the foreshore (FR48) also lay in an area being reclaimed. A number of the pillboxes listed were built on the recently constructed seabank in front of North Sea Camp. There was a military railway in the area (FR49), traces of which still remain (Plate 15), while several rails have apparently been reused in fencing nearby (Plate 16). Possible anti-glider landing trenches were identified from aerial photographs behind the old seabank at Scrane End (FR32), and there is documentary evidence for the creation of a defended locality near the Marine Hotel (FR7) to protect the Shore Battery. The Defence of Britain database records a still-extant Nissen hut at TF 396 414, listed as being of World War 2 date, but its position on the front of the old seabank makes it unlikely to be in its original position. It was probably moved to its present position post-war, and is not included in this project gazetteer.

In 2002, three 50m lengths of the latest seabank were cut on Freiston Shore to reflood 78ha of recently-reclaimed land. A 12ha borrow pit, now a lagoon, was cut to provide material for a short new stretch of bank linking the later defences back to the previous

line behind the flooded area. The resulting saltmarsh forms a buffer to protect the area, and is also the site of an RSPB reserve.

## **Discussion**

Freiston parish is notable in that it contains a wider date range of sites than the majority of the others studied; the reasons for this appear to be twofold.

Firstly; both the 'Roman Bank' (FR27) and the 19th-century seabanks converge to join just to the north of the settlement of Freiston Shore and it appears that this is the only location along this section of coast where this happens. This means that Freiston Shore is located on the much earlier coastline and therefore there has been less reclamation along this part of the coast, hence the earlier inland settlements lie within the study area. This can be seen by the presence of a Romano-British settlement on the boundary with Fishtoft to the south; one area of land in the south was reclaimed as recently as 1935–79 by the staff and inmates of HMP North Sea Camp (FR41).

Secondly; the parish is close to the mouth of the Witham and as such has a higher concentration of World War 2 structures and a number of different types, as would be expected from its location protecting the navigation. Freiston Shore Battery (FR14), with its two 6-inch gun emplacements and concentration of AA defences, served to stop and inspect suspect merchant shipping before it was allowed to enter or leave the Witham, bound for Boston. Its importance was such that it was manned by the regular army throughout the war, rather than the Home Guard.

Even though there has been less reclamation and more of the earlier landscape is closer to the current shoreline, the study area of the parish behind the more established seabanks is largely clear of recognised archaeological sites although the remains of the lost hamlet of Scrane may survive (FR24), and possible medieval enclosures have also been recognised (FR37). Another potential exception to this is the possible presence of buried palaeo-landscapes already discussed. The development of Freiston Shore as a coastal resort in the 18th century also means that the area has some recent development, unlike the majority of coastal parishes in The Wash. This development of Freiston Shore can be seen in the various surviving hotels, including Plummers Hotel (FR12) and Marine Hotel (FR7) and the cartographic evidence for the bathing house (FR11) along with a very distinctive channel (FR6) created across the sands for use at low water to link the settlement with Clay-Hole in The Wash. It is also interesting to note that this channel connected with the shoreline at the point where the 'Roman Bank' and the 19th-century seabanks joined. This could be taken to indicate that the channel had a function relating to the earlier 'Roman Bank'. The archaeological potential for the channel would be related not only to its construction but to vessels lost trying to negotiate it.

There is both documentary and physical evidence for coastal shipping within this parish. The documentary evidence comes from the list of ship losses recorded as being off the coast and physical evidence is from the number of dumped/derelict ships which have been abandoned on the sand flats to the north of the mouth of the Witham. In addition to these known sites there will have been numerous other vessels lost from all periods that were attempting to enter the Witham. With the limited reclamation it is possible that these remains are close to the current shoreline.

An extensive flood defence scheme carried out during the later 1990s covered several parishes along this section of coastline. During those works, it is known that several World War 2 pillboxes and other structures (FR44–47) were incorporated into the new seabank. In Freiston parish, a number of shipwrecks were also discovered during construction (FR8).

#### **4.9 Fishtoft (Maps 4, 5)**

##### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland to the Fens; a creek is thought to have formerly run to the village. In the south, the area is bounded by the River Witham, which is now canalised, but originally meandered to the south-east to join the Wellan in the area known as 'The Scalp'. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

##### **Historical and archaeological summary**

###### ***Prehistoric***

There are currently no recorded sites or finds from this period.

###### ***Late Iron Age/Romano-British***

The shoreline has altered far less in this area, owing to the presence of the Witham, which restricted development until it was finally canalised. Medieval and earlier sites and findspots are therefore to be expected. A small occupation site was recorded at TF 371 409 (FT2): alongside a circular hut of more characteristic early date was 3rd- to 4th-century pottery, a corn-drier and a number of artefacts, representing a small agricultural community.

###### ***Anglo-Saxon/Early Medieval***

Fishtoft is first recorded in the Domesday Book of 1086 as *Toft*, meaning 'building site, curtilage' in Old Scandinavian, with *Fish-* added later, probably as a reference to a connection with fishing or a surname (Mills 1998, 139), perhaps an indication that the village lay much closer to the sea at the time. As with all the larger settlements along this coastline Fishtoft is located some 3km inland from the current coastline, and no features of the period have been recorded in the study area. The parish church has a dedication to the early saint, Guthlac, and contains Norman masonry, including the chancel and reused decorated stonework, although most dates to rebuilding works after 1400. Excavations in the village have found the remains of 9th- to 10th-century turf-walled buildings, suggesting an important centre when the village formed part of the Anglo-Scandinavian Danelaw.

###### ***Medieval***

There are currently two recorded sites of surface pottery finds from this period in the study area (FT1, 3), the former from near TF 3713 4102, the same area as Romano-British settlement FT2, and among a larger quantity of later post-medieval material, the

latter from a field known as Kiln Green, TF 373 408, since at least as early as 1709. This may be indicative of small-scale occupation of some form, possible seasonal, exploiting grazing on the marshes, salt extraction or fishing; alternatively it may simply represent manuring of the village open fields.

### ***Post-Medieval***

A quantity of mainly post-medieval pottery (FT1) has been found in the area with some earlier material, in the area of a Romano-British settlement.

The Witham Navigation (FT16) represents a substantial remodelling of the original natural watercourse. Roman and medieval engineers had already had a hand in canalising stretches south of Lincoln before work was taken in hand from c 1762 for drainage and navigation works. These included the construction of locks, sluices and improved channels. The final post-medieval site is that of the loss of the *Eleanor* an English merchantman stranded in 1747 near the Scalp, during a 'violent easterly wind' in which other ships were lost in the same area (FT15). As with the documentary accounts for losses near Freiston Shore to the north this indicates the importance of the port of Boston during earlier periods.

The 'Roman Bank' lies within 0.5km of the current shoreline, and formed the principal sea defence until the early 19th century, although the walkover survey revealed a small area of reclamation between the Roman Bank and that shown on the 1824 OS, represented by a ploughed-out section of bank between TF 3750 3948 and TF 3982 3967.

### ***Modern***

The present seabank on the north bank of the Witham was completed in several sections. A small area south of the point where the Roman Bank turned westwards had been reclaimed by 1824, although not continuing as far west as Hobhole Sluice (FT7) at the southern end of the Witham Navigation; this was a major feature of improvements added by John Rennie in 1805–6. The sluice was finally replaced in 1957, when a new pumping station was also constructed. A series of timber posts at TF 3866 3911 (FT12), representing the remains of at least four rows, appear to be the remains of a small landing stage or jetty seaward of this bank. Alternatively they could be the remains of an earlier beacon or dolphin marking the approach to the Witham. The Witham itself had been canalised by 1891, and possibly much earlier, with long banks on the north and south sides protecting the cut as far east as its new confluence with the Welland, also canalised. The north bank facilitated reclamation of the area to the rear, and another small area had been reclaimed by 1891. Reclamation of the final section, to its present line near the east end of the bank protecting the Witham channel, was begun c 1935 and was completed by 1938 as the southern tip of a more extensive programme undertaken by the staff and inmates of HMP North Sea Camp in neighbouring Freiston.

Continuing on from the defensive complex in Freiston parish there are a number of World War 2 structures around the mouth of the Witham. These are primarily Type 22 and Type 26 pillboxes (FT1 (x2), 4–6, 13, 14) but there is also a 6-pounder gun emplacement (FT9). The post-War period is represented by two ROC posts (FT10, 11), one at least now lost. The area has subsequently been modified by construction of the Hobhole–Butterwick flood defence scheme (FT9).

## Discussion

As would be expected from a parish that encompasses the mouth of one of the three major rivers in the study area Fishtoft has a range of archaeological sites and features. Almost all of these relate to the river and associated water borne activities. The fact that there has been relatively little reclamation prior to the later 19th and 20th centuries also means that the coastal area contains more sites than parishes further to the north.

The earliest recorded sites relate to a Romano-British occupation site (FT2) which was probably exploiting either the saltmarsh environment or an earlier foreshore. This remained in use until the 3rd or 4th century.

The presence of 9th- or 10th-century structures in the village is a good indication of the suitability of the area for occupation: it is likely that the local topography of the area made it attractive, including its proximity to the Witham.

The water-related activities that can be seen in the development of the mouth of the Witham are both as a freshwater navigation and drainage system with the canalisation and development of various cuts and sluices but also in the establishing of various bouyage and navigation marks from at least the 16th century onwards (Naish 1985, 32 *et seq*). If this is coupled with the knowledge of the long-established importance of the Witham (e.g. the various significant Iron Age finds from Friskerton and shield from Boston) then there could be earlier remains obscured by the later reclamation.

As well as any remains of navigation marks and drainage control there will be a higher probability of the remains of shipwrecks being encountered as navigation would inevitably be concentrated at the entrance to the river.

The presence of the River Witham could mean that there is an increased possibility of palaeo-landscape remains in the area as it is known from other studies that a river valley environment provides a series of diverse habitats suitable for hunter gatherer exploitation as well as a means of travel through an area. In addition there could also be a potential for evidence for earlier foreshore and inter-tidal exploitation in conjunction with the various episodes of seabank construction and consolidation.

For the same reason, the area had strategic importance during World War 2, and this is reflected in the cluster of pillboxes and the presence of a gun emplacement.

Fishtoft therefore has clear archaeological potential, although the area is not currently at risk, being protected as elsewhere by a belt of reclaimed land.

### 4.10 Wyberton (Maps 4, 5)

#### Geology and topography

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland towards the Fens. The Witham forms the northern boundary, although its original course has been much altered by canalisation. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

## **Historical and archaeological summary**

### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Wyberton is first recorded in the Domesday Book of 1086 as *Wibertune* possibly meaning 'farmstead of a man called Wigbeorht or of a woman called Wigburh' from the Old English personal name and *-tun* (Mills 1998, 395). As with all the larger settlements along this coastline Wyberton is located some distance inland from the current coastline. The parish church is dedicated to a Saxon saint, St Leodgar (St Leger), although the present building is probably 15th century, rebuilt in the 19th.

### ***Medieval***

There are currently no recorded sites or finds from this period, although there are potential sites behind the line of the Roman Bank.

### ***Post-Medieval***

Due to the extent of reclamation along the coastline here there is only a single recorded post-medieval site. This is a documentary reference to an English cargo vessel, the *Two Brothers*, being stranded near Boston in 1747 (WY4). As with the record of the loss of the *Eleanor* in Fishtoft and the abandoned vessels in Freiston to the north, it can be seen that the area around the mouth of the Witham has seen a large amount of maritime traffic and as such the remains of lost vessels will reflect this traffic over the years.

Within this parish the 'Roman Bank', which was the principal sea defence until the 19th century, lies c 1km inland.

### ***Modern***

The 1824 OS map shows a large area of saltmarsh in front of the Roman Bank, but this had been reclaimed by 1891. The Witham had also been canalised by this time, joining the Welland sea cut some distance to the east, where the combined flow was now fed into the Clay-Hole Channel. A 3.5km protective bank (or 'training wall') with a surface trackway was constructed across the foreshore in the area known as 'The Scalp' from the north-eastern tip of the parish to the new confluence, continuing into Fishtoft parish; a similar bank was constructed on the north side of the river, terminating in Freiston. The Witham Cut opened in 1885.

In addition to the *Two Brothers*, the *Retford* was also lost in the area in 1810 (WY7).

Wyberton contains what are almost the southernmost buildings of the defence system protecting the entrance to the River Witham. These are the remains of five World War 2 pillboxes (WY1–3, 5, 6) on the higher ground of the 19th-century seabank.

## **Discussion**

As with Old Leake parish to the north, Wyberton only has a narrow strip running to the coastline within the study area and as such is unlikely to contain many sites. Apart from the possibility that a prehistoric landscape remains under the present surface, together perhaps with the remains of structures associated with the use of the foreshore and wreck sites, medieval features may be present behind the line of the Roman Bank. The principal remains are of World War 2 date, and these are not thought to be at risk. At least two wrecks (WY4, 7) attest to the traffic along the river.

### **4.11 Frampton (Map 5)**

#### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland towards the Fens. The area is bounded to the south by the mouth of the Welland, where there was formerly an extensive area of saltmarsh, prior to reclamation of the area. The majority of the study area for this parish was reclaimed from the medieval period onwards. The present land-use is almost exclusively agricultural.

#### **Historical and archaeological summary**

##### ***Prehistoric***

There are currently no recorded sites or finds from this period.

##### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

##### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Frampton is first recorded in the Domesday Book of 1086 as *Frantone* probably meaning 'farmstead of Frani' from the Old Scandinavian personal name and *-tun* (Mills 1998, 143). As with all the larger settlements along this coastline Frampton is located some distance inland from the current coastline.

##### ***Medieval***

The medieval period is represented by moated sites. Two of these (FP2, 3) lie in the northern part of the parish, though the former could simply be a complex of former watercourses. Neither are now extant, having been infilled; FP3 appears as a soilmark on aerial photographs dated 1946.

To the south lies the site of the medieval moated Multon Hall (FP9). This was first documented during the 14th century and is thought to be situated in Hall Grounds. Earthworks could be the site of the moat as indicated by the presence of building materials on the island, but the earthworks are now part of the fen drainage system so it is not certain. The earthworks are scheduled as a moat.

Further medieval features may exist in the area behind the Roman Bank.

### ***Post-Medieval***

The parish commons were enclosed in 1708.

Roads Farmhouse (FP1) was built in the mid-18th century from red brick. There is a possible duck decoy to the south of the farm (FP5), though the identification of this is not certain.

The Roman Bank lies up to 1.2km inland, but formed the principal sea defence until the 19th century; all the medieval and post-medieval monuments lie to the west of its line, along with a series of small settlements.

### ***Modern***

The area in front of the Roman Bank, shown as 'Salt Marsh' on the 1824 OS, had been reclaimed by 1891 to the present line, possibly in two tranches, as the Cross Bank forms an internal subdivision, running back to the Roman Bank.

The recorded sites for this parish comprise several World War 2 pillboxes (FP4, 6–8, 10) and a possible concrete triangular structure (FP11) on the higher ground of the 19th-century seabank and forming the last part of the River Witham defences.

### **Discussion**

Apart from the recent military activity all of the recorded archaeological remains within this parish lie landward of the 19th-century seabank which itself is c.1.5km inland from the current shoreline. All of the recorded sites reflect the agricultural nature of the activity in this area. The presence of the site of medieval Multon Hall (FP9) and two possible moated enclosures (FP2, 3) indicates that the area does have archaeological potential; earlier settlement features may also be present in the area behind the Roman Bank.

With the Roman Bank lying so far inland it would seem to indicate that the only potential remains to the east would relate to any palaeo-landscapes which may survive beneath the former area of saltmarsh.

#### **4.12 Kirton (Map 5)**

### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area towards the Fens. The area is bounded to the south by the approaches to the Welland, where there was formerly an extensive saltmarsh. The

majority of the study area for this parish was reclaimed from the medieval period onwards. The present land-use is almost exclusively agricultural.

## **Historical and archaeological summary**

### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Kirton is recorded in the Domesday Book of 1086 as *Chirchetune* meaning 'village with a church' from the Old Scandinavian *kirkja* which replaces the Old English *cirice* in much of the north (Mills 1998, 209). As with all the larger settlements along this coastline Kirton is located some distance inland from the current coastline.

### ***Medieval***

There are currently no recorded sites or finds from this period, although part of the study area lies behind the Roman Bank, where medieval features may be present.

### ***Post-Medieval***

There are currently no recorded sites or finds from this period, The Roman Bank, which acted as the contemporary sea defences until the 19th century, lies between 0.5 and 1.5km inland from the current shoreline, with a settled landscape to the rear.

### ***Modern***

Examination of the cartographic evidence shows that reclamation subsequent to the construction of the Roman Bank has been relatively recent in this area. The OS 1st edition 1824 shows areas of saltmarsh which would have been enclosed and drained relatively easily, and this had been done by 1891. There has been no subsequent reclamation in the area.

Modern sites are related to the defence of the area during World War 2, consisting of clusters of probable pillboxes, blockhouses and emplacements or weapons pits at salient points along the seabank (KR1–4).

## **Discussion**

There are currently no recorded archaeological sites, although the course of the Roman Bank can easily be traced as it runs between 1–2km inland, and medieval features may survive in this area. There is cartographic evidence for the various more recent stages of reclamation and there is some potential to examine evidence for the evolution of the

engineering techniques used during the later post-medieval period. The archaeological potential of the area lies mainly in the possibility that there are buried landscapes beneath the reclaimed area and features behind the Roman Bank. Wreck sites may also be present in the area forming the approaches to the Welland.

#### **4.13 Fosdyke (Map 5)**

##### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends north-west beyond the study area into the Fens. The area occupies a location on the north bank of the Welland, which has now been canalised. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost exclusively agricultural.

##### **Historical and archaeological summary**

###### ***Prehistoric***

There are currently no recorded sites or finds from this period.

###### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

###### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Fosdyke is first recorded in 1183 as *Fotesdic* meaning 'ditch of Fotr' from the Old Scandinavian personal name and Old English *-dic* (Mills 1998, 142). As with all the larger settlements along this coastline Fosdyke is located some distance inland from the current coastline

###### ***Medieval***

There are currently no recorded sites or finds from this period, although medieval features may survive in the area behind the Roman Bank. The parish includes a historic crossing point at Fosdyke/Fosdyke Bridge.

###### ***Post-Medieval***

As with the parish of Kirton to the north there are currently no recorded sites or finds from this period, although a little further inland, the important crossing point of Fosdyke Bridge marks the boundary between an early canalised section of the Welland, shown on the 1824 OS, and the outer channel, which was not altered until later in the 9th century.

Here the Roman Bank lies up to 1.5km inland at some points, but continued to form the principal sea defence until the 19th century reclamation.

## **Modern**

The map of Fosdyke 1814 and OS 1st edition 1824 show that some limited reclamation took place in front of the Roman Bank in the south, stopping short of a cluster of buildings around the Welland crossing between Dow Dyke and Fosdyke Bridge; the river upstream of the bridge had already been canalised by this time. A more extensive phase of reclamation in the outer channel had taken place by 1891 as far as the parish boundary on the line of Kirton Drain. Together, these episodes have potentially covered any earlier foreshore features, which may consist of vessels attempting to enter the River Welland, and possibly a ferry crossing point, as the 1824 OS shows roads approaching from both sides of the river.

World War 2 defences in the area consist of what may be a pair of pillboxes on the later seabank either side of a drain (FO1), and a similarly-placed pair of pillboxes or blockhouses (FO2) with traces of other small structures to the rear.

## **Discussion**

Like Kirton to the north, the extensive reclamation in this parish means that there are currently no recorded archaeological sites in the parish prior to the 20th century. The line of the Roman Bank can easily be traced, and there may be medieval features surviving to the rear. The documentary research has shown that there is cartographic evidence for the various stages of reclamation and that there is a moderate potential to encounter evidence for evolution of the engineering techniques used during the later post-medieval period.

As with Fishtoft, this parish encompasses the entrance to one of the major rivers in The Wash, in this case the Welland. This means that, like the Witham, there is a potential for shipwrecks approaching the river along with evidence for earlier navigation systems. The number of these vessels could be higher than would normally be anticipated due to the importance of the upstream settlement of Spalding and the monastic foundation at Crowland Abbey, the latter an important monastic site in the medieval period.

### **4.14 Holbeach (Maps 5, 6)**

#### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD) which extends beyond the study area inland to the Fens. The north-west side of the parish is entirely bounded by the course of the Welland before it opens out into the Wash. The majority of the study area for this parish was reclaimed from the post-medieval period onwards. The land-use is almost exclusively agricultural.

#### **Historical and archaeological summary**

##### **Prehistoric**

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

Holbeach is recorded in the Domesday Book of 1086 as *Holebech* meaning 'hollow stream or hollow ridge' from the Old English *hol* and *-bece* or *-baec* (Mills 1998, 182). As with all the larger settlements along this coastline, Holbeach is located some distance inland from the current coastline.

### ***Medieval***

There are currently no recorded sites or finds from this period, and the extent of reclamation means that there are unlikely to be any in the study area, unless related to the use of the foreshore or relating to maritime activity.

### ***Post-Medieval***

The 1793 seabank (HB21) runs c 1km inland from the current shoreline and the 1824 OS map shows substantially the same line. There are traces of several earlier banks behind this, with a sparse landscape characteristic of reclaimed land, although this is likely to be of earlier post-medieval date.

To the south of the seabank lie two post-medieval sites, a possible duck decoy (HB19) and a possible ring ditch (HB17) though the latter may be the remains of a regularly shaped relic watercourse.

### ***Modern***

As already mentioned, cartographic evidence suggests that the early modern shoreline was substantially that created by the construction of a seabank in 1793. The mouth of the Welland formed an arm of the estuary, known as the Fosseydyke Wash, continuing inland as far as Fosseydyke Bridge, which is still the A17 crossing point. Seaward from this point, the Welland followed a meandering natural course, joining the Witham much further east than the present channel. A plan of 1846 also shows the main shoreline little changed, confirming that the majority of reclamation works in the area were more recent in date. By 1891 reclamation had taken in an area of mudflats defined to the north-west by the Witham, and included channelling the river into a deepwater cut to the west of its natural position and joining the Welland further north, at the point where they were fed into the Clay-Hole channel. Some of this activity had already occurred with the construction of 'training walls' either side of the Welland in 1837–8, which deepened the channel by 7ft.

By 1891, the area east of Thimbleby Sluice on Lawyers Creek had been further reclaimed as part of a scheme running through Gedney and Luton to the Nene, but the 1938 OS suggests that the 1793 bank remained in operation in the area between the Witham and this point until after World War 2.

The 1824 OS map and the 1846 plan both show very few buildings; one farm complex behind the seabank in 1944 (HB15) has been removed since. A number of sluices and

outfalls are shown, which could be of interest in the study of 18th-/19th-century drainage technology if the sites survive.

A single documentary account of a shipwreck is currently recorded for this parish. This is the loss of the *Sea Venture* in November 1810 (HB7), an English cargo vessel which stranded at Holbeach Marsh during a gale, possibly on her 'constant trading' route between Whitby and London. This wooden sailing vessel was said to have been built in the reign of Queen Anne.

As with many of the parishes in the study area, World War 2 has left its mark in the form of several pillboxes (HB2–4, 5 (x2), 8–12, 14, 18, 22) and a machine gun post (HB13), all located on the higher ground of the 18th-century seabank. Near pillbox HB12 is a series of small anti-tank blocks, which may also have been used to control civilian vehicle movements.

The principle modern feature is the still active bombing and strafing range (HB6), which was initially established in 1928 and incorporated a small landing strip. There is an associated store building to the east of the range (HB20). The 42 square mile RAF Holbeach (Wash Bombing Range) represents one of two practice target areas on The Wash, the second being RAF Wainfleet. Used by the RAF, USAF and other air forces, the site is also a wildlife haven. A variety of land- and sea-based targets exist, including linear and circular areas, moored ships and areas of buoys. Wartime aerial photographs show related features in Holbeach and neighbouring Gedney. In Holbeach these include a target direction arrow on the foreshore (HB16) pointing to a triangular target (GE7); although several small structures were apparent from aerial photographs, there was no clear indication of the location of quadrant towers or observation posts, although these would have been present, and there is a modern observation tower on the site.

## **Discussion**

Like Frampton parish, and as expected, all of the earlier recorded archaeological sites lie inland of the 1793 seabank. These all appear to be post-medieval and reflect the exploitation of the saltmarsh environment (e.g. the possible duck decoy). On the later reclaimed areas, the main structural remains are, once again, those of World War 2 defensive features, including pillboxes. The military presence in the area is continued to the present day with the Holbeach Bombing Range still being active.

There remains some potential for the preservation of prehistoric landscapes beneath the reclaimed areas. There may also be medieval, post-medieval and/or early modern wreck sites associated with vessels heading for the Nene or Welland, or occupied in fishing. As with Fosdyke the potential for archaeological remains in this parish lies in the development of the post-medieval drainage and sea defence systems, which can be traced in cartographic sources and surviving remains.

### **4.15 Gedney (Maps 6, 7)**

#### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD), which extends beyond the study area inland to the Fens. The majority of the study area for this parish was reclaimed from the medieval period onwards. The land-use is almost

exclusively agricultural. The area is marshy, drained by ditches and the South Holland Main Drain.

## **Historical and archaeological summary**

### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Gedney is recorded in the Domesday Book of 1086 as *Gadenai* meaning 'island or well-watered land of Gedel or Gydda' from the Old English personal name and -eg (Mills 1998, 149). As with all the larger settlements along this coastline Gedney is located some distance inland from the current coastline

### ***Medieval***

There are currently no recorded sites or finds from this period, and the extent of post-medieval reclamation suggests that no features will be present, unless related to maritime activities.

### ***Post-Medieval***

The pattern of reclamation in this area, as in Holbeach, is more complex than that of the west bank of The Wash. The main post-medieval features in the coastal zone are the 1635 (GE14) and 1793 seabanks (HB21); the latter runs parallel to the current coastline some 0.5km inland; traces of earlier banks survive inland, including the 'Roman Bank', which is well inland in this area. The landscape in the study area is sparsely settled, but a number of settlements have been built further inland between the Roman Bank and the post-medieval defences.

### ***Modern***

The 1793 bank ('Old Sea Bank') seems to have remained the principal sea defence into the 19th century. The present sea defences (New Sea Bank') were in place by 1890, with the exception of a small area of post-war reclamation around Boatmere Creek Sluice at the parish boundary with Lutton. Located behind the 1793 seabank are the two settlements of Gedney Dawsmere (GE17) and Gedney Drove End (GE21). These are described as being planned and are recorded on the 1824 OS map, but without the prefix 'Gedney'; they jointly became an ecclesiastical parish in 1855. On the OS map they lie a short distance landward of the 1793 seabank on what seems to be that of the 1635 alignment. Dawsmere has its own church, Christ Church, built in 1869, and Drove End a Methodist chapel, built 1885. In addition to the settlements a windmill is recorded (GE20) which presumably provided power for milling and/or pumping.

Apart from the Grade II listed Dawsmere House, built c 1820 (GE12), the principal modern features are associated with the defence of the area during World War 2. Several pillboxes or blockhouses (GE3, 5, 8, 10, 16, 22) and two sets of anti-tank blocks (GE6, 11) are all set on the higher ground of the seabank, together with what may be several weapons pits (GE13, 18, 19) and an emplacement (GE4), forming the northern end of the defences for the entrance to the River Nene.

In addition to these, there are several features relating to RAF Holbeach, including two lines of targets (GE1, 9 and a single triangular target (GE7), together with two direction arrows next to the seabank (GE2, 15) pointing to GE1 and GE9 respectively. Two small square features on the foreshore to the east of GE2 may be observation posts.

## **Discussion**

Gedney parish is very similar in nature to Holbeach in that a large part of the current landscape in the study area lies seaward of the 18th-century seabank and apart from the World War 2 defences for the River Nene is largely devoid of archaeological sites. However, unlike Holbeach there is cartographic evidence for activity in addition to the expected stages of reclamation.

As elsewhere, there may also be wreck sites of various periods in and around the approaches to the River Nene, although with the extensive reclamation, these could well lie some distance inland.

### **4.16 Lutton (Map 7)**

#### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD), which extends beyond the study area inland into the Fens. The east end of the parish is bounded by the approaches to the River Nene. The majority of the study area for this parish was reclaimed from the post-medieval period onwards. The land-use is almost exclusively agricultural.

#### **Historical and archaeological summary**

##### ***Prehistoric***

There are currently no recorded sites or finds from this period.

##### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

##### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Lutton is recorded in the Domesday Book of 1086 as *Luctone* meaning 'farmstead by a pool' from the Old English *luh* and *-tun* (Mills 1998, 229). As with all the larger

settlements along this coastline Lutton is located some distance inland from the current coastline.

### **Medieval**

There are currently no recorded sites or finds from this period. The landscape almost certainly dates to a later period, associated with post-medieval reclamation.

### **Post-Medieval**

The area has probably mostly been reclaimed in the post-medieval period, and the seabank current at the end of the 18th century was constructed c 1793. Although currently there are no recorded sites or finds from this period, cartographic evidence, particularly John Watte's 1777 Survey of Sands, shows a high degree of detail of groynes, mooring posts, dolphins and channel markers for a considerable section of coastline from Sutton Bridge to Lutton Sluice. Interestingly it also shows considerable boat traffic of different types along various parts of this arm of the Wash including three-masted ships beached to presumably offload and a series of mooring posts at Sutton Washway, a ferry point across the entrance to the Nene, now dry land.

The implication of this plan is that the considerable changes to the coastline in recent times may well have covered significant remains of earlier trading and transport systems at the mouth of the River Nene.

### **Modern**

Comparison of the 1824 and present OS maps of the parish show that there was reclamation in the 19th century, straightening the line of the seabank on its approach to the canalised sea channel of the Nene in Sutton Bridge parish. This was in place by 1890, and there has been little alteration in the area since, with the exception of a small indented area on the boundary with Gedney, reclaimed since World War 2 to straighten the overall alignment.

Three pillboxes are recorded for this parish within the study area (LU1–3) and form a continuation of the defensive network from Holbeach parish to the north.

## **Discussion**

Changes in the area represented in the cartographic resource suggest that there may be earlier features beneath recently-reclaimed land, associated with post-medieval and early modern shipping and coastal activities, and possibly relating to prehistoric occupation. The area has been reclaimed since the medieval period, and *in-situ* remains of occupation sites prior to the 18th century are therefore unlikely.

### **4.17 Sutton Bridge (Map 7)**

#### **Geology and topography**

The topography of the parish is one of low-lying land (mostly below 5m OD), which extends beyond the study area inland to the Fens. The parish is divided by the channel of the Nene, which has been much altered from its natural course, but originally

consisted of a broad inlet leading into the estuary. The majority of the study area for this parish was reclaimed from the post-medieval period onwards. The current land-use is almost exclusively agricultural.

## **Historical and archaeological summary**

### ***Prehistoric***

There are currently no recorded sites or finds from this period.

### ***Late Iron Age/Romano-British***

There are currently no recorded sites or finds from this period.

### ***Anglo-Saxon/Early Medieval***

There are currently no recorded sites or finds from this period.

Sutton Bridge was originally Long Sutton, the second word from Old English 'south farmstead' (*suth* and *-tun*), and its presence is first recorded in the Domesday Book of 1086. By the time the 1824 OS maps were drawn, the settlement was known as Sutton St Mary's (Mills 1998, 334). As with all the larger settlements along this coastline Sutton Bridge is located some distance inland from the current coastline.

### ***Medieval***

There are currently no recorded sites or finds from this period: the medieval seabank ('Old Roman Bank' on the 1824 OS) would have been well inland, protecting Walpole St Andrew, Tydd St Mary's and Sutton St Mary's, well outside the study area; this is attested by Watte's map of 1777 and a plan of Tydd St Mary's from the same period.

### ***Post-Medieval***

As already mentioned above, cartographic sources show that there has been extensive reclamation in this area in the last 300 years which has meant that the majority of the older coastline is now located several kilometres inland. These plans show successive seabanks and drainage systems, although the final post-medieval bank is probably that of 1793.

Maps show an attempted deep water cutting at Lutton Sluice, TA 4870 2635 (SB3). An area of land also appears to have been lost near Jelly Corner, TA 4980 2520 (SB7) between 1777 and 1824, although it now lies inland, the area having been reclaimed.

### ***Modern***

On the first edition OS of 1824, the area around the Nene is still shown as a deep inlet protected by the 1793 banks, continuing as far inland as Gunthorpe Sluice about 8km from the present river mouth. There was a low tide crossing point, the Sutton Washway, a ferry point at high tide, where Watte shows mooring posts, now c 5–6km inland very close to the present Sutton Bridge (A17).

Important features of the study area include two lighthouses (SB5, 6: Plate 23) built c 1829 as part of a scheme of improvements, and once marking the entrance to the River Nene. These buildings now lie c 1km inland but were originally at the end of banks ('training walls') running out into The Wash to protect the channel prior to reclamation. The entrance to the Nene therefore seems to have been canalised shortly after the 1824 maps were issued, and continued as a deepwater cutting ('Tycho Wing's Channel') across the mudflats in front of the contemporary sea defences. Engineers removed a small reclaimed area on the west side shown in 1824, cutting the area back to a slightly earlier straight section of bank which now formed part of the new flood defence for the channel, and functions as such to the present day. Examination of the OS mapping for the late 19th and early 20th century shows a series of seabanks. In 1867, a bank constructed to the east of the Nene to replace an earlier 19th-century alignment was several kilometres from the present shore, with a sharp angled return northwards to protect the extended bank of the river, and with a pier or breakwater heading east. At the east end, near the parish boundary, there was an equally sharp re-entrant heading north-east. The 1867 alignment was replaced in 1910 by a bank 2km inland, roughly following the line of the breakwater, replaced in turn in 1917, and with two more recent banks established seaward of the 1917 bank in the second half of the 20th century; the re-entrant at the west end was also replaced in 1910, 1925, and with subsequent advances. West of the Nene, by contrast, the present seabank was already in place by 1890.

The need for navigation aids can be seen in the documentary account for the loss of the English schooner *Eagle* which was stranded and lost at the mouth of the river Nene in 1896 (SB1). Although this is the only recorded loss there will have been others which may well lie beneath the areas of reclamation.

One of the few structures formerly of interest in the area is that of St Philip's Mission Church at Guy's Head, Sutton Bridge (SB4). This was built in 1869 and appears to have been demolished prior to 1956.

## **Discussion**

As already mentioned above, cartographic sources (Watte 1777, the Plan of Tydd St Marys and the 1824 OS) show that there has been extensive reclamation in this area in the last 300 years, even since the 19th century. This means that the majority of the older coastline is now some distance inland. Reference has already been made to these maps showing boat traffic of different types in the area and there is a series of mooring posts near the old Nene ferry crossing at Sutton Washway, now dry land. There is therefore a general possibility that prehistoric and later sites relating to the use of previous shorelines survive at depth beneath more recently-reclaimed areas.

The loss of land near Jelly Corner (SB7) suggests that there has been some erosion in this area; although there has also been extensive reclamation since the post-medieval period, there is therefore the potential for earlier landscapes to survive beneath both reclaimed areas and the estuarine mudflats in front of the present sea defences.

## 5 RAPID FIELD ASSESSMENT

As an integral part of the project, a series of field visits were undertaken on sites and areas identified during the desk based phase of the work. The areas visited were selected for three primary reasons: firstly sites of known archaeological remains were assessed for the potential for further, currently unrecorded, remains to be present; secondly these sites were also assessed for the potential survival of the recorded remains; thirdly areas of no recorded archaeology were assessed for the potential for undiscovered remains.

The fieldwork was carried out in early July 2007 and visited a number of sites that were accessible from public rights of way. The initial locations identified were:

- The area around Wainfleet Haven/Harbour;
- The area of medieval salterns in Wrangle parish;
- The potential haven on the boundary of Wrangle and Old Leake parishes;
- The area around Freiston Shore and at the junction of the various seabanks;
- The area around the entrance to the River Witham;
- Accessible locations near the entrances to the rivers Welland and Nene.

During the field visits it was possible to visit all of the sites, though at several locations, due to a combination of a lack of suitable public rights of way and extensive flooding due to recent adverse weather, the inspection was not as detailed as would have been preferred.

### *The area around Wainfleet Haven/Harbour*

This area was visited at approximate low water, but unfortunately no archaeological features were visible beyond the already recorded World War 2 structures. Due to the prolonged and heavy June/July rainfall, the sediment load from the various rivers and drains had left a significant amount of fine silt across the exposed foreshore which may well have obscured any further features. This situation was noted at all of the inter-tidal locations that were inspected and had potentially rendered new sites temporally archaeologically invisible.

### *The area of medieval salterns in Wrangle parish*

The area of Wrangle which has been recorded as containing numerous saltern mounds was seen to be markedly more undulating than the areas of reclaimed saltmarsh to the north and south (Plate 1). The undulations were extensive and covered the area marked as Wrangle Tofts on the 2006 OS 1:25,000 mapping as far south as the north-eastern side of a possible haven (see below), and towards the current coastline to the vicinity of Marsh Farm (TF 4468 5064) and Toft House Farm (TF 4450 5082). A rapid examination of satellite images on the internet ([www.flashearth.com](http://www.flashearth.com)) shows that soil marks from the ploughed-out mounds, and possibly related enclosures, are still clearly visible in this area.

It is interesting to note that the number and form of the public rights of way in this area are very different to other areas of reclamation. This suggests that this area was

reclaimed before the area between the seabanks to the north with its simpler network of roads and tracks.

*The potential haven on the boundary of Wrangle and Old Leake parishes*

The current road (Sea Lane) leading into this area seems to mark a change between the more undulating landscape to the north-east and the flatter land to the south-west. The road itself also appears to be slightly raised, though this may be a product of shrinkage of the reclaimed land rather than the road having built up over time (Plate 2).

The area of the 'haven' itself has a very noticeably straight north-eastern side (photos RCZA 3 & 4) and the landward end (or head) of the 'haven' is also very regular in shape and has all the appearances of being man made or modified (Plate 2).

*The area around Freiston Shore and at the junction of the various seabanks*

The first site visited along this section of coast was the pillbox BNU5 (photos Plates 8 & 9), which is still in good condition, as was pillbox FR2 further along the more recent seabank. The area of saltmarsh seaward of the drainage ditch called The Delph on the OS 1:25,000 series has been deliberately breached in several places (Plate 10) as part of the recent Hobhole–Butterwick Wash Flood Defence scheme.

Following the seabank into Freiston Shore itself, many of the recorded World War 2 structures sited along the bank are still present and in a good state of preservation (Plates 11–14). A coast artillery searchlight emplacement has been converted into a store of some kind by blocking the embrasure at the front with concrete and placing a wooden door across the rear access (Plate 11). A similar building has also been converted, this time into a summerhouse (FR10), with the addition of glazing to the embrasure and an access ladder to the roof (Plate 14). Seaward of the seabank, the remains of part of the military railway could be seen (Plate 15) whilst narrow gauge rail track, possibly from the military railway (FR49) have been used to build a section of fencing on the edge of the saltmarsh to the east (Plate 15, TF 4024 4212). This would seem to show that although the majority of the buildings are well preserved there has been some loss of the smaller infrastructure features of the defence complex.

This group of structures are all remarkably intact and still retain many traces of iron fittings and should be considered for recording in detail where this has not already been carried out.

Some traces of the development of Freiston Shore as a coastal resort in the late 18th century could still clearly be seen. Plummers Hotel (FR12) is still operating as a guest house and the attached stables etc. have all been renovated and are occupied as domestic dwellings. However, the Marine Hotel (FR7) has already been partially demolished and is currently in a very poor state of preservation (Plate 17).

No trace of the two channels that once ran to the shore could be seen and the area of the northern channel is now a nature reserve which has been constructed with many shallow scrapes and may well have damaged any surviving remains of both the channel and any associated wrecks, such as the coal barge which was known to have been lost there.

A comparison between the 1824 OS and modern mapping shows that several buildings have been removed for which no trace could be seen within the current settlement.

The line of the 'Roman Bank' to the north of Freiston Shore (FR27) is readily traceable across the landscape and in several places just to the north of the settlement it has been partially cut through for access to housing and would provide an easy opportunity to examine a section through the structure.

As already discussed above the fact that the two main seabanks (the 'Roman Bank' and the 1824 bank) join at Freiston Shore would seem to indicate that the settlement has been on the coast since at least the construction of the Roman Bank. As the Marine Hotel is located at the point where the two banks join and also where the northern channel emerged, the area would seem to be a suitable location for trial excavation should the building ever be re-developed.

In the garden of Plummers Hotel a large fragment of moulded stone was recorded (Plate 18). Enquiries locally could not establish a provenance for the item though it was thought that it was probably obtained locally. The piece would appear to be from either a high status building or church, and it may therefore have come from the former Benedictine Priory located in the parish.

Although the inter-tidal part of the foreshore was not readily accessible due to the uncertain safety of crossing the saltmarsh, the remains of a shipwreck were visible with binoculars along with the remains of one and possibly two further wrecks in close proximity.

An attempt to visit the area around Scrane End and the site of the possible DMV was abandoned due to flooded roads.

#### *The area around the entrance to the River Witham*

The line of the Roman Bank was walked from Freiston Shore to the River Witham with the return leg taking in the modern seabank. This was carried out in order to determine the condition of the various World War 2 structures, HMP North Sea Camp (FR41) and to determine if any ship remains could be seen along the exposed foreshore at low water.

The military remains along the seabank as far as the boundary of the prison were all found to be intact and in good condition apart from being overgrown, including a Ruck machine gun post (FR34: Plate 19). The pillbox just inside the prison boundary (FR40) was found to have been completely demolished and a concrete access road had been built over its location. There were widespread remains of the pillbox in the form of broken concrete that had been used as hardcore for the road. The remains were not photographed as they lay within the boundary of the prison.

HMP North Sea Camp now straddles the line of the Roman Bank; the older part of the camp lies on the landward side with the newer parts to seaward on land reclaimed by the inmates from 1935 onwards. The older part of the camp appears to retain some of the original buildings from its establishment as well as various structures from its use as a military camp during World War 2 and would possibly be worth further investigation.

The camp has also cut through the seabank in at least two places, which would allow easier access for recording archaeological sections.

Located on the seabank at TF 3934 4001 is a memorial to the reclamation work carried out by the inmates of the prison from the 1930s onwards (Plates 21 & 22).

Just to the north of the Witham, the partially ploughed-out remains of a seabank lying between the Roman Bank and the 1824 seabank could be seen running across several fields (TF 3750 3948 to TF 3982 3967). This suggests a more complex and piecemeal reclamation that is immediately apparent from the OS mapping.

As already mentioned above, although the foreshore was visited at or near low water the archaeological visibility was poor due to the dropped fine sediment load from the rivers. As a result no foreshore features were recorded.

The remains of the various pillboxes along the southern side of the Witham all appeared to be still present and in good condition (e.g. Plate 20). However, no remains of any of the military structures FR43–47 could be found. These all appear to have either been removed or completely incorporated within the seabank during reconstruction works in 1999. Extensive repairs to the seabank could be seen in the form of large areas of limestone aggregate along its top.

The various military structures around the location of the former Jolly Sailor public house and the sluice at the southern end of Hobhole Drain (FT7) all appear to be intact and in good condition.

#### *Accessible locations near the entrance to the River Welland*

The mouth of the Welland was visited at The Horseshoe (TF 3430 3352) and a section of the seabank walked. As mentioned above the silt layer on the foreshore masked any potential archaeological deposits.

#### *Accessible locations near the entrance to the River Nene*

The mouth of the River Nene was visited at the site of the two lighthouses, SB5 (Plate 23) and SB6, both of which are still functioning as navigation points, although not as lights.

A further attempt to try to ascertain if there were any early peat deposits or palaeofeatures along the southern part of the study area was made at Lawyers' Creek (TF 4060 3468), but as already mentioned the foreshore was covered by silt from the flood water draining from the landmass. However, it was possible to confirm the survival in good condition of the World War 2 pillbox site HB5 (Plate 24) and anti-tank obstructions HB12 (Plate 25).

## **6 DISCUSSION & RECOMMENDATIONS**

### **6.1 Discussion**

The significance and potential impact on the archaeological resource has been outlined in Section 4. Clearly, national and local planning and heritage management policy insists that steps must be taken to preserve the resource from development where possible, but this is more problematic when dealing with natural processes.

From the point of view of development pressures, the planning process requires the archaeological resource on each development site to be evaluated on a case-by-case basis where such a resource is considered likely to be present. Property ownership within such a large area is naturally fragmented; although the main risk comes from relatively large land blocks such as caravan and holiday parks, other sources of potential damage caused by smaller scale developments are still a reality. Although there is generally a tightly-controlled development policy for the coastal area, which restricts the size, placing and nature of developments, an overall archaeological strategy will still be difficult to develop and implement.

In the case of the Wash area, the geography of the coastal zone and its general nature makes large-scale development unlikely, whether commercial, residential or leisure-related. In general, the coastal 2km remains sparsely populated, and still closely resembles the pattern already established at the time the first Ordnance Survey maps were produced, with the addition of areas reclaimed subsequently for agricultural purposes. The addition of a nature reserve in Freiston has added one of the few new elements to the landscape, created as part of a local managed realignment scheme. The biggest threat to the archaeological landscape in the foreseeable future is likely to come from alterations to the sea defences in response to the increased risk of flooding, rather than directly from natural processes. The coastal strip, much of it recently reclaimed, can be seen as expendable, if managed realignment offers protection to the chain of villages immediately behind, as well as important urban centres such as Boston.

#### **Period overview**

##### ***Prehistoric***

There are no known monuments of the earlier prehistoric periods in the study area; however, this may not represent the true picture. More extensive aerial photographic analysis would almost certainly reveal sites behind the earliest line of sea defences, although numbers may not be large. Also, the extensive reclamation which has taken place around the Wash, particularly in the post-medieval and modern periods, means that large areas of early landscape may have been buried beneath alluvial sediments, as seems to have been the case further north on the Lincolnshire coast. These could include (for example) the remains of fenland sites, particularly exploited in the Mesolithic to Bronze Age periods.

##### ***Late Iron Age/Romano-British***

There is a single monument associated with this period, a small Romano-British occupation site from Fishtoft (FT2). This appears to be a late Roman site, probably of 3rd- to 4th-century date, and the inhabitants were engaged in agriculture: a corndrying

oven and iron plough coulter were found. The presence of worked jet may reflect the site's coastal location, as this could well have been traded down from North Yorkshire.

Despite the paucity of settlements in the study area, there is clearly the potential for more, and detailed aerial photographic analysis could reveal further examples behind the earliest seabanks in the Fishtoft/Freiston area, where there has been less subsequent reclamation.

### ***Anglo-Saxon/Early Medieval***

There are no known features of the earlier part of the period within the study area; however, the majority, perhaps all of, the main settlements surrounding the Wash in Lincolnshire are of Anglo-Saxon or Anglo-Scandinavian origin, and there may therefore be contemporary features or landscape elements behind the earliest seabanks. The settlements seem to have been established on the slightly raised edge of marine silts deposited around the edge of the fenland surrounding the Wash basin, broadly marked on the north side of the estuary by the line of the A52, which links the present villages. In front of these, and in the channels of rivers and streams leading into the Wash, the remains of structures, and possibly wreck sites, may still survive beneath later sediments.

One of the possible saltern sites at Wrangle (WR15) may have had an early medieval origin, as both early and later medieval pottery were present; although the date is not stated in the LHER reference, a later 11th- or 12th-century date is presumed for the onset of occupation. The remainder of the salterns are probably rather later, and the discovery of earlier pottery could simply reflect the presence of a pre-existing settlement which later became engaged in salting.

### ***Medieval***

The presence of a number of major rivers, principally the Nene, Ouse, Welland and Witham, and smaller channels such as the Steeping, suggest that there may be maritime and coastal remains associated with their use in and around the channels during the medieval period (and possibly earlier), including the wrecks of trading and fishing vessels, jetties, mooring posts or waterfronts. Related features, such as fish weirs may also survive. The shifting nature of the river channels and mud banks may have preserved such features, as may the subsequent reclamation of 1–2km over an extended period. The mouths of the rivers have been particularly subjected to post-medieval alterations, and the reclaimed areas behind the present canal walls near the entrances to the Wash estuary are likely to provide the best evidence for shipping and maritime structures.

In addition, the earliest sea defences in the area, particularly the 'Roman Bank', which crosses several parishes on the west side of The Wash, are almost certainly of medieval origin, with references to its existence in the 13th century, although it was undoubtedly repaired on numerous occasions. Some sections, such as that between Wrangle and Wainfleet, are, however, almost certainly post-medieval.

Many of the known salterns in the area came into use during this period, rather later than the Roman and prehistoric sites in the marshes further north along the Lincolnshire coast. The majority of sites lie outside the study area, a reflection of the degree of

reclamation around The Wash, but there is a concentration of sites in Wrangle, and probable examples in neighbouring Old Leake and Benington. Some of these consist simply of soilmarks and/or spreads of briquetage, ash and clinker which have not been investigated. Those which have been examined or at least fieldwalked have generally shown an origin in the later medieval period (15th/16th century), continuing in use in some instances until the 17th century, when the industry seems to have either halted or moved elsewhere. Clay-lined pits, a platform and connecting channel were recorded in one instance (WR23). Associated with the salterns are areas of settlement (eg WR6, 16, 24, 26) presumably representing the habitations of workers involved in salt production, although as this would almost certainly have been a seasonal or part-time activity, the inhabitants are likely to have been involved in other occupations, principally fishing and farming.

Singificantly, the ploughed-out salterns in Wrangle represent the line of a lost late medieval/early post-medieval seabank inland of the 'Roman Bank'. This continues the line of a series of salterns located behind the A52 in neighbouring Wainfleet and Friskney southwards to the head of what appears to have been an inlet on the boundary between Wrangle and Old Leake. South of that, the Roman Bank continues on a similar alignment. The inference is that the stretch of 'Roman Bank' between Wrangle and Wainfleet represents a later phase of reclamation than the feature with the same name appended further south. The area to the rear of the salterns represents a medieval landscape, although in Wrangle, a pattern of post-medieval fields has been imposed across the line of the seabank, and the A52 follows a course a little further inland.

Other structures in the study area include the site of the medieval Derby Hall, Old Leake (OL6), demolished as recently as 1873, but built in 1295. Medieval to post-medieval structural remains have also been found in Freiston (FR21), and presumably still exist on the site of the lost township of Scrane (FR24). Earthworks representing enclosures and trackways were identified from aerial photographic analysis (FR37) adjacent to Freiston sewage works. Casual finds of medieval pottery (eg FT1, 3) may reflect medieval settlement, the former near a Romano-British settlement (FT2), the latter in a field known suggestively as 'Kiln Green'.

In Frampton lies the site of the demolished moated Multon Hall (FP9), and there are two less definite moats in the same parish (FP2, 3), both now filled-in.

### ***Post-medieval***

The post-medieval period encompasses both continuity and change from late medieval to early modern technology. The medieval sea defences, such as the Roman Bank, were repaired and extended, with new banks constructed in the 17th and 18th centuries (eg BU3, HB21, GE13). As already mentioned, the stretch of Roman bank between the Wrangle and Wainfleet was also probably constructed during this period. One area of land at the south end of the estuary in Sutton Bridge seems to have been lost to erosion (Jelly Corner: SB7), although this has now been reclaimed. Much work was also carried out in improving drainage and navigation channels. These improvements allowed new farm buildings and settlements to be constructed in the 18th and 19th centuries, including Gedney Dawsmere (GE17) and Gedney Drove End (GE21), although these were very sparse, and the reclaimed areas were principally farmland.

Saltmaking continued into the earlier part of the period, and trading/fishing patterns were maintained between river ports, small settlements and the sea.

Salterns remained a significant feature of the earlier part of the period, with several of those present in the study area in Wrangle and neighbouring parishes still in use into the 17th century. It is less clear at present whether any new sites were created, or those recorded represent the continued use of a small number of medieval saltmaking centres as the industry declined. Other activities in the coastal area included wildfowling, although this was in decline as marshes were increasingly drained for agriculture. Decoy ponds were built, of which traces of two possible examples remain (FP5, HB19).

Losses of shipping are documented in detail for the first time towards the end of the period, partly for insurance reasons and by customs officers concerned with wreck protection, and also as matters of note in the increasing number of local and national journals and gazettes. Most of the un-named recorded wrecks are likely to be either post-medieval or early modern: most of those which are known by name are of the later 18th to mid 19th centuries. Wrecks or wrecksites include examples at Benington (BN9), Freiston Shore (FR8, 35, 36, 38, 42), Fishtoft (FT15), Wyberton (WY7).

There are a number of Grade II listed post-medieval buildings in the area, none of which are at risk from erosion. These include dwellings, such as Brick Cottage, Old Leake (OL1), The Cottage, Leverton (LE1), White Loaf Hall, The Marine Hotel, Plummers Hotel, Mill Pit Farm, Miramar House, Freiston (FR1, 7, 12, 17, 29), and Roads Farm, Frampton (FP1).

### ***Modern***

Once again, there was continuity with the previous period, with the continued improvement and construction of seabanks and drainage ditches, and the reclamation of land continuing well into the 20th century. Long 'training walls' constructed around the mouths of the rivers to create straight, deep, navigable sea cuts allowed the areas on either side to be systematically reclaimed. The area to the east of the Nene has seen particularly dramatic alterations between the mid 19th and mid 20th century. Two surviving, although disused, lighthouses marking the mouth of the Nene (SB5, 6) were originally sited at the end of such walls, but now lie inland. In the Witham area, the important Hobhole Sluice was built by John Rennie in 1805–6 (FT7) at the end of Hobhole Drain; the lower section of the river was canalised to join a similar sea cut leading from the Welland. Several timber posts recorded in Fishtoft could be the remains of an old landing stage (FT12) constructed between phases of reclamation at the mouth of the Witham.

Other features include a 19th-century coastguard station (FK4) and Grade II listed domestic buildings, such as The Old Rectory, Benington (BN2) and Dawsmere House (GE12).

There are a number of documented shipwrecks in the area although only named examples can definitely be assigned to the 19th century (WA9, WY7, HB7, SB1), as there is probably very little significant change in boat design between the mid 18th and mid 19th century.

The period is dominated by World War 2 defensive structures, as is the archaeological record for the coastal area as a whole. These include a large number of pillboxes (principally the more common Type 22s and Lincolnshire-type AA pillboxes, but including some less common versions such as the four Type 26s protecting the Witham), concrete tank traps, observation posts, searchlight positions, some combined with pillboxes, shore batteries, machine gun posts and gun emplacements. There was also a military railway in the Freiston area (FR49), of which sections survive, serving Freiston Shore Battery although no details regarding its use were available at the time of writing. The battery (FR14) with its two 6-inch guns was designed to inspect wartime merchant shipping heading to and from Boston, and as such is probably the most important World War 2 site (and one of the best preserved). RAF Holbeach Bombing and Gunnery Range (HB6) opened in 1928 and is still in use, together with RAF Wainfleet (FK9).

There are also a few post-war defensive structures, including ROC monitoring posts and Orlit observation posts (FK7, OL5, FT10, 11).

HMP North Sea Camp, a pre-war Borstal, later turned into an adult prison (FR41), was founded just pre-war, and has an important role in Freiston: the staff and inmates reclaimed a considerable area of land for farming in front of the site from 1935, finally selling it in 1979 to become the core of the Freiston Shore RSPB nature reserve. Part of the area was flooded in 2002 as part of the Hobhole–Butterwick Wash Flood Defence scheme (FT9). Alterations to the seabank in the late 1990s incorporated three World War 2 pillboxes (FR44–46) and another structure, possibly a further pillbox (FR47).

### **Archaeological potential**

The problems of low-lying 'mobile' coastlines have long been recognised in terms of their conservation in relation to the natural environment (e.g. Ritchie 1992, 47 *et seq*). What has not been so readily recognised and identified is the archaeological potential of such areas. However, this situation has changed over recent years with the extensive recognition of the potential for coastal archaeology to survive (e.g. Fulford *et al*, 1997) and the more detailed study of specific types of site (e.g. Bell 2006, 10–11). Although the potential for many parts of the country has been recognised, the Lincolnshire coastline has generally seen little in the way of systematic study and investigation; this has resulted in a general paucity of data (Fulford *et al* 1997, 155).

The underlying reason for this lack of data could be said to stem from three main reasons. Firstly; as much of the current coastline has been reclaimed, often as recently as the second half of the 20th century, there is a perception that there will be no potential for archaeology as the landscape is very modern. Secondly; this part of the country has often been seen as a very 'quiet' and, archaeologically speaking, inactive stretch of the English coastline. Finally; the general lack of redevelopment under the auspices of PPG16 has meant that there has been little in the way of archaeological investigations in order to determine if the lack of sites is real or just perceived, although the investigation of saltern sites in particular provides a hint of what may be found in the area.

From the parish descriptions and discussions detailed above it can be seen that there is a potential for the survival of archaeological remains along this coastline from several periods. The extent to which this potential is realised will depend upon many factors.

Overall the whole of the study area has the potential for the survival of buried prehistoric landscapes. The evidence for palaeo-landscapes has been more clearly seen in the offshore zone with studies looking at 'Doggerland' in the southern North Sea basin. However, the recorded presence of submerged prehistoric forests at Grimsby, Mablethorpe, Sutton on Sea and Skegness to the north (Tann 2004, 17) and the find of the 'Seahenge' at Holme in Norfolk indicate a much wider survival than at first apparent. This is supported by the recording of a buried forest at Boston in 1882 (Fulford *et al*, 1997, 56), whilst the extensive peat beds recorded around the south-western end of the Wash show the potential for further buried terrestrial deposits extending out into the estuary (*ibid*, 29 *et seq*). Any material relating to this would be more deeply buried but potentially well preserved, as the area is generally a low energy environment which has produced the widespread relatively fine sediments seen on the numerous sand banks and mud flats, and does not appear to have produced the eroded and dissected peat beds that are seen in other areas (e.g. Cleethorpes beach and Hartlepool Bay).

Based on the placename evidence, the settlement pattern seen along the northern side of the Wash seems to have been established some time during the 7th century (Hoskins 1981, 96). At this time these settlements would probably have been located on or near the coastline, and would undoubtedly have exploited both the fenland inland to the north-west and the saltmarsh to seaward. Within Wrangle parish it has already been seen that the exploitation of the saltmarsh included salt production, which may well have been considerably more widespread than is currently recorded. Other foreshore activities could have included fish traps/weirs and possibly a beach-launched fishing industry, as seen at Sutton on Sea to the north of The Wash. If these foreshore activities were to be present they would most likely be restricted to the immediate vicinity of the settlements or any associated havens.

The development of the river ports of Boston and Kings Lynn during the medieval period primarily in relation to the fishing industry and especially the Icelandic trade saw a vast increase in the shipping in the Wash. The 14th century saw a dramatic rise in the amount of fish being landed in these towns; for example in 1390-91, 400,000 fish were landed at Boston, mostly in Hansasd shipping (Starkey *et al* 2000, 34). This trade was a major source of revenue in the area throughout the 14th and early 15th centuries until its decline for a variety of reasons. The trade was important enough for the Hanseatic League to establish 'steelyards' at both Kings Lynn and Boston. The development of these ports along the rivers also saw the development of navigation aids, both in attempts to reduce the loss of shipping approaching ports along the rivers and also for coastal navigation. This can be seen with medieval references to Boston Stump (i.e. the church tower) as a seamark (Jackson 1983, 12, 35) along with the dues for the maintenance of buoys and lights all around the Wash (Naish 1985, 33), well into the 16th century.

Fish was by no means the only trade conducted through these ports during the medieval period. Boston was a substantial exporter of Lincolnshire salt in the early 14th century (Starkey *et al* 2000, 35). Although the coastal margin has primarily been used for agricultural purposes the widespread and important development of the salt industry from the medieval period onwards in Lincolnshire can be seen in the extensive remains of saltern mounds which occur across several parishes. The location of the various salterns not only locates the industry but potentially adds much information to the development of the coastline through time as salterns tend to be located just above the

high water mark. Therefore if it were possible to date the various salterns then the shape of the coastline at that time could also be inferred (see Grady 1998, 81–95 for details).

An important aspect of the salt production industry would be the transportation of the finished product to a suitable market. The remote nature of the Lincolnshire coastline in relation to land routes makes the use of the various drainage dikes and inshore waters an obvious choice for transportation. The salt was probably collected by sea by small coastal vessels from the various saltern sites along the coast and then transhipped to larger more suitable craft at Boston for export.

As already mentioned, the predominant use of the landscape within the study area has been for agricultural production and as such this leaves a range of potential archaeological sites beyond the establishment of field systems. Possibly the commonest agricultural use of the land was for different types of grazing on the various marshes and pastures. The evolution and extent of this activity can potentially be seen across the whole of the Lincolnshire and North East Lincolnshire study areas (see Tann 2004 for details). Wool and cloth as agricultural products were both major exports from Boston, which led to the town collecting a third of all custom dues payable to the crown in the 13th century (Jackson 1983, 32).

With this known high level of trade, which was to subsequently decline, there is a moderate to high potential for the presence of the remains of both vessels and navigation aids in the approaches to the two large ports of Kings Lynn and Boston (River Witham). To a lesser extent the River Welland as a communication route to Spalding and Crowland should not be underestimated. In addition to this, the coastal trade for the collection of salt and fishing for shellfish also means that the known and suspected havens could contain evidence of boat traffic from the medieval period onwards. This can be seen in the documentary accounts for at least one wreck during the 14th century. Further evidence for inshore and offshore coastal trade can be seen both in the number of post-medieval and early modern recorded wrecks of small vessels along the coast and in the large numbers of documentary records of losses as well. Although the documentary accounts also refer to post-medieval and modern losses, there is a potential for earlier wrecks relating to earlier coastlines and related activities along them.

With the extensive reclamation from the medieval period onwards any remains of shipping that would normally be expected to cluster around the older entrances to the rivers would now lie some distance inland. Similar clusters could also be expected around smaller ports such as Wainfleet and the havens for saltern sites (e.g. potentially at Wrangle).

Although the deep water fisheries declined, the inshore shell fisheries were an important source of revenue and employment right through to the 19th century and elements continue to the present day. The importance of the industry can be seen in the placename evidence: the 1824 OS refers to a large sand bank as The Scalp at the mouth of the Witham while 'scalp' is the term used for the Lynn mussel boats (March 2005, 144).

With the decline of the upstream ports due to silting and changes in trade patterns, attempts were made to revive their fortunes. This can be particularly seen in the construction of the various cuts and navigations along the Witham to Boston and Kings Lynn during the 18th century (Jackson 1983, 34–5).

All of these activities for the development of the various ports and havens will have left their mark in the form of the structural remains of quays, jetties, groynes, navigation aids, mooring buoys etc, many of which can be clearly seen on the various sources of cartographic evidence.

In addition to the more obvious coastal traffic, the mouths of the rivers would have seen a succession of ferry crossing points along with their associated settlements. Probably the best attested of these was at Sutton Washway as shown on the OS of 1824 and Watte's map of 1777. However, there would have been others dating back to the first human activity in the area. One likely location for these crossings would be the points where the various seabanks adjoin the rivers.

In terms of more recent history and archaeology the form and nature of the process of reclamation from the late medieval period onwards can be seen from several strands of evidence. In terms of the documentary sources it is evident in both the cartographic records from OS and other maps along with the first recording of various place names. The physical evidence in support of this can be seen in the remains of various seabanks and drainage systems. In addition to the visible remains, work at other locations has shown that a wide range of information, particularly environmental evidence, can be obtained from the buried features associated with the relic banks. As already mentioned, the development of medieval and post-medieval drainage and reclamation technology will have left its mark within the modern landscape. Although it is often difficult to date the various phases of reclamation in the area, particularly the earliest examples, documentary evidence can point to some sections having an early medieval date. For example Hoskins (1981, 98) cites 'the men of Holbeach and Whaplode built a town dike outside (i.e. to seaward) of the Roman Bank in the year 1286'. Evidence such as this and from both cartographic and archaeological sources means that it is possible to determine a chronology for the reclamation of the landscape; some of this will form part of the Historic Landscape Characterisation study being undertaken by Lincolnshire Council.

With the construction of successive seabanks, any potential for foreshore remains contemporary with the use of each bank will clearly be located to seaward. Therefore the areas between each bank that are currently farmland hold the potential to contain buried foreshore remains such as fish weirs and shipwrecks. With regard to sites in front of the latest seabanks, the brief site reconnaissance (section 5) confirmed what was intuitively known, in that sites will be exposed and covered over depending upon seasonal weather patterns, coastal currents etc. What it also demonstrated was that even a brief visit to the foreshore can reveal both new sites and possible additional site types, and also can quickly establish the condition of existing ones in order to provide site management information.

From the discussion above it can be seen that at times this part of the Lincolnshire coast has seen significant levels of coastal and deep water traffic and trade. It is therefore unusual that there is a distinct lack of knowledge of vernacular vessels from the Lincolnshire area. Many of the standard references for vernacular boat types, for example, omit or pay scant regard to the Lincolnshire coast as a whole (Finch 1976; McKee 1983; Gillmer 1994; Mannering 1997; March 2005). This is surprising, as there is little doubt that there would have been a local tradition of boatbuilding, particularly with the area being so remote, therefore the potential for new types of craft should be

considered, particularly when considering the former importance of harbours such as Wainfleet, Boston and Lynn.

Finally, there is considerable evidence still extant for the extent of World War 2 defences. These seem chiefly to have been located along the contemporary seabanks, although several second-line pillboxes are listed inland of the study area by the Defence of Britain Project. The limited aerial photographic analysis undertaken as part of this assessment has revealed a considerable number of additional sites. In general, these should be surveyed for general condition; also, it was not possible to determine the nature of some of the sites identified from laser copies, and these would repay particular attention. Just as significant are the classes of sites not apparently represented, particularly those classed as 'soft' installations, and there is considerable potential to enhance our understanding of the defensive system around the Wash. No minefields, barbed wire obstacles, and anti-tank trenches, were recognised, for example, and only a single possible group of isolated anti-glider trenches was noted by the Defence of Britain Project, in Freiston. This may simply reflect limitations in the date of the photographs examined (none covered the period between August 1940 and December 1944), or could be related to the quality of reproduction, although trenches would show clearly on the flat arable fields. It is possible, however, that the Wash was considered to be adequately defended by other means, such as by coastal minefields across the estuary mouth and protected approaches on the Lincolnshire and Norfolk sides, and the extensive areas of tidal mudflats dissected by creeks, while the pattern of dykes and small fields would have acted as an anti-glider deterrent. There are a considerable number of pillboxes located at intervals on the latest seabank, many of them of the 3-bay dual role (anti-infantry/anti-aircraft) variety, commanding clear intersecting arcs of fire.

## 6.2 Recommendations

Although the nature of development within the study area means that archaeological work undertaken through the normal planning process will necessarily be piecemeal, the local SMR/HER provides a continually-updated area-wide deposit model based on the results of evaluations and other interventions as they are completed. This potentially allows the identification of key sites as part of the impact assessment process by providing a predictive tool using MapInfo GIS-based system.

In addition to the additional information gained through standard channels, however, the rate of coastal change means that it is imperative that investigative work is undertaken outside the planning process. Any impact of coastal change upon buried features can only be mitigated if the full potential for the range of different site types is known and an idea of their current status is ascertained. To this end it is recommended that the following steps are considered in order to establish a base line of information from which to proceed. The recommendations form a hierarchy of investigation as it is recognised that it would be impractical to investigate every potential site to its full extent; also, preservation *in situ* will hardly ever be an option, unless a site is considered to be of such importance as to outweigh the expense of protection.

### *Level 1 Investigations*

- Detailed fieldwalking and recording along the whole coastal margin of the study areas;

- Map regression of available cartographic sources including the collections at Lincolnshire archives;
- Aerial photographic analysis of the coastal area to NMP standards.

Field investigations would allow for the simple written description of the sites encountered along with sketch plans and photographs, and would help to verify the results of the limited aerial photographic analysis already undertaken, particularly in relation to World War 2 defensive structures. Due to the remote nature of some parts of the study area site locations would be recorded by the use of hand-held GPS.

Map regression would place the findings in their context and help to provide a predictive tool for the location of monuments.

Aerial photographic analysis would allow the identification of additional sites, including those of prehistoric to medieval date, which are currently under-represented. The survey undertaken for the Defence of Britain project and the pilot study of 100 photographs for this assessment demonstrate that there is clearly the potential to identify further military sites, particularly those of World War 2 date. These include soft defences (e.g. trenches, weapons pits, barbed wire obstacles, anti-glider defences, searchlight installations, minefields), which again are under-represented.

Based on the Level 1 study above those areas of highest potential and/or threat would be selected for more detailed study. To this end the methods outlined below are suggested.

#### *Level 2 Investigations*

- Topographic survey of earthworks;
- Basic survey of shipwreck remains;
- Borehole transects to establish levels of buried soils;
- Trial trenching or test pit excavation;
- Geophysical survey of possible havens;
- Trial section(s) across the 'Roman Bank' and any earlier seabanks;
- Documentary research.

The particular methodology employed would be determined by the nature and significance of the identified site. Once the work was completed and the results considered in relation to any threats posed then a full investigation could be considered.

#### *Level 3 Investigations*

- Full excavation;
- Publication of results of excavation and documentary research.

The following sections provide suggestions for targeted fieldwork based on currently known or suspected sites; this is not exhaustive at this stage, and more detail will be provided in an updated project design, which will follow on from this assessment.

### **Summary of general issues**

Although the coastal margin along this section of coastline is generally currently accreting there is always a potential for cycles of erosion to recommence at some point in the future, whether locally or over large areas. In addition to the potential for erosion there is also a range of issues relating to the preservation of buried organic archaeological remains which would be threatened by any lowering of the water table as a result of improved drainage. Conversely the re-wetting of areas, particularly with salt water, as part of managed retreat or wetland creation schemes may also impact on the buried archaeological resource. In places this impact may be a wholly positive one, which assists with *in-situ* preservation of sites.

### **Specific site investigations**

Investigations on the following specific areas should be considered as the first part of any field validation in order to better inform those investigations. A survey of World War 2 defences should be undertaken in each area, particularly those which were less well examined (such as Sutton Bridge), but is not specifically mentioned.

#### *Wainfleet St Mary Parish*

- The area of the Haven/Harbour along the course of the river to Gibraltar Point;
- The area of former salterns north of the A52 and possible medieval shoreline;
- The accessible areas of the foreshore;

#### *Friskney Parish*

- The area between Friskney Tofts and Roman Bank;
- Examination of the saltmaking area and possible medieval shoreline near the A52 in tandem with that of Wainfleet;

#### *Wrangle Parish*

- Topographic survey of the undulating area around the known late medieval/early post-medieval saltern sites and former shorelines;
- The possible haven;

#### *Old Leake Parish*

- The area of the potential haven located on the boundary with Wrangle parish to the north, initially to be specifically focused on the straight north-eastern side and the potential 'head' of the haven;

#### *Leverton Parish*

- The area around and to the south of the site of Derby Hall (OL6);

#### *Benington Parish*

- Shipwreck BN9;

#### *Butterwick Parish*

- Roman Bank (BU3) should be examined in several areas;

#### *Freiston Parish*

- The area around the settlement in relation to the development of the deepwater channel (FR6);
- The area of shipwrecks FR8;
- The area around the lost site of Scrane (FR24);
- The area of earthworks identified near Freiston sewage station (FR37);
- Full field recording of Freiston Shore Battery;

#### *Fishtoft Parish*

- The area around the settlement in relation to the development of the Witham;
- The foreshore approaches to the River Witham;
- The area of RB settlement FT2;

#### *Wyberton Parish*

- The foreshore approaches to the River Witham;

#### *Frampton Parish*

- The area between the 1824 seabank and the recorded medieval sites;
- Moat sites FP2, 5

#### *Kirton Parish*

- The area around the canalised River Welland;

#### *Fosdyke Parish*

- The area around the canalised River Welland;

#### *Holbeach Parish*

- The area around the River Welland and the Wash foreshore;

#### *Gedney Parish*

- The Wash foreshore area;

#### *Lutton Parish*

- The Wash foreshore;
- The approaches to the River Nene;

#### *Sutton Bridge Parish*

- The wash foreshore;
- The area either side of the canalised River Nene.

For all of the parishes regular monitoring of the foreshore for material exposed by tidal/storm action should be undertaken.

## ACKNOWLEDGEMENTS

The parish maps and data plotting for this project were the work of David Atkinson, with the cover produced by Mike Frankland. Dave Atkinson also managed digital data transfer and reformatting. The photographs used in the report were taken by John Buglass. The bulk of the text is the work of John Buglass and Trevor Brigham. Aerial photographic analysis was undertaken by Dave Atkinson and Trevor Brigham.

The authors wish to express thanks to the staff of the National Monuments Record office, Swindon, for providing copies of records, in particular Graham Deacon. A debt is also owed to Mark Bennett (Lincolnshire HER). The provision of digital mapbases for the project was kindly arranged by Katherine Shier (English Heritage).

Thanks are due to Marcus Jecock (English Heritage Project Officer) and Jim Williams (English Heritage) for management and liaison, and to a number of EH readers for commenting on an earlier version of the text.

The authors apologise unreservedly to anyone missed from this list; any mistakes or omissions remain the principal responsibility of Trevor Brigham (Project Manager), who undertook the final edits and collation.

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### ***Principal Maps and Charts***

- 1777 John Watte of Wisbech Survey of the Sand from Great Dam to Kindersley Cut. Archive reference HCC PLANS/233
- 1791–1859 Tracing of a Plan of Wyberton. Archive reference Misc Don 247/4
- 1814 Plan of the Marshes and Sands in Fosdyke Wash. Archive reference HCC PLANS/228D
- 1824 Ordnance Survey 1st edition one inch to the mile ‘Old Series’
- 1829 Pre-enclosure Plan of Skirbeck. Archive reference HD/67/7
- 1838-40 Wainfleet All Saints Tithe Plan. Archive reference PAR/23/3
- 1839/41 Saltfleet By All Saints Tithe Award. Archive reference PAR/4/1
- 1846 Plan of Holbeach and Whapole and Moulton Outfall Creeks. Archive reference HD/1/1
- 1874 Detailed Sketch Plan of Wyberton Parish. Archive reference PAR/23/3
- 1878 Map of Skirbeck Quarter. Archive reference HD/67/2
- 19th C Map of Leverton. Archive reference HD/67/19
- 19th C Map of Friskney. Archive reference HD/67/23 (post ?1848)
- 19th C Plan of Leverton Marshes. Archive reference HILL/22/1/11/1
- 19th C Plan of Tydd St Mary’s, Long Sutton, Whapole Norfolk and Terrington. The Marshes, Bare Sands, Channels and Lands etc. Archive reference 10-NOTT/1/33

### ***Aerial Photographs consulted***

RAF/106G/UK/1431 321 FV 7312–7319  
RAF/106G/UK/1431 321 FV 7334–7337  
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RAF/106G/UK/1706 457 RS 4054–4060  
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RAF/106G/LA/67 8325RS 4037–4045  
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*Plate 1 Looking south-east, Wrangle (from TF 4406 5122)*



*Plate 2 Looking south-west towards the head of the 'haven', Wrangle. Note raised roadway (from TF 4462 4920)*



*Plate 3 North-eastern bank of 'haven' looking north-west (from TF 4462 4920)*



*Plate 4 Machine work on north-eastern bank of 'haven' looking north-west (from TF 4329 4948)*



*Plate 5 Head of the 'haven' from the western side, looking south-east (from TF 4329 4948)*



*Plate 6 Middle of 'haven' from the western side looking south-east (from TF 4329 4948)*



*Plate 7 Seaward end of the 'haven' from the western side looking south-east (from TF 4329 4948)*



*Plate 8 Lincolnshire-type AA pillbox, Butterwick (BU5), taken from south-east*



*Plate 9 Lincolnshire-type AA pillbox, Butterwick, (BU5) taken from north-west*



*Plate 10 Breached seabank at TF 4110 4320, Freiston, taken from site of pillbox FR2*



*Plate 11 WW2 coast artillery searchlight emplacement (FR20) on seabank forming part of Freiston Shore Battery near TF 3961 4216; this building has been converted to a store by blocking the embrasure and placing a door across the rear access*



*Plate 12 WW2 Lincolnshire-type AA pillbox (FR19) forming part of Freiston Shore Battery near TF 3964 4223*



*Plate 13 WW2 6-inch gun emplacements (FR9, FR13) on seabank forming part of Freiston Shore Battery near TF 3965 4224*



*Plate 14 WW2 coast artillery searchlight (CASL) emplacement (FR10) forming part of Freiston Shore Battery, converted to summerhouse on seabank, near TF 3969 4234*



*Plate 15 Remains of military railway (FR49), Freiston Shore, at TF 3971 4234*



*Plate 16 Possible railway lines from military railway (FR49) re-used as fencing on saltmarsh, Freiston, at TF 4024 4212*



*Plate 17 Remains of partially demolished Marine Hotel (FR7), Freiston Shore*



*Plate 18 Moulded stone fragment in garden of Plummers Hotel (FR12), possibly from Benedictine Priory, Freiston (0.5m scale)*



*Plate 19 Remains of Ruck machine gun post (FR34), Freiston, near TF 3912 4000*



*Plate 20 Type 26 pillbox guarding the Witham, Fishtoft (FT14)*



Plate 21 Memorial to reclamation on seabank, HMP North Sea Camp, Freiston (FR41)



Plate 22 Inscription on memorial, HMP North Sea Camp, Freiston (FR41)



*Plate 23 Lighthouse on western side of River Nene, Sutton Bridge (SB5)*



*Plate 24 Hexagonal pillbox, Holbeach (HB3)*



*Plate 25 Anti-tank obstruction, Holbeach (HB9)*



**Table 1 Wainfleet St Mary parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
WA1	Find Spot	SILVER COINS	Centred around TF 545 594 five silver coins were found: 2 pennies of Edward I- II, 2 half pennies of Edward I-II and a possible continental sterling.	MED	554500	359400	MLI41732			N	LHER
WA2	Monument	WW2 TANK TRAP, GIBRALTAR POINT	2 WW2 concrete 4ft x 4ft anti-tank blocks.	MOD	555200	358200	MLI43296	1419841		C3	LHER
WA3	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox, with central AA position, location on seabank near junction with an older ploughed out bank. Visible on APs (RAF/106G/LA/67, Frame 4039, 2/12/44), and still extant in apparent good condition.	MOD	554680	358180				C3	NMR
WA4	Monument	WW2 TANK TRAP, GIBRALTAR POINT	13 WW2 4ft x 4ft reinforced concrete anti-tank blocks E of the Gibraltar Point Field Station, built using wooden shuttering.	MOD	555600	357900	MLI43287	1418149		C3	LHER
WA5	Monument	WW2 PILLBOX, GIBRALTAR POINT	WW2 Type 22 pillbox with integral porch, facing S.	MOD	555494	357838	MLI43290	1320151		C3	LHER
WA6	Monument	WW2 PILLBOX, GIBRALTAR POINT	WW2 Type 22 pillbox with covered entrance and 4 embrasures.	MOD	556086	357812		1419844		C3	NMR
WA7	Monument	WW2 LIGHT AA POSITION/OBSERVATION POST, GIBRALTAR POINT	WW2 open observation post or 20mm AA position.	MOD	555800	357800	MLI43289	1419843		C3	LHER
WA8	Monument	WW2 SEARCHLIGHT	WW2 coast artillery Coastal Artillery Searchlight installation (CASL), fitted with modern windows. Gibraltar Point.	MOD	555400	357700	MLI43288	1429797		C3	SMR
WA9	Monument	RESOLUTION	British merchant ship lost off Gibraltar Point 24th June 1834	EMOD	556206	357494		1308894		N	NMR
WA10	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox, formerly located on former seabank. Visible on APs (RAF/106G/LA/67, Frame 4040, 4041, 2/12/44), but no longer extant.	MOD	553470	357440				N	NMR
WA11	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox, formerly located on ploughed out seabank. Visible on APs (RAF/106G/LA/67, Frame 4041, 4042, 2/12/44), but no longer extant.	MOD	552870	357050				N	NMR
WA12	Monument	HALL FARM	Placename evidence for a hall. OS 1:10000 Series.	MED/PMED	551150	356950	MLI41733			N	LHER
WA13	Monument	WW2 TARGET DIRECTION COMPLEX	WW2 target direction complex relating to RAF Wainfleet bombing range, consisting of a tower and low building immediately behind the contemporary seabank, 2 arrows and a rectangular emplacement/observation area in front of the bank (RAF/1069/LA/67, frame 4042, 2/12/44). The area has since been reclaimed and ploughed out, and the site lies below fields. No features are now visible, although the seabank remains as a soilmark.	MOD	552609	356826				N	NMR
WA14	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox, formerly located on ploughed out seabank. Visible on APs (RAF/106G/LA/67, Frame 4042, 4043, 2/12/44), but no longer extant.	MOD	552530	356820				N	NMR
WA15	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank (RAF/613C/BR57, Frame 21, 31/8/40).	MOD	551900	356780				N	NMR
WA16	Monument	WW2 MILITARY BUILDINGS	WW2 possible military buildings, probably related to RAF Wainfleet, located on or near the seabank at the W end of a reclaimed area. A large 'U'-shaped building behind the bank and several smaller	MOD	552200	356620				N	

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
			structures are visible (RAF/106G/LA/67, Frame 4043, 2/12/44). These seem to be under construction in 1940 (RAF613C/BR57, Frame 21, 31/8/40).								
WA17	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank (RAF/613C/BR57, Frame 21, 31/8/40).	MOD	551620	356480				N	NMR
WA18	Monument	WW2 TARGET & TRACKWAY	WW2 triangular target, part of RAF Wainfleet bombing range, at TF 5266 5639 located at the S end of a trackway, which leads from the contemporary seabank at TF 520 569 (RAF/106G/LA/67, Frame 4043, 2/12/44). The whole area has since been reclaimed, and lies behind the modern seabank.	MOD	552660	356390				N	NMR
WA19	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank, although very unclear; could be under construction (RAF/613C/BR57, Frame 21, 31/8/40).	MOD	551210	356210				N	NMR
WA20	Monument	WW2 PILLBOX	WW2 pillbox on old seabank (RAF/613C/BR57, Frame 20, 31/8/40).	MOD	551100	356130				N	NMR
WA21	Monument	WW2 PILLBOX	WW2 pillbox on old seabank, possibly a 3-bay Lincolnshire-type (RAF/613C/BR57, Frame 19, 31/8/40). Two small blocks to the south at TF 504 555 could be a pair of further pillboxes, possibly hexagonal types.	MOD	550550	355630				N	NMR
WA22	Monument	WW2 DEFENCES	Possible WW2 defences on old seabank, perhaps consisting of a small pillbox and a pair of circular features, possibly weapons pits (RAF/613C/BR57, Frame 19, 31/8/40).	MOD	550252	355373				N	NMR
WA23	Monument	WW2 TARGET	WW2 bombing target on mudflats (RAF/1069/LA/67, frame 4045, 2/12/44). The target is in the form of a triangle surrounded by a larger triangle of posts.	MOD	551374	354431				N	NMR
WA24	Monument	SEA BANK	Line of old sea bank, known as Roman Bank though not Roman in origin, probably post-medieval between Wainfleet and Wrangle, medieval further S. Line of this monument runs through most of the study area. Various referred to between the 13th and early 17th centuries as the 'Sea Ditch', 'Sea Dyke' and 'Sea Bank'.	LMED/EPMED				1032408		B3	NMR
WA25	Monument	SEA BANK	Former seabank in front of Roman Bank reclaiming small area, probably early 20th century, visible on APs dated 1944, between TF 5214 5704 and TF 5464 5818, but ploughed out since, with the exception of the central section, which remains as a track and ditch, possibly also as an earthwork. S end of reclaimed section ended in a ?double bank, area to S being prepared for reclamation 1944. Several pillboxes and a bombing target direction complex were formerly sited along it.	MOD						N	NMR

**Table 2 Friskney parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
FK1	Monument	WW2 PILLBOX	WW2 rectangular pillbox on old seabank (RAF/613C/BR57, Frame 18, 31/8/40).	MOD	549800	354880				N	NMR
FK2	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank, with two possible smaller blocks in front to either side (RAF/613C/BR57, Frame 17, 18, 31/8/40).	MOD	549550	354650				N	NMR
FK3	Monument	WW2 DEFENCES	Possible searchlight battery site, with one large and one small circular emplacement on the bank, a rectangular building between, and two pairs of small buildings immediately to the rear of the bank (RAF/613C/BR57, Frame 17, 31/8/40).	MOD	549400	354500				N	NMR
FK4	Monument	COASTGUARD STATION	Coastguard Station, visible on maps from 1891 onwards, mentioned in 1851 census.	MOD	549200	354400				N	OS 1891 1:10560
FK5	Monument	WW2 PILLBOX	Possible WW2 pillbox on mudflats in front of seabank (RAF/613C/BR57, Frame 17, 31/8/40).	MOD	549300	354400				N	NMR
FK6	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank (RAF/613C/BR57, Frame 17, 31/8/40).	MOD	549140	354280				N	NMR
FK7	Monument	POST-WAR ROC POST	Site of underground post-war ROC monitoring post	MOD	549420	354240		1412015		?N	NMR
FK8	Monument	WW2 PILLBOX	WW2 pillbox on old seabank, probably 3-bay Lincolnshire-type AA pillbox (RAF/613C/BR57, Frame 16, 31/8/40).	MOD	548900	354000		1419845		N	NMR
FK9	Monument	RAF WAINFLEET	The area was used in WW1 for practice bombing, and between the wars for RAF & RNAS weapons training. The site reopened in 1938 as RAF Wainfleet and is still used for practice bombing by RAF Marham. The wartime target area was in Wainfleet.	MOD	550000	353900				C3	
FK10	Monument	WW2 PILLBOX	WW2 pillbox on old seabank (RAF/613C/BR57, Frame 15, 31/8/40).	MOD	548849	353899		1419846		N	NMR
FK11	Monument	WW2 DEFENCES	Feature on old seabank, possibly a small pillbox or weapons pit (RAF/613C/BR57, Frame 15, 31/8/40).	MOD	548350	353100				N	NMR
FK12	Monument	WW2 DEFENCES	2 possible small WW2 pillboxes on old seabank (RAF/613C/BR57, Frame 14, 31/8/40).	MOD	548180	352880				N	NMR
FK13	Monument	WW2 DEFENCES	Possible WW2 weapons pits on sea bank (RAF/613C/BR57, Frame 14, 31/8/40)	MOD	548125	352777				N	NMR
FK14	Monument	WW2 PILLBOX	WW2 type 22 pillbox with no rear loops, facing NE.	MOD	545900	352600	MLI43293	1419849		C3	LHER
FK15	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank, (RAF/613C/BR57, Frame 14, 31/8/40).	MOD	547920	352470				N	NMR
FK16	Monument	WW2 PILLBOX	WW2 pillbox on old seabank (RAF/613C/BR57, Frame 12, 31/8/40).	MOD	547480	351860				N	NMR
FK17	Monument	WW2 DEFENCES	Possible WW2 weapons pits on seabank (RAF/613C/BR57, Frame 13, 31/8/40)	MOD	547410	351808				N	NMR
FK18	Monument	WW2 PILLBOX	Possible WW2 pillbox on old seabank (RAF/613C/BR57, Frame 12, 31/8/40).	MOD	547360	351740				N	NMR
FK19	Monument	WW2 DEFENCES	WW2 pillbox on old seabank, trackway to rear and possible other structures (RAF/613C/BR57, Frame 12, 31/8/40).	MOD	547150	351530				N	NMR

**Table 3 Wrangle parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
WR1	Monument	MED-?PMED SALTERN	Medieval saltern site (MLI13117). Soilmark containing ash, clinker and fired clay (probably from hearth). On high silt area probably made up of saltern mounds. A sherd of 17th-century Boston Ware (MLI13258) suggests later activity	MED-?PMED	545540	351980	MLI13117, MLI13258			B3	LHER
WR2	Monument	MED SALTERN	Medieval saltern site consists of mounded area of waste silt from saltmaking.	MED	545380	351950	MLI13119			B3	LHER
WR3	Monument	LMED-PMED SALTERN	Soilmark of saltern on level area of high salterns (MLI13121). Pottery from saltern is predominantly Toynton but Boston and Bourne types are also represented, dating from 15th to 17th centuries (MLI13253). Also found were 5 tile fragments, 28 bones and fired clay.	LMED-PMED	545490	351650	MLI13121, MLI13253		ELI595	B3	LHER
WR4	Monument	MED SALTERN	Medieval saltern surviving partly damaged as a high mound in pasture.	MED	545150	351580	MLI13118			B3	LHER
WR5	Monument	MED SALTERN	Medieval saltern site. Mounded area of waste silt from saltmaking. Pottery found of Toynton type.	MED	545500	351530	MLI13120			B3	LHER
WR6	Monument	MED-PMED SETTLEMENT/SALTERN	Medieval settlement/saltern site (MLI13143). Pottery found in soilmark at highest point of substantial saltern mounds. Other finds include glass fragments, shell and bone. Post-medieval pottery and a William and Mary copper halfpenny of 1694 (MLI13217) suggest post-medieval activity on a medieval saltern site	MED-PMED	545200	351310	MLI13143, MLI13217			B3	LHER
WR7	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 12, 31/8/40).	MOD	547040	351229				N	NMR
WR8	Monument	WW2 DEFENCES	3 possible WW2 pillboxes or blockhouses surrounding a large semi-circular earthwork protruding from the seabank (RAF/613C/BR57, Frame 11, 31/8/40). The earthwork contains a sluice outlet for large drains, still in use.	MOD	546817	350929				N	NMR
WR9	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 10, 31/8/40).	MOD	546642	350735				N	NMR
WR10	Monument	MED-PMED SALTERN	Medieval saltern site. Distinct mound within area of generally high silt. Pottery is mostly Toynton type of 15th to 17th centuries. Also found were 1 tile fragment, 14 animal bones and fired clay.	MED	544780	350700	MLI13122, MLI13254		ELI595	B3	LHER
WR11	Monument	WW2 PILLBOX	Possible WW2 pillbox, although set back from the crest of the seabank (RAF/613C/BR57, Frame 10, 31/8/40).	MOD	546349	350569				N	NMR
WR12	Monument	DITCH, MARSH FARM	During a watching brief by APS (ELI2939: WMF02) an undated ditch was recorded.	UNK	544710	350550	MLI82760		ELI2939	C3	LHER
WR13	Find Spot	MED-PMED POTTERY, WRANGLE HALL	Late and post-medieval pottery found on the site of Wrangle Hall.	MED-PMED	543200	350500	MLI13004			N	LHER
WR14	Monument	WW2 PILLBOXES	2, possibly 3 small WW2 pillboxes on seabank linked by a short track (RAF/613C/BR57, Frame 9, 31/8/40)	MOD	546140	350382				N	NMR
WR15	Monument	POSSIBLE EMED-MED SALTERN	Soilmark from level 'toftland' site representing a possible saltern. Early medieval and medieval pottery were recovered, together with mussel shells, a fragment of salt glazed ceramic and a bone fragment.	EMED-MED	543480	350270	MLI13230			B3	LHER
WR16	Monument	LMED-PMED SETTLEMENT	A distinct soilmark representing a late medieval settlement site with pot dating to the 15th and 16th centuries. Post-medieval pottery present, also	LMED-PMED	543540	350250	MLI13173			C3	LHER

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
			cockle, oyster, mussel shells and bone.								
WR17	Monument	WW2 PILLBOX	WW2 pillbox (RAF/613C/BR57, Frame 9, 31/8/40)	MOD	545986	350233				N	NMR
WR18	Monument	MED SALTERN	Remains of a medieval saltern found during dyke straightening but not verified by the fenland survey.	MED	544380	350150	MLI13208		ELI595	B3	LHER
WR19	Monument	WW2 PILLBOX	Possible WW2 pillbox on seabank (RAF/613C/BR57, Frame 9, 31/8/40)	MOD	545958	350128				N	NMR
WR20	Monument	MED SALTERN	A grey soilmark downslope from a long silt mound. The soilmark contains patches of newly ploughed out hearth or burnt areas (fired clay and ash).	MED	543350	350050	MLI13190			B3	LHER
WR21	Monument	WW2 PILLBOX	Possible WW2 pillbox on foreshore in front of seabank (RAF/613C/BR57, Frame 9, 31/8/40)	MOD	545450	350040				N	NMR
WR22	Monument	WW2 PILLBOX	Possible WW2 pillbox on seabank (RAF/613C/BR57, Frame 9, 31/8/40)	MOD	545854	350039				N	NMR
WR23	Monument	MED SALTERN	Medieval saltworks at Wrangle Toft partially excavated by Nottingham University students in 1982. Two of the clay-lined pits, clay platform and connecting channel were excavated.	MED	543000	350000		893296		B3	NMR
WR24	Monument	MED SETTLEMENT/SALTERN	Dark soilmark with abundant pot. One of several mounds which coalesce. Medieval pottery, cockle shells and bone recovered.	MED	543950	350000	MLI13174			B3	LHER
WR25	Monument	MED SALT WORKS, WRANGLE TOFT	Exploratory excavation on medieval saltworks by the Boston Group of Nottingham University Extra-Mural Dept. of Archaeology.	MED	545000	350000		1003294		B3	NMR
WR26	Monument	MED/PMED SETTLEMENT/SALTERN	Possible medieval settlement and saltern site. Pot from dark soilmark on saltern mound. Also cockle and mussel shells.	MED	544010	349950	MLI13175, MHU13228			B3	LHER
WR27	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 9, 31/8/40).	MOD	545709	349926				N	NMR
WR28	Monument	WW2 PILLBOX	Possible WW2 pillbox on seabank (RAF/613C/BR57, Frame 7, 31/8/40).	MOD	545150	349550				N	NMR
WR29	Monument	WW2 DEFENCES	WW2 emplacement protruding from seabank, possibly containing a concrete structure (RAF/613C/BR57, Frame 8, 31/8/40).	MOD	545050	349480				N	NMR

**Table 4 Old Leake parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
OL1	Building	BRICK COTTAGE, SEA LANE	Cottage. Late 18th-century. Brown brick in Flemish bond, brick coped tumbled gables, with single brick gable stack. 2 storey, 2 bay front with dentillated eaves, half glazed 19th-century door with to left a margin light sash. Both with splayed rubbed red brick arches and cambered heads. To first floor a plain sash and a margin light sash, with shorter brick arches to eaves. Interior has moulded cornice. To the right a pent roofed service range, also with tumbled gable and 2 fixed light. Grade II listed.	PMED	543407	349937			LBS 192028	B3	EH
OL2	Monument	WW2 DEFENCES	Possible WW2 blockhouse or anti-tank wall at seaward entrance to track (RAF/613C/BR57, Frame 7, 31/8/07).	MOD	544660	349170				N	NMR
OL3	Find Spot	MED-PMED POTTERY	Rim in yellow fabric greenish glaze, hole below rim, probably a chafing dish. Squarish pancheon – rim and thin body sherd in red-brown glaze. Remainder Toynton and Bolingbroke type, mostly sherds of pancheons, jugs or alepots	MED-PMED	542250	349000	MLI12792, MLI12793,			N	LHER
OL4	Monument	?LMED-PMED SALTERN	Ploughed out saltern material. Mounds levelled showed patches of burnt material apparently from salterns. Pottery collected almost entirely post-medieval Toynton types.	LMED-PMED	542500	349000	MLI13051			B3	LHER

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
OL5	Monument	POST-WAR ROC MONITORING POST	ROC underground monitoring post, fair condition. Ground Zero Indicator position.	MOD	544800	348870		1411988		C3	NMR
OL6	Monument	SITE OF DERBY HALL	Derby Hall was the residence of the Derby, or Darby family. Ralph Darby resided in Leake in 1517, and the death at Leake of Dymoke Darby is recorded in 1701. The hall was built in 1295 and pulled down in 1873, by which time it had been divided into tenements. No surface remains of the hall are evident.	MED/PMED	542060	348760	MLI12796	355137		N	LHER

**Table 5 Leverton parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
LE1	Building	THE COTTAGE	Cottage. Late 18thcentury. Red brick, pantiled roof having raised brick coped tumbled gables, 2 brick gable stacks. Single storey, 3 bay front with corbelled out eaves, central planked door flanked by single glazing bar sashes, all openings with segmental heads. In the attic 2 dormers with sliding sashes, and segmental headed slightly raking dormers with rendered cheeks. Grade II listed.	PMED	541809	348692			LBS 192010	B3	EH
LE2	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 6, 31/8/40).	MOD	544780	348650				N	NMR
LE3	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 5 31/8/40).	MOD	544126	348069				N	NMR
LE4	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 5, 31/8/40).	MOD	543880	347645				N	NMR
LE5	Monument	WW2 PILLBOXES	2 probable WW2 pillboxes on seabank (RAF/613C/BR57, Frame 4, 31/8/40).	MOD	543860	347620				N	MR
LE6	Monument	WW2 PILLBOX	WW2 pillbox on seabank (RAF/613C/BR57, Frame 3, 31/8/40).	MOD	543650	347490				N	NMR
LE7	Monument	SITE OF DOVECOTE	'Dovecote' on SE side of farm. Now appears to be gone.	?PMED	542870	347420	MLI12765			N	LHER
LE8	Monument	WW2 PILLBOX	Possible WW2 pillbox on seabank (RAF/613C/BR57, Frame 4, 31/8/40).	MOD	543458	347289				N	NMR
LE9	Building	DOVECOTE, SEAFORTH FARM	'Dovecote', small freestanding rectangular building to the SE of Seaforth Farm.	?PMED	541510	347120	MLI12760			C3	LHER
LE10	Monument	WW2 PILLBOX	Possible WW2 pillbox (RAF/613C/BR57, Frame 3, 31/8/40).	MOD	543040	346759				N	NMR

**Table 6 Benington parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
BN1	Monument	WW2 PILLBOX	Possible WW2 pillbox (RAF/613C/BR57, Frame 2, 31/8/40).	MOD	542604	346366				N	NMR
BN2	Building	THE OLD RECTORY, CHURCHWAY	Former rectory, now house. C 1830 with minor 20thcentury alterations. Rendered with hipped slate roof and 2 ridge stacks. 2 storey, 3 bay front with advanced central bay, first floor band and overhanging eaves. Central 6 panelled door with plain overlight and side lights, covered by 20th-century pedimented latticed porch, flanked by single large tripartite sashes. To first floor are 3 glazing bar sashes. To the right a further 2 storey, 2	EMOD	540773	346249			LBS 191915	B3	EH

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
			bay range with glazing bar sashes. Grade II listed.								
BN3	Monument	WW2 DEFENCES	Possible WW2 pillbox and/or anti-tank obstructions (RAF/613C/BR57, Frame 1, 31/8/40).	MOD	542405	346100				N	NMR
BN4	Monument	WW2 DEFENCES	Possible WW2 pillbox and/or anti-tank obstructions (RAF613C/BR57, Frame 1, 31/8/40).	MOD	542180	345820				N	NMR
BN5	Monument	WW2 PILLBOX, E OF BENINGTON SEA END	WW2 Type 22 pillbox, facing E (RAF/613C/BR57, Frame 1, 31/8/40).	MOD	542000	345650	MLI13369	1419850		C3	LHER
BN6	Monument	WW2 DEFENCES	2 possible WW2 pillboxes and anti-tank obstructions (RAF/613C/BR57, Frame 1, 31/8/40).	MOD	541880	345460				N	NMR
BN7	Monument	POSSIBLE MED SALTERNS, SE OF OLD HOUSE FARM	Possible silt mounds from medieval salterns were noted SE of Old House Farm as the result of a field observation (ELI774).	MED	540700	345100	MLI80349		ELI774	B3	LHER
BN8	Monument	WW2 PILLBOX, SE OF SEA END FARM	WW2 3 bay concrete Lincolnshire-type AA pillbox, facing east. SE of Sea End Farm, Butterwick.	MOD	541420	344910	MLI13370	1419851		C3	LHER
BN9	Monument	UNKNOWN SHIPWRECK	Unknown wreck with little structure showing. Orientated 050/230 degrees with mean height of 2m.	?PMED	543750	344910		913184		B1	NMR

**Table 7 Butterwick parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
BU1	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type concrete pillbox facing E.	MOD	541210	344500	MLI13371	1419852		C3	LHER
BU2	Monument	WW2 PILLBOXES & TANK TRAP	2 WW2 Type 22 hexagonal pillboxes and one anti-tank block. Both pillboxes have buttresses up to loophole level.	MOD	541160	344430	MLI13372	1419853		C3	LHER
BU3	Monument	MED SEA BANK	Medieval sea bank. Another sea bank, further seaward between TF 4075 4390 and TF 4130 4470 is probably more recent.	PMED	540530	344300	MLI12783	1032408		B3	LHER
BU4	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type concrete AA pillbox, facing E.	MOD	540000	344140	MLI13373	1419852		C3	LHER
BU5	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type rectangular concrete AA pillbox, facing E. On sea bank at point where it is crossed by a track, Butterwick.	MOD	540746	344083		1419854		C3	NMR

**Table 8 Freiston parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
FR1	Building	WHITE LOAF HALL	Former house, now 3 houses. 16th-century, with 17th-century alterations in the Fen Artisan Mannerist style, extended and altered c 1900. Colour-washed brick and painted ashlar dressings. Slate roofs. 2 crow-stepped gables with kneelers, the right hand one bearing a pinnacle with 19th-century date plaque in form of loaf of bread 'WCH 1614', the left hand one being 19th-century, built to match, also with a	PMED	539890	343760	MLI12776	1035051	LBS 192009	B3	LHER

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
			pinnacle. To the right at low level a datestone inscribed '1613' and initials 'BEE'. The left hand gable has a central plain sash with above a 3 light early 16th-century window, and on the garret a 2 light 16th-century window. Above is a datestone 1654 and initials IID. Whiteloaf Hall is supposed to be the first place where a white loaf of bread was baked. Grade II listed.								
FR2	Monument	WW2 AA PILLBOX	WW2 3-bay Lincolnshire-type concrete AA pillbox, facing E. Another adjacent pillbox seems to be present on APs (RAF/613C/BR57, Frames 7, 8, 31/8/40).	MOD	540749	343609	MLI13374	1419855		C3	LHER
FR3	Monument	SITE OF WW2 SHORE DEFENCE BATTERY, NE OF SCRANE END	Site of WW2 beach defence battery to the NE of Scrane End, forming part of the Freiston Shore defences. APs dated 1940 show a square structure and a slightly larger adjacent rectangular structure (RAF/613C/BR57, Frames 7, 8, 31/8/40).	MOD	540551	343224		1443381		N	NMR
FR4	Building	WINDMILL, BARNEYFIELD ROAD	Built in about 1827, this tower mill ceased work by wind in 1924 when the sails were removed, continuing to work by engine for a little while afterwards. It had four patent sails, driving three pairs of stones. The majority of the gear has gone but the wallower, upright shaft and great spur wheel remain. There is also an engine driven hurst on the ground floor. The tower stands disused and derelict with part of the cap frame still lingering in place. Grade II listed	EMOD	539030	342810	MLI12718		LBS 181992	B3	LHER
FR5	Monument	SITE OF WW2 PILLBOX NE OF FREISTON SHORE	Site of WW2 pillbox NE of Freiston Shore.	MOD	540287	342754		1443382		N	NMR
FR6	Monument	INSHORE CHANNEL	Site of deeper water channel running inshore to the beach	PMED	539750 541550	342500 341150				N	OS 1 <sup>ST</sup> Ed
FR7	Building	THE MARINE HOTEL & WW2 DEFENDED LOCALITY, SHORE ROAD	Former hotel, now derelict. Built in the Late 18th century, altered in the 20th century. Constructed in red brick, with slate roofs with brick coped tumbled gables. The Marine Hotel was built specifically for the seaside trade of the late 18th century. The hotel closed around 1970. Grade II listed. During WW2, the hotel provided accommodation for a defending infantry platoon. A report on the reorganisation of the defences here in March 1941 states there are two posts on the sea wall which must be loopholed for flanking fire, and with a part-breastwork to cover the rear. The existing wire was to be brought closer in and its apron and concertina wire thickened. Knife rests were set up on the road and track. The defence locality acted as local protection for the 6in guns of the adjacent battery.	PMED-MOD	539735	342474	MLI88793	1320266	LBS 192007	B1	LHER
FR8	Monument	2 POSSIBLE SHIPWRECKS, FREISTON SHORE	During a watching brief by LAS (ELI1676: FSD99) on flood defence work (NMR1363876), a cluster of square-cut and rectangular-cut timbers, aligned roughly horizontally, was recorded. These were thought to be from one of two wrecked coal barges reportedly known on the salt-marsh east of Freiston Shore prior to 1979. The timbers were thought to be in situ.	?PMED/EMOD	540100	342410	MLI81338		ELI1676	B1	LHER
FR9	Monument	WW2 PILLBOX, SEARCHLIGHT BATTERY & GUN EMPLACEMENT,	WW2 hexagonal concrete 2 storey AA pillbox with open upper deck. CASL position. Gun house for 6-inch gun and magazine linked by ramp. Facing E with entrance to rear. Set on rear edge of sea bank.	MOD	539700	342370	MLI13375	1418120		C3	LHER

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
		FREISTON SHORE BATTERY	Concrete-faced, rendered with pebble dashing. A solid addition (i.e. not open inside) has been added to the pillbox roof to increase its height and probably provide a platform for an AA gun. Four square embrasures, one in each face. Unusual shape interior concrete blast wall. Public access, inside and outside.								
FR10	Monument	WW2 SEARCHLIGHT BATTERY, FREISTON SHORE BATTERY	CASL building to the N of, and which served, the Freiston Shore Battery. Glazed and converted to summerhouse	MOD	539699	342341		1419856		C3	NMR
FR11	Monument	BATHING HOUSE	Site of a 18th/19th-century bathing house	PMED-MOD	539650	342325				N	OS 1 <sup>ST</sup> Ed
FR12	Building	PLUMMERS HOTEL, SHORE ROAD	Former house, now hotel. Built in the early 18th century, raised and extended in the late 18th century with early 19th-and 20th-century alterations. Constructed in red brick (partly colourwashed) with pantile roofs and brick stacks. T-shape in plan, three storeys high with a five bay front. To the rear is a later 18th-century, two storey brick range for coaches and stabling. The Plummers Hotel was built specifically for the seaside trade of the late 18th century. Freiston Shore was developed as a bathing resort in the late 18th century and was still popular in the 19th century, but being bypassed by the railway it declined. Grade II listed.	PMED-MOD	539673	342325	MLI88792		LBS 192006	B3	LHER
FR13	Monument	WW2 GUN EMLACEMENT, FREISTON SHORE BATTERY	WW2 battery office and phone/radio/battery stowage shed. Gunhouse for 6-inch gun and magazine linked by ramp. Engine room.	MOD	539643	342268	MLI13376			C3	LHER
FR14	Monument	WW2 FREISTON SHORE BATTERY	WW2 coastal battery with 2 x 6-inch gun emplacements (FR9, 13). Low-level Battery Observation Post and CASLs present. Two earth-protected magazine buildings are clearly visible. The Battery was an Examination Battery for Boston: suspect merchant ships were stopped in front of the guns and inspected.	MOD	539649	342243	MLI13376	1421371, 1444724		C3	LHER
FR15	Monument	SITE OF WW2 PILLBOX, FREISTON SHORE BATTERY	Site of WW2 pillbox which formerly stood between the gun emplacements of Freiston Shore Battery.	MOD	539648	342240		1443392		N	NMR
FR16	Monument	WW2 PILLBOX & SEARCHLIGHT BATTERY, FREISTON SHORE BATTERY	WW2 3-bay Lincolnshire-type concrete AA pillbox facing E. DEL position. Shelter for DEL crew and other personnel.	MOD	539500	342200	MLI13377			C3	LHER
FR17	Building	MILL PIT FARM, SCRANE END ROAD	Farmhouse built in the late 18th century, with minor 19th-and 20th-century alterations. Constructed in red brick and pantile roof, with brick coped partly tumbled gables and two gable stacks. L-shape in plan, two storeys high and with a 3-bay front. Grade II listed.	PMED-MOD	538033	342185	MLI88795		LBS 192005	B3	LHER
FR18	Monument	SITE OF CORNMILL, CROPPERS LANE	The windmill is depicted on the 1905 2nd edition OS. The windmill appears to have been demolished by 1956, as it does not appear on maps of this date. However, buildings in the immediate vicinity (and possibly associated with the mill) are still extant at this time. All buildings appear to have been demolished by 1973.	?EMOD	538095	342175	MLI88796			N	LHER
FR19	Monument	WW2 AA PILLBOX,	WW2 3-bay Lincolnshire-type AA pillbox placed in between the S	MOD	539615	342162		1418107		C3	NMR

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
		FREISTON SHORE BATTERY	heavy gun emplacement of the Freiston Shore Battery and the S searchlight battery. Two embrasures at the front facing E, two at the rear, and one at each end.								
FR20	Monument	WW2 SEARCHLIGHT BATTERY BUILDING, FREISTON SHORE BATTERY	WW2 CASL building to the S of, and which served, the Freiston Shore Battery.	MOD	539589	342105	MLI13377	1443391		C3	LHER
FR21	Monument	MED-PMED OCCUPATION, 'THE LILACS', HOUGH LANE	Medieval and post-medieval structures and cut features found during a watching brief in 1993 (FTL93).	MED-PMED	538000	342000		974445		N	NMR
FR22	Find Spot	PMED SWORD, FREISTON SHORE	An early 18th-century small sword was found on Freiston Shore bank.	PMED	539000	342000	MLI12780			N	LHER
FR23	Monument	WW2 STRUCTURES	Three rectangular structures on shore immediately in front of seabank, with two circular earthworks in front (RAF/613C/BR57, frame 1, 31/8/40). 1953 AP shows these works to have been removed by that date	MOD	539570	341850			S0016240	N	NMR
FR24	Monument	POSSIBLE LOST HAMLET OF 'SCRANE'	Scrane and Old Scrane, now represented by Scrane End (TF 386 420) about one mile S of Freiston, are places in which Kirkstead Abbey owned considerable land. A Richard de Skreying is mentioned in 1216 and a Ralph de Skreying in 1272. There are references to the manor of Skreying in 1504 and 1590. APs show some disturbance and linear marking, possibly connected with medieval settlement. The area is wholly arable, apart from one small field of rough pasture; this has amorphous surface disturbance.	MED	538200	341800	MLI12772	353910		N	LHER
FR25	Monument	WW2 PILLBOX, FREISTON SHORE	WW2 Type 22 pillbox, built using wood shuttering, roughly rendered as camouflage. On sea bank facing E. Concrete-faced. Front embrasures have projecting exterior sills. Roof has protruding central iron pipe [a mount?]. Access possible to interior. S of Freiston Shore and E of Scrane End.	MOD	539599	341740	MLI13378	1418108		C3	LHER
FR26	Monument	WINDMILL	Undated windmill.	?EMOD	538700	341700		498120		N	NMR
FR27	Monument	MED/PMED SEABANK	Sea bank (known as Roman Bank) between the fields and the saltings. Possibly medieval in date.	?MED	539550	341650	MLI12777	1032408		B3	LHER
FR28	Monument	DOVECOTE, SCRANE END	'Dovecote' in SW corner of field to the E of farm. Small square with small close on w side. Now appears to be gone.	?EMOD	539100	341620	MLI12733			N	LHER
FR29	Building	MIRAMAR HOUSE, SCRANE END	A house constructed in the late 18th century. The front of the house was added c 1823. Constructed in red brick in Flemish bond, with a hipped slate roof and lead dressings. Two tall wall brick stacks. L-shape in plan, two storeys high and a 3-bay front with central half glazed 20th-century door. The rear wing is late 18th-century. Grade II listed.	PMED-EMOD	538663	341544	MLI88797		LBS 192004	B3	LHER
FR30	Monument	WW2 PILLBOX, E OF SCRANE END	WW2 Type 22 pillbox, built using wood shuttering, roughly rendered as camouflage. E of Scrane End.	MOD	539580	341486	MLI13379	1418109		C3	LHER
FR31	Monument	WW2 PILLBOX, E OF SCRANE END	WW2 Type 22 pillbox, built using wood shuttering, roughly rendered as camouflage. Projecting exterior embrasure sills (one destroyed). Some embrasures blocked, and may have been done during WW2.	MOD	539584	341469		1418110		C3	NMR

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
			Central metal pipe in roof. Used as a sheep shelter in 2002. Quarter of a mile E of Scrane End.								
FR32	Monument	WW2 ANTI-GLIDER TRENCHES	Linear marks bisecting fields plotted from AP may be anti landing trenches, but are isolated.	MOD	539200	341370			S006235	N	NMR
FR33	Monument	SITE OF WW2 PILLBOX	WW2 Type 22 pillbox dug into sea bank, with projecting exterior embrasure sills. Central iron pipe set in roof, and another near roof edge (this goes right through the roof). Interior access possible. Used as sheep shelter in 2002.	MOD	539490	341250	MLI13380	1418111		N	LHER
FR34	Monument	WW2 MACHINE GUN POSTS	A rare example of two adjacent WW2 Ruck Machine Gun Posts on the rear edge of the sea wall c 1500m S of Freiston Shore Battery at TF 39121 41026 and TF 39125 41004. They consist of their pits and fragments of their walls.	MOD	539102	341000		1443396		C3	NMR
FR35	Monument	SHIP WRECK	Remains of unknown vessel	PMED/MOD	540940	340720		913180		?B1	NMR
FR36	Monument	SHIP WRECK	Remains of unknown vessel	PMED/MOD	540810	340680		913179		?B1	NMR
FR37	Monument	?MED/PMED EARTHWORKS	Possible medieval or post-medieval earthworks adjacent to sewage works, consisting of two large conjoined enclosures, possible trackways and ditches (RAF/106G/UK/1706, Frame 4111, 4112, 29/8/46). Although ploughed out, areas of lighter soil within the enclosures and lines of ditches are still visible as soilmarks.	MED/PMED	538051	340629				C3	NMR
FR38	Monument	SHIP WRECK	Remains of unknown vessel	PMED/MOD	540800	340620		913178		?B1	NMR
FR39	Monument	SITE OF WW2 PILLBOX	WW2 Type 22 pillbox, built using wood shuttering, roughly rendered as camouflage, with projecting exterior embrasure sills. Metal pipe set centrally in roof.	MOD	539200	340600	MLI13381	1418112		N	LHER
FR40	Monument	SITE OF WW2 PILLBOX	Site of WW2 pillbox 1.5km S of Freiston Shore Battery. Pieces of concrete remain.	MOD	539089	340592		1443394		N	NMR
FR41	Monument	HMP NORTH SEA CAMP	A mid-20th-century Borstal, opening in 1935, used as a WW2 military camp, and finally from 1988 became an adult prison. The original staff and inmates, from Stafford Prison, built a new sea bank in front of the prison and reclaimed land behind for farming until 1979.	MOD	538805	340004		1119677		C3	NMR
FR42	Monument	SHIP REMAINS	Remains of abandoned/dumped vessels	PMED/MOD	540550	339900		913177		?B1	NMR
FR43	Monument	WW2 DEFENCES	Possible WW2 long rectangular building & trackway on seabank (RAF/106G/UK/1706, Frame 4109, 29/8/46). It is in an area being reclaimed in 1940 and does not appear at that time, so could have another purpose, although several pillboxes were built further south.	MOD	539243	339757				N	NMR
FR44	Monument	WW2 PILLBOX	WW2 AA pillbox, presumably of 3-bay Lincolnshire-type. The existing floodbank had been constructed or raised after this pillbox was built, and the gun embrasures had been blocked to prevent soil entering. The floor level was higher than outside the pillbox. The floodbank in this area was constructed in 1942, making it likely that the pillbox was built shortly before the floodbank, or on an existing low bank in place by 1940 according to APs. The pillbox was recorded by LAS in 1999 with 2 others (FR45, 46) prior to being buried during reinforcement of the bank (ELI1677: FSD99).	MOD	539290	339650	MLI81347	1419859	ELI1677	?N	LHER
FR45	Monument	WW2 PILLBOX	WW2 rectangular pillbox built into the Hobhole-Butterwick flood defences as with FR44, 46 (NMR1363876) on two levels with a	MOD	539350	339530	MLI81350	1419860	ELI1677	?N	LHER

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
			machine gun embrasure and 3 x rifle embrasures. Graffiti noted on the roof of the pillbox appeared to date from its construction.								
FR46	Monument	WW2 PILLBOX, N OF RIVER WITHAM	WW2 3-bay Lincolnshire-type concrete AA pillbox N of the mouth of the River Witham, built into the Hobhole–Butterwick flood defences together with FR44, 45.	MOD	539465	339353	MLI81352	1419858	ELI1677	?N	NMR
FR47	Monument	?WW2 CONCRETE STRUCTURE	During a survey of three pillboxes due to be buried by Hobhole–Butterwick flood defence work (ELI1677; NMR1363876), a partially buried concrete structure of uncertain size and function was observed, almost obliterated by the existing floodbank.	MOD	539490	339300	MLI81354		ELI1677	?N	LHER
FR48	Monument	WW2 DEFENCES	Possible WW2 circular emplacement on foreshore, but in an area being reclaimed between 1940 and 1946 (RAF/106G/UK/1706, Frame 4109, 29/8/46)	MOD	539533	339277				N	NMR
FR49	Monument	WW2 MILITARY RAILWAY	Military railway in the area of Freiston shore battery. Some rails still extant. Presumably constructed to provide the battery's two gun emplacements with ammunition.	MOD				1411956		C3	NMR

**Table 9 Fishtoft parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
FT1	Find Spot	MED–PMED POTTERY	Surface finds of mainly post-medieval sherds in the same field as a Romano-British hut.	MED–PMED	537130	341020	MLI12752			N	LHER
FT2	Monument	RB OCCUPATION	A small Romano-British occupation site consisting of a corn-drying oven, circular hut with postholes. Finds include coins, querns, 3rd to 4th-century pottery, a bronze spoon, an iron coulter, worked jet and bone.	RB	537100	340900	MLI12728	633032, 353913		C3	LHER
FT3	Find Spot	MED POTTERY	Scatter of medieval pottery from field known as Kiln Green in 1709.	MED	537300	340800	MLI12748			N	LHER
FT4	Monument	WW2 PILLBOX	WW2 infantry blockhouse, with eight embrasures.	MOD	536100	340100	MLI13383	1419862		C3	LHER
FT5	Monument	WW2 PILLBOX	WW2 Type 22 pillbox, Pilgrim's Memorial.	MOD	536493	340026	MLI13384	1419864		C3	LHER
FT6	Monument	WW2 PILLBOX	WW2 Type 22 pillbox, Pilgrim's Memorial.	MOD	536186	339981		1419861		C3	NMR
FT7	Monument	HOBHOLE SLUICE	This sluice is at the end of Hobhole Drain, which was a central feature of John Rennie's fen drainage scheme. It was built in 1805–6 and repaired in 1888. It was replaced in 1957 with a pumping station and new cut. Gritstone ashlar with raked and battered flanking walls, faceted cutwaters with Roman numeral depth marks, and an iron sluice gate. Grade II listed.	EMOD	536450	339942	MLI88891		LBS 191943	B3	LHER
FT8	Monument	WW2 GUN EMPLACEMENT	WW2 6-inch gun emplacement. Now glazed-in and converted to a summerhouse.	MOD	536327	339897	MLI13886	1419863		C3	LHER
FT9	Monument	HOBHOLE–BUTTERWICK LOW FLOOD DEFENCES	Wash Flood defence scheme carried out in 1990s covering several parishes. Several WW2 pillboxes and other structures were incorporated (eg in Freiston, FR44–47, where possible shipwrecks were also discovered during construction).	MOD	538000	339120		1363876		N	NMR
FT10	Monument	POST-WAR ROC ORLIT POST	ROC Orlit post. Condition unknown.	MOD	538040	339110		1412038		?C3	NMR

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
FT11	Monument	POST-WAR ROC MONITORING POST	ROC underground monitoring post, Cut End, Sandholme Bank. Destroyed.	MOD	538080	339110		1412006		N	NMR
FT12	Monument	TIMBER POSTS	During a watching brief, at least ten upright timbers (king piles) were recorded, thought to be a former landing stage. The timbers were in four rows, aligned NW/SE. Indications were that other timbers had been removed from the same alignments.	PMED/EMOD	538660	339110	MLI81342			?B1	LHER
FT13	Monument	WW2 PILLBOXES	2 WW2 Type 26 pillboxes, The Scalp, S of the Witham	MOD	539468	339052		1419869		C3	NMR
FT14	Monument	WW2 PILLBOXES	2 WW2 Type 26 pillboxes, The Scalp, S of the Witham.	MOD	538900	338900		1419870		C3	NMR
FT15	Monument	ELEANOR	1747 wreck of English craft which stranded near the Scalp, possibly during a 'violent easterly wind' in which other ships were lost in the same area.	PMED	537880	338400		1435923		N	NMR
FT16	Monument	WITHAM NAVIGATION	The navigable Witham runs from Lincoln to the Wash below Boston, for a distance of 36 1/8 miles. Under an Act of 1671 Lincoln Corporation was to become undertakers for the improvement of the Witham; however this plan fell through. In the 1760s the Corporation showed more interest, and an Act was passed in 1762 for drainage and navigation works. In 1763 the Grand Sluice at Boston was completed, the lock here following in 1766, and by 1770 a further three locks were completed. Following the Witham Drainage Act of 1801, John Rennie improved the channels by constructing Maud Foster Drain, completed in 1807. The longer Hobhole drain entering the Witham at its Wash outfall was completed in 1806. In an Act passed in 1812 new straightening cuts were made and the Witham assumed its present character.	PMED–EMOD				1343043		N	NMR

**Table 10 Wyberton parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
WY1	Monument	WW2 PILLBOX	WW2 Type 22 pillbox, Pilgrim's Memorial.	MOD	536000	340100	MLI13382	1419861		C3	LHER
WY2	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type concrete AA pillbox. Wyberton Marsh.	MOD	535517	339406	MLI13387	1419872		C3	LHER
WY3	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type concrete AA pillbox. N of Marsh Farm, mouth of the Witham	MOD	535517	339406		1419866		C3	NMR
WY4	Monument	TWO BROTHERS	1747 wreck of English cargo vessel which stranded near Boston; a wooden sailing vessel.	PMED	536650	339300		1435880		N	NMR
WY5	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox, now buried in seawall. S of the Witham	MOD	536900	338800	MLI13388	1419867		?C3	LHER
WY6	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type concrete AA pillbox. Wyberton Marsh	MOD	536900	338800		1419874		C3	NMR
WY7	Monument	RETFORD	1810 wreck of English cargo vessel which stranded about a mile up Boston Marsh, while trying to reach Boston during a gale. En route from Newcastle-upon-Tyne to Great Yarmouth with coal.	EMOD				942790		N	NMR

**Table 11 Frampton parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
FP1	Monument	ROADS FARMHOUSE	Farmhouse built in the mid-18th century and altered in the 20th century. Constructed in red brick with a plain tiled roof and L shaped in plan. Grade II listed.	PMED	535066	338910	MLI86334		LBS 191968	B3	LHER
FP2	Monument	POSSIBLE MOAT	Alleged moat to the S of Reads Farm, infilled in the 1960s; may be the remains of former creeks, even salterns	?MED	534900	338900	MLI13008			?C3	LHER
FP3	Monument	MOAT	Moat, now filled in and the site levelled. Visible on APs (RAF/106G/UK/1706, frame 4059, 29/8/46).	?MED	535060	338800	MLI12623	353800		C3	LHER
FP4	Monument	WW2 PILLBOX	Possible WW2 pillbox (RAF/613C/BR57, Frame 12, 31/8/40).	MOD	536704	338557				N	NMR
FP5	Monument	?DECOY/POND	Frampton Roads possible Decoy Pond. The pond is situated at the eastern edge of a small wooded area. The pond measures 50m by 20m and is slightly irregular in plan, with two narrow channels feeding into it on the western side.	UNK	534450	338550		1432413		C3	NMR
FP6	Monument	WW2 PILLBOX	WW2 rectangular pillbox with 2 embrasures. Western Point	MOD	536535	338348	MLI13389	1419873	ELI5018	C3	LHER
FP7	Monument	WW2 PILLBOX	WW2 rectangular pillbox with 2 embrasures and a sloping roof. Western Point	MOD	536500	338330		1419868		C3	NMR
FP8	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox on seabank (RAF/613C/BR57, Frame 10, 31/8/40).	MOD	536180	338000				N	NMR
FP9	Monument	SITE OF MULTON HALL	The medieval moated Multon Hall, documented during the 14th century, is thought to be situated in the later Hall grounds. Earthworks have been scheduled as the site of the moat, and the presence of masonry structures may be indicated by building materials on the central island.	MED	533900	337930		353827		A3	NMR
FP10	Monument	WW2 PILLBOX	Possible WW2 pillbox (RAF/613C/BR57, Frame 11, 31/8/40).	MOD	536165	337901				N	NMR
FP11	Monument	WW2 DEFENCES	Possible WW2 concrete defensive structure, appears roughly triangular (RAF/613C/BR57, Frame 10, 31/8/40).	MOD	535317	337402				N	NMR

**Table 12 Kirton parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
KR1	Monument	WW2 DEFENCES	Probable WW2 3-bay Lincolnshire-type AA pillbx on corner of seabank, other structures nearby, including a possible second immediately to the W, and a possible smaller pillbox to the S (RAF/613C/BR57, Frame 9, 31/8/40).	MOD	535880	337070				N	NMR
KR2	Monument	WW2 PILLBOXES	WW2 rectangular pillbox on seabank with other possible structures nearby, including what may be a second pillbox a little to the N set across the line of the bank, and a smaller emplacement between the two (RAF/613C/BR57, Frame 7, 31/8/40).	MOD	535600	336450				N	NMR
KR3	Monument	WW2 PILLBOXES	2 possible WW2 3-bay pillboxes on the seabank in defensive positions either side of a track (RAF/613C/BR57, Frame 6, 31/8/40).	MOD	535070	335730				N	NMR
KR4	Monument	WW2 DEFENCES	Possible WW2 circular emplacement, perhaps containing a blockhouse or pillbox (RAF/613C/BR57, Frame 31/8/40).	MOD	534593	334933				N	NMR

**Table 13 Fosdyke parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
FO1	Monument	WW2 PILLBOXES	2 possible WW2 pillboxes on the seabank either side of a field drain (may both be 3-bay Lincolnshire-type AA pillboxes) (RAF/613C/BR57, Frame 4, 31/8/40).	MOD	534520	334420				N	NMR
FO2	Monument	WW2 DEFENCES	Possible WW2 pillboxes on the seabank either side of a trackway. May include a rectangular blockhouse S of the track, and a possible smaller rectangular structure (?pillbox) and weapons pit immediately to the N. Several small structures are visible just behind the bank (RAF/613C/BR57, Frame 4, 31/8/40).	MOD	534330	334200				N	NMR

**Table 14 Holbeach parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
HB1	Monument	WW2 TARGET	WW2 triangular bombing target on the mudflats (RAF106G/LA67, frames 3086, 3087, 2/12/44).	MOD	542944	334693				N	NMR
HB2	Monument	WW2 PILLBOX	WW2 Type 26 pillbox with two embrasures in front side and one in either side, none in rear. Lundy's Farm.	MOD	537950	334382		1419878		C3	NMR
HB3	Monument	WW2 PILLBOX	WW2 pillbox visible on APs (RAF/106G/LA/67, Frame 4082, 2/12/44).	MOD	538967	334294				N	NMR
HB4	Monument	WW2 PILLBOX	Rectangular WW2 pillbox with three embrasures in long sides and an entrance covered by an embrasure at either end. Lundy's Farm, Holbeach St Marks.	MOD	538788	334173	MLI23534	1419879		C3	LHER
HB5	Monument	WW2 PILLBOXES	An infantry blockhouse with 6 loopholes and a 3-bay concrete AA pillbox at the same location.	MOD	540910	333934	MLI23546	1419885, 1419884		C3	LHER
HB6	Monument	RAF HOLBEACH BOMBING & GUNNERY RANGE	Holbeach Range (RAF Holbeach) bombing and gunnery range opened in 1928 and is still in use, with a variety of land-based targets, buoys and moored boats. A small landing ground also existed.	MOD	542900	333900	MLI20224			C3	LHER
HB7	Monument	SEA VENTURE	Wreck of English cargo vessel which stranded at Holbeach Marsh in Nov 1810 during a gale, possibly on her 'constant trading' route between Whitby and London. This wooden sailing vessel was said to have been built in the reign of Queen Anne.	PMED	540729	333849		942792		N	NMR
HB8	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire type AA pillbox forming a strongpoint on the sea wall.	MOD	540513	333812		1419882		C3	NMR
HB9	Monument	WW2 PILLBOX	Reinforced concrete lying on the bank above a pond to the W of the Lawyer's Creek defences, Holbeach, probably represents the remains of a 'rifle section pillbox', for which there is documentary evidence.	MOD	540052	333807	MLI23545	1419880		?N	LHER
HB10	Monument	WW2 PILLBOX	Possible WW2 3-bay Lincolnshire-type AA pillbox on seabank (RAF/106G/LA/67, Frame 3085, 3086, 2/12/44)	MOD	542200	333800				N	NMR
HB11	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire type AA pillbox forming a strongpoint on the seawall.	MOD	540510	333795		1419881		C3	NMR
HB12	Monument	WW2 DEFENCES	12 2x2 AT blocks and triple AT block on concrete plinth. Also a Type 22 pillbox with iron shuttering and a 3-bay concrete AA pillbox. These are probably the smallest such blocks anywhere in the country, and must have been intended to control the movement of civilian as well as military vehicles. They would have been of little use in stopping enemy armoured vehicles.	MOD	540763	333791	MLI23547	1419883		C3	LHER
HB13	Monument	WW2 MACHINE GUN POST	The very rare survival of a WW2 Ruck Machine Gun Post. The concrete slated roof is pierced by three embrasures that must have been intended for AA fire, and the complete structure is set around an earthwork pit some six feet deep and 10 ft long. It forms part of the Lawyer's Creek, Holbeach, defences, and is set in the seawall.	MOD	540018	333743		1443408		C3	NMR

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
HB14	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox on seabank (RAF/106G/LA/67, Frame 3086, 30877, 2/12/44)	MOD	542880	333520				N	NMR
HB15	Monument	EMOD FARM BUILDINGS	Probable 19th-century farm buildings, visible behind sea defences on wartime APs, but since demolished (RAF/106G/LA/67, Frames 3086, 3087, 2/12/44).	MOD	542756	333425				N	NMR
HB16	Monument	WW2 TARGET DIRECTION ARROW	WW2 target arrow related to RAF Holbeach bombing range and pointing to a triangular target (RAF/106G/LA/67, Frames 3086, 3087, 2/12/44).	MOD	543133	333383				N	NMR
HB17	Monument	?RING DITCH	A ring ditch is visible as cropmarks on APs taken August 17th 2001. Also visible are cropmarks representing a former watercourse as well as some of geological origin. A vaguely circular mark in the same field may represent another ring ditch.	UNK	536300	333300		1394458		?C3	NMR
HB18	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox on seabank (RAF/106G/LA/67, Frame 3087, 3088, 2/12/44).	MOD	543640	333080				N	NMR
HB19	Monument	?DECOY	A probable decoy	PMED	535950	333000		893188		?C3	NMR
HB20	Monument	HOLBEACH BOMBING RANGE, STORE HOUSE	Storehouse for Holbeach Bombing Range.	MOD	543800	333000	MLI23582			C3	LHER
HB21	Monument	1793 SEA BANK, GEDNEY DAWSMERE & HOLBEACH	A further stage of land reclamation was undertaken by Act of Parliament in 1793 and included a strip no more than 1km wide E of the 17th-century bank (MLI80730). The limit of the reclamation is marked by a further sea bank.	PMED	542473	332000	MLI80731			B3	LHER

**Table 15 Gedney parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
GE1	Monument	WW2 BOMBING TARGETS	Line of 6 targets on the mudflats between TF 44372 333398 and TF 44724 333009, related to RAF Holbeach. A direction arrow next to the seabank pointed to the central target (RAF/106G/LA/67, frames 3088, 3089, 2/12/44).	MOD	544543	333209				N	NMR
GE2	Monument	WW2 TARGET DIRECTION ARROW	Target direction arrow relating to RAF Holbeach bombing range (RAF/106G/LA/67, frame 3088, 2/12/44).	MOD	544159	332676				N	NMR
GE3	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type AA pillbox on seabank (RAF/106G/LA/67, Frame 3088, 3089, 2/12/44).	MOD	544360	332660				N	NMR
GE4	Monument	WW2 DEFENCES	Possible circular defensive emplacement immediately in front of the sea bank (RAF/106G/LA/67, frame 3089, 2/12/44)	MOD	544925	332308				N	NMR
GE5	Monument	WW2 PILLBOX	Infantry blockhouse with 8 loopholes, which is not visible on 1955 APs.	MOD	544800	332200	MLI23549	1419887		C3	LHER
GE6	Monument	WW2 ANTI-TANK BLOCK	Single 4ft x 4ft WW2 anti-tank block, Gedney Marsh, Dawsmere.	MOD	545300	332100	MLI23551	1419889		C3	LHER
GE7	Monument	WW2 BOMBING TARGET	Triangular bombing target on the mudflats, related to RAF Holbeach (RAF/106G/LA/67, frame 3092, 2/12/44).	MOD	547217	332096				N	NMR
GE8	Monument	WW2 PILLBOX	WW2 3-bay concrete AA pillbox at RAF Holbeach, not visible on 1955 APs.	MOD	544600	332000	MLI23548			C3	LHER
GE9	Monument	WW2	Line of 7 white targets on the mudflats between TF 46504 31109 and TF 47048 30963,	MOD	546758	331038				N	NMR

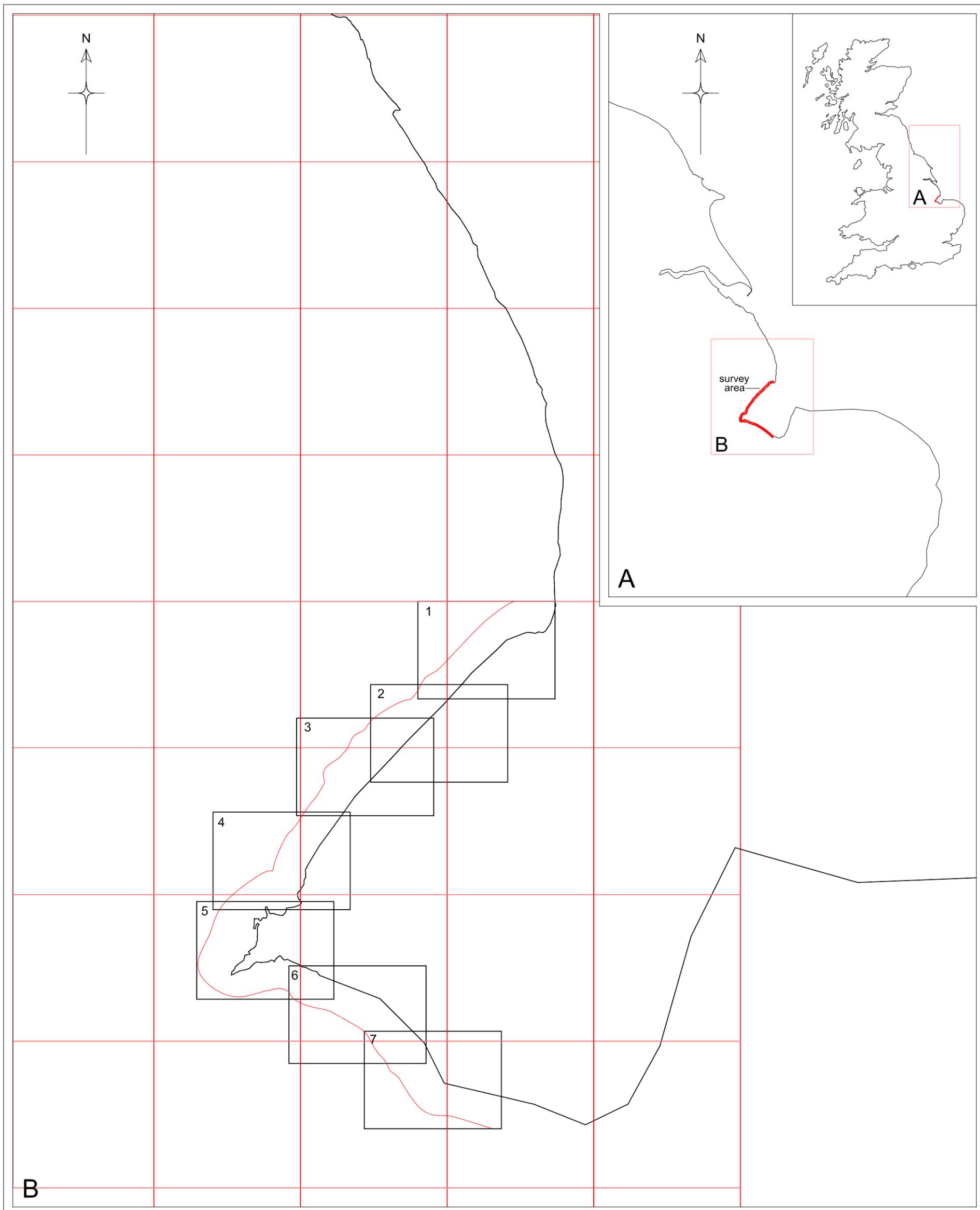
Gaz Ref	RecordType	Name	Summary	Period	Eastings	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
		BOMBING TARGETS	related to RAF Holbeach. One of the targets had been replaced by a darker object. A direction arrow next to the seabank pointed to the row (RAF/106G/LA/67, frames3092, 4093, 2/12/44).								
GE10	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire-type concrete AA pillbox, Brown's Farm, Dawsmere.	MOD	545300	331000	MLI23550	1419888		N	LHER
GE11	Monument	WW2 ANTI-TANK BLOCKS	Four 4ft x 4ft WW2 anti-tank blocks, Dawsmere.	MOD	546100	331000	MLI23552	1419890		C3	LHER
GE12	Building	DAWSMERE HOUSE	House. C 1820 with minor 20th century alterations. Red brick and painted render with shallow hipped slate roof with deeply overhanging eaves and 2 brick chimney stacks. 2 storey. L-plan. Main west front has 3 windows, with central painted and rendered doorway with Doric pilasters and deeply moulded entablature. Part glazed 4-panel door with overlight and moulded side panels. Either side single 12-pane glazing bar sash windows with cut-brick lintels. Above 3 further 12-pane glazing bar sash windows. Right return has 2 large 12-pane glazing bar sashes on the ground floor and 2 similar windows above, to the right a single smaller 12-pane sash window on ground floor. Rear facade has doorway to left with part glazed door with margin lights and overdoor. Above a small 12-pane sash and to right a larger 12-pane sash to staircase. Rear wing has 3 glazing bar sashes those on ground floor obscured by modern lean-to conservatory. Grade II listed.	EMOD	544847	330913			LBS 486723	B3	EH
GE13	Monument	WW2 DEFENCES	Possible WW2 weapons pits (RAF/106G/LA/67, frame 4092, 2/12/44).	MOD	546327	330515				N	NMR
GE14	Monument	1635 SEABANK	Seabank of 1635, Dawsmere. The area was reclaimed under a grant of James I. The sea bank marking the end of the reclamation was completed in 1660. Now levelled?	PMED	545000	330390	MLI80730			B3	LHER
GE15	Monument	WW2 TARGET DIRECTION ARROW	WW2 target direction arrow relating to RAF Holbeach bombing range (RAF/106G/LA/67, frames 4092, 4093, 2/12/44).	MOD	546678	330312				N	NMR
GE16	Monument	WW2 PILLBOX	WW2 infantry blockhouse with 8 embrasures. Gedney Drove End	MOD	546300	330300	MLI23553	1419891		C3	LHER
GE17	Monument	GEDNEY DAWSMERE PMED SETTLEMENT	One of the four outlying 'new' villages closest to The Wash. Gedney Dawsmere and Gedney Drove End became an ecclesiastical parish in 1855. The village is almost entirely plain mid 19th-century estate cottages. Christ Church was built in 1869.	MOD	544540	330200	MLI20475			C3	LHER
GE18	Monument	WW2 DEFENCES	Possible WW2 weapons pits (RAF/106G/LA/67, frame 4093, 2/12/44).	MOD	547024	330182				N	NMR
GE19	Monument	WW2 DEFENCES	Possible WW2 weapons pits (RAF/106G/LA/67, frame 4093, 2/12/44).	MOD	547123	329953				N	NMR
GE20	Monument	WINDMILL	An 'old windmill' is indicated on 1891 1:10560 OS map.. A small tower mill which was derelict in the 1930s was gone by 1953.	?EMOD	546300	329380	MLI20456	498123		N	LHER
GE21	Monument	GEDNEY DROVE END PMED SETTLEMENT	The post-medieval settlement of Gedney Drove End lies close to the Wash. Its existence is possible due to land reclamation. The Methodist chapel was built in 1885.	PMED	546300	329300	MLI20476			C3	LHER
GE22	Monument	WW2 PILLBOX	WW2 3-bay Lincolnshire type concrete AA pillbox with 8 loopholes at Gedney Drove End.	MOD	548000	328400	MLI23557	1419893		C3	LHER

**Table 16 Lutton parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
LU1	Monument	WW2 PILLBOX	Possible WW2 rectangular pillbox, probably 3-bay Lincolnshire-type (RAF/106G/UK/1717, Frame 3026, 6/9/46).	MOD	548194	328011				N	NMR
LU2	Monument	WW2 PILLBOX	Possible WW2 rectangular pillbox, probably 3-bay Lincolnshire-type (RAF/106G/UK/1717, Frame 3026, 6/9/46).	MOD	548363	327893				N	NMR
LU3	Monument	WW2 PILLBOX	WW2 Lincolnshire-type AA pillbox, rectangular structure about 24ft in length and 8ft wide. The walls are c 16–8in thick. Each of the end chambers has 3 embrasures. Internally below each embrasure is a shelf. Between the two end chambers is an open chamber, the floor level of which has been raised some 2–3ft above the ground. The entrance is narrow and set centrally in the wall. Behind this is a concrete stand stopping at the raised platform in front. Built using wood shuttering.	MOD	548300	326900	MLI23562	1421374		C3	LHER

**Table 17 Sutton Bridge parish gazetteer**

Gaz Ref	RecordType	Name	Summary	Period	Easting	Northing	MonUID	NMR UID	Other Refs	Threat	Sources
SB1	Monument	EAGLE	English schooner stranded and lost at the mouth of the River Nene in 1896	EMOD	549300	326650		1351909		N	NMR
SB2	Monument	WW2 DEFENCES	WW2 pillbox at angle of sea defences, together with a second possible pillbox immediately to the N, and several small square features to the N along the foot of the seabank (RAF/106G/UK/1431, frame 7318, 16/4/46).	MOD	549100	326380				N	NMR
SB3	Monument	DEEP WATER CUTTING	An attempted deep water cutting running across the mud flats to Lutton Sluice	PMED	548700	326350				N	OS 1st Edition 1824
SB4	Monument	ST PHILIP'S MISSION CHURCH	St Philip's Mission Church, Guy's Head, Sutton Bridge was built in 1869. It appears on the 1905 2nd Edition OS. Appears to have been demolished prior to 1956, as not on 1:10560 map.	EMOD	548770	325810	MLI88467			N	LHER
SB5	Building	LIGHTHOUSE	With SB6, one of a pair of disused lighthouses on the mouth of the Nene (this being the westerly one, Built as part of a scheme of river improvements in 1826–30, and looking like tower mills because of their tapering sides and their octagonal tops. The Nene outfall amendment act of 1829 authorised the commissioners to erect lighthouses or beacons without the sanction of Trinity House. These buildings were more seamarks than lighthouses, and still function as such.	EMOD	549110	325750	MLI23566	355095	LBS 197932	C3	LHER
SB6	Building	LIGHTHOUSE	With SB5, one of a pair of disused lighthouses on the mouth of the Nene (this being the easterly one).	EMOD	549310	325720	MLI23567		LBS 197927	C3	LHER
SB7	Monument	JELLY CORNER	Lost land mass at Jelly Corner noted in 18th century, but lost by early 19th, now in reclaimed area.	PMED	549800	325200				N	OS 1st edition 1824



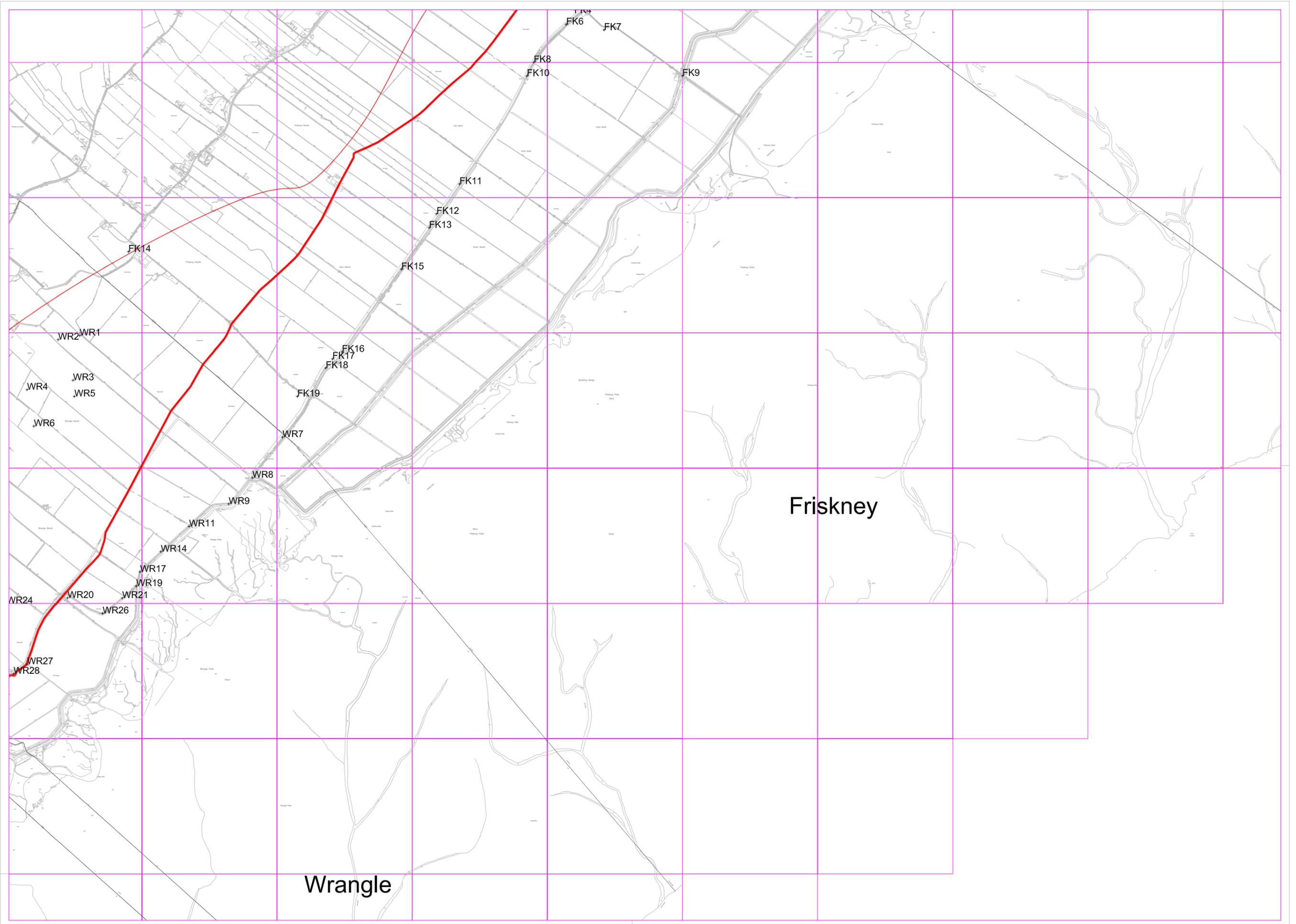
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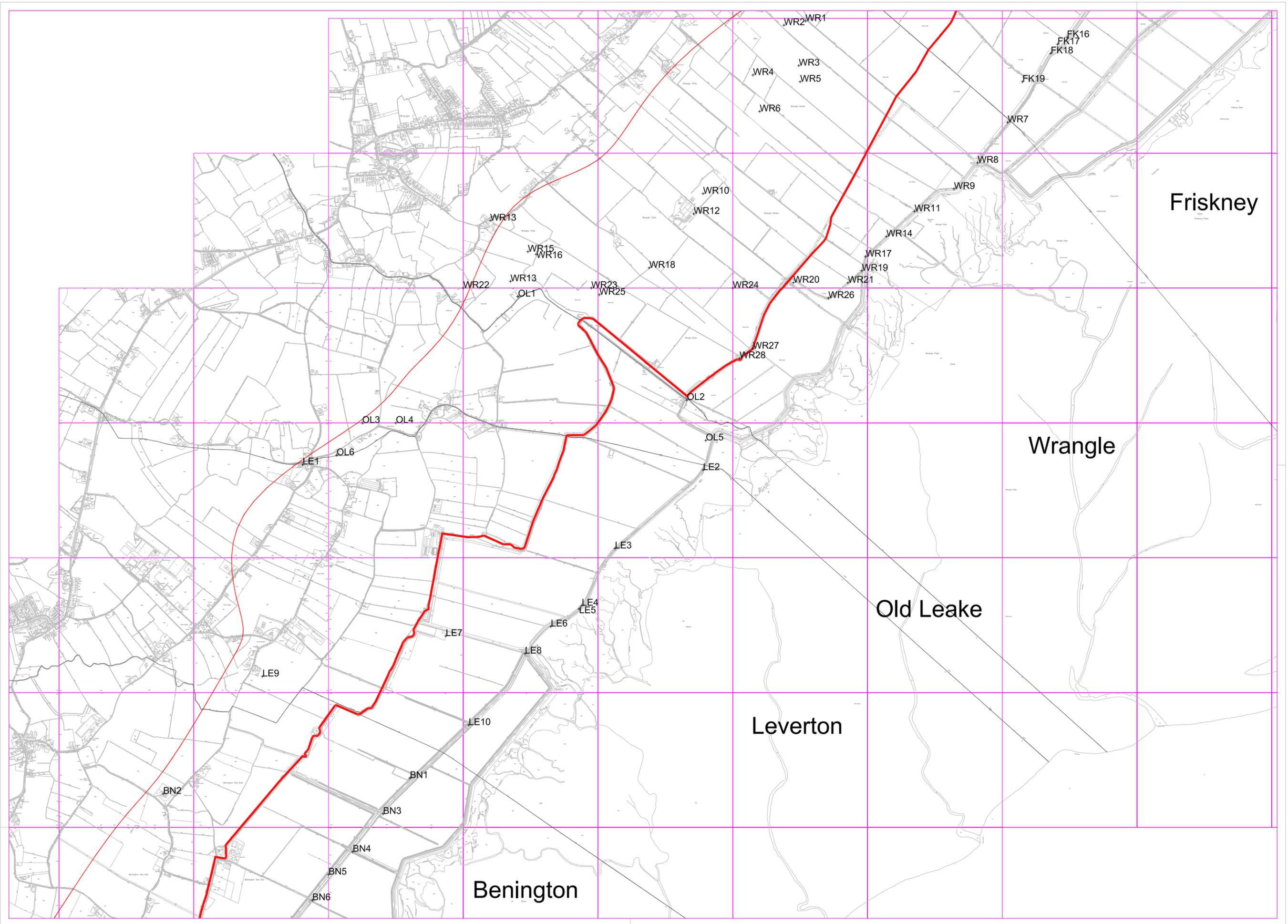
Figure 1 Location plan with map views

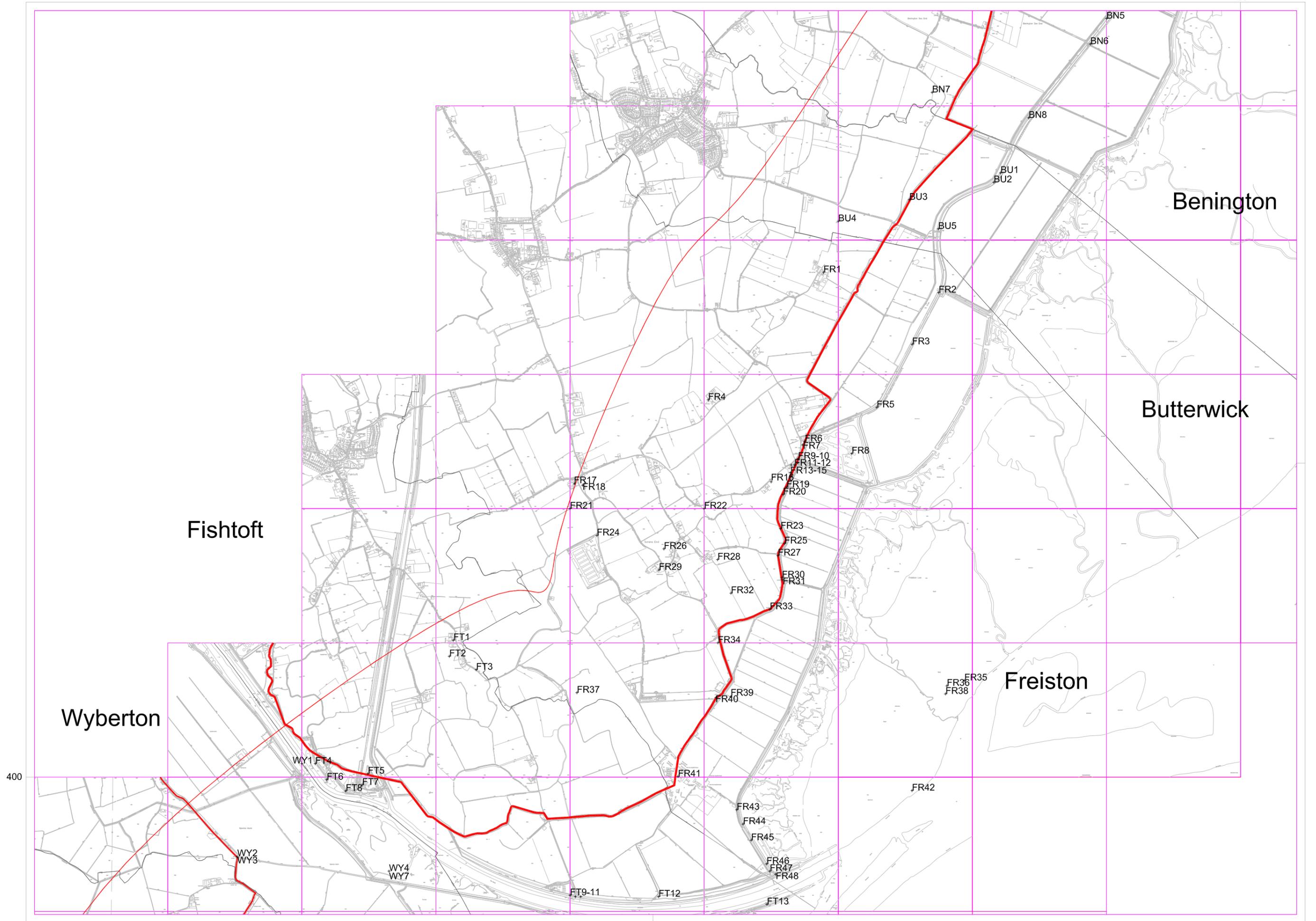
Key to maps:	2Km survey line from coast	WA12 Gazetteer number
	Parish boundary	Sea Bank

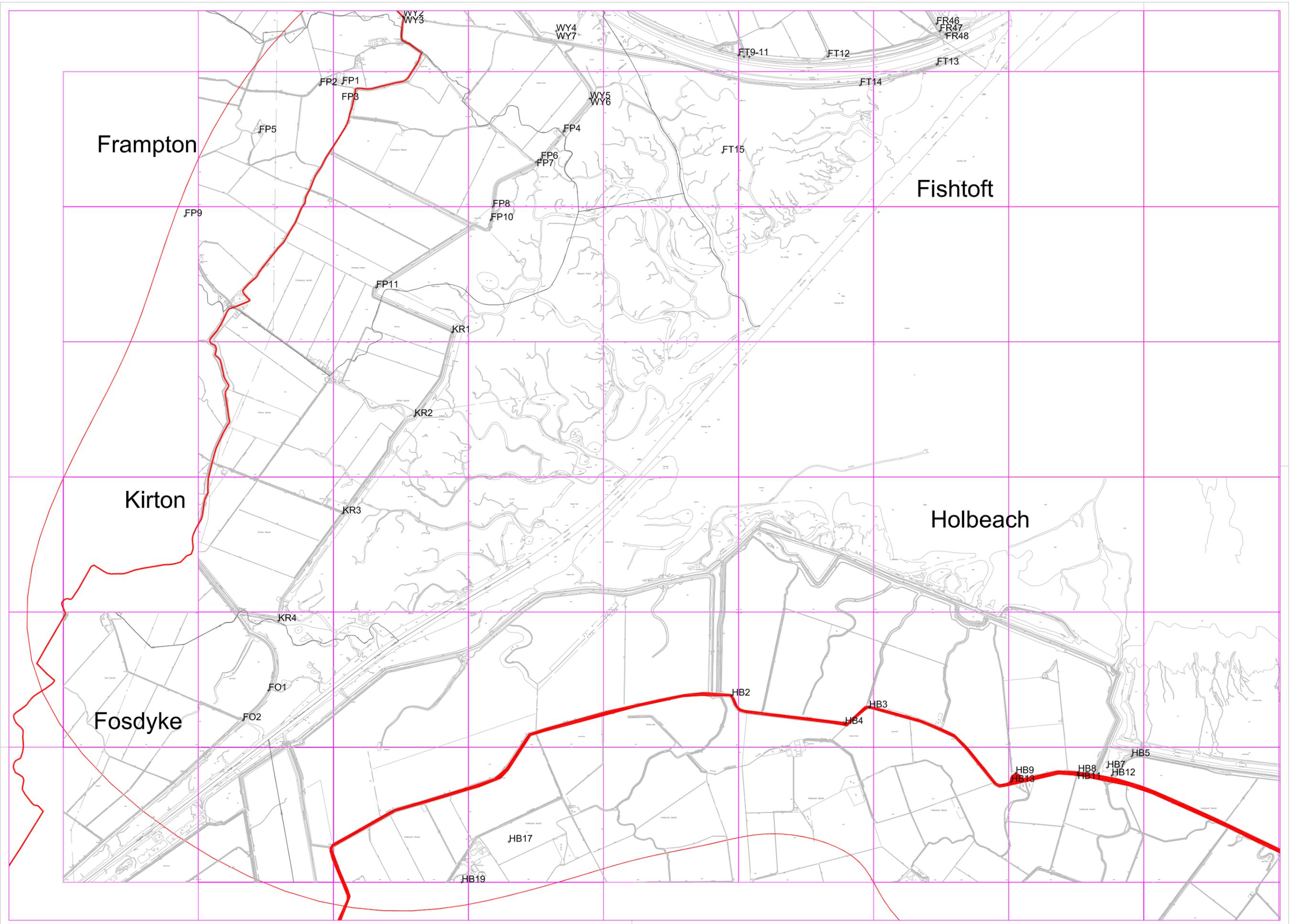
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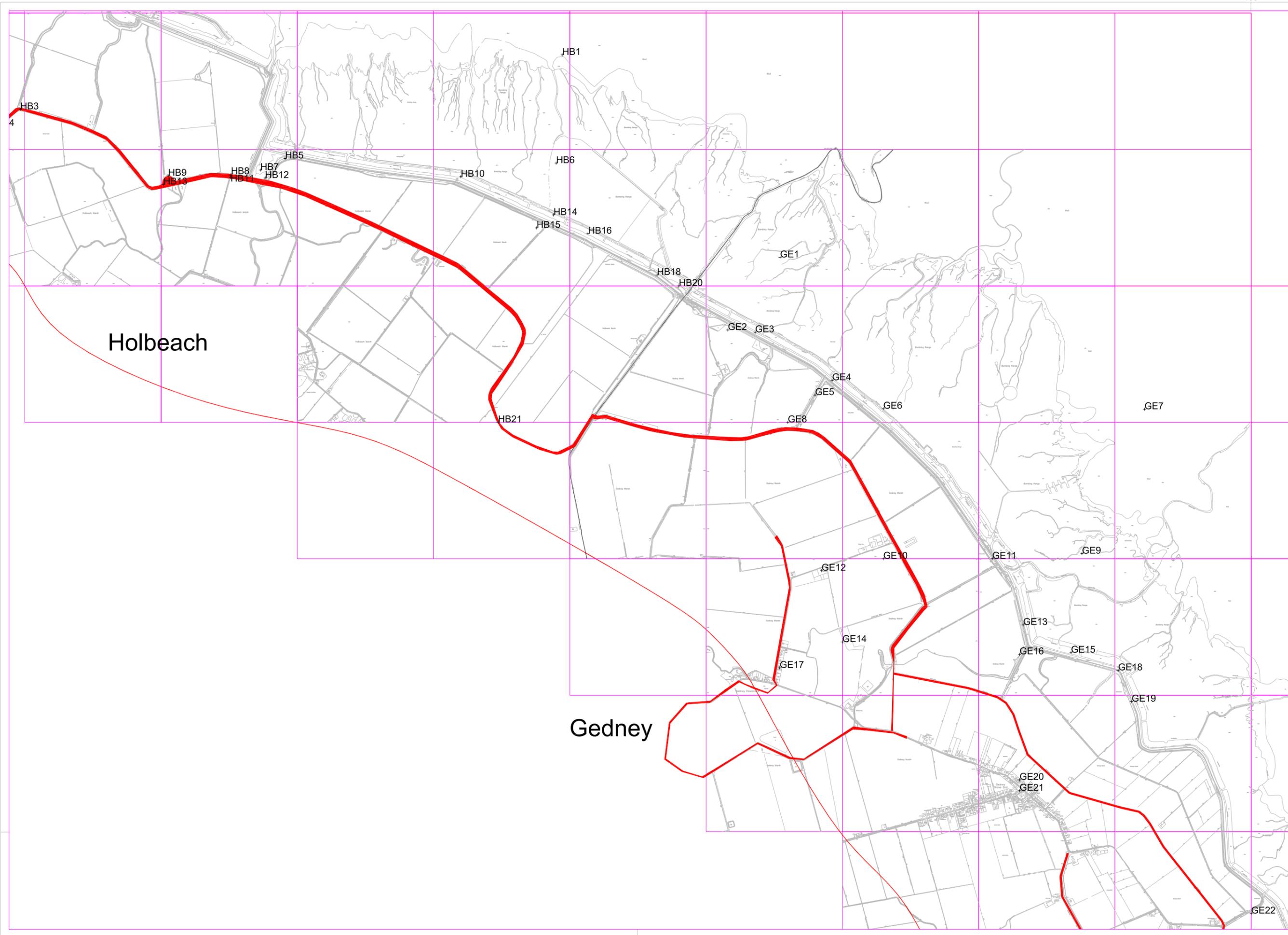


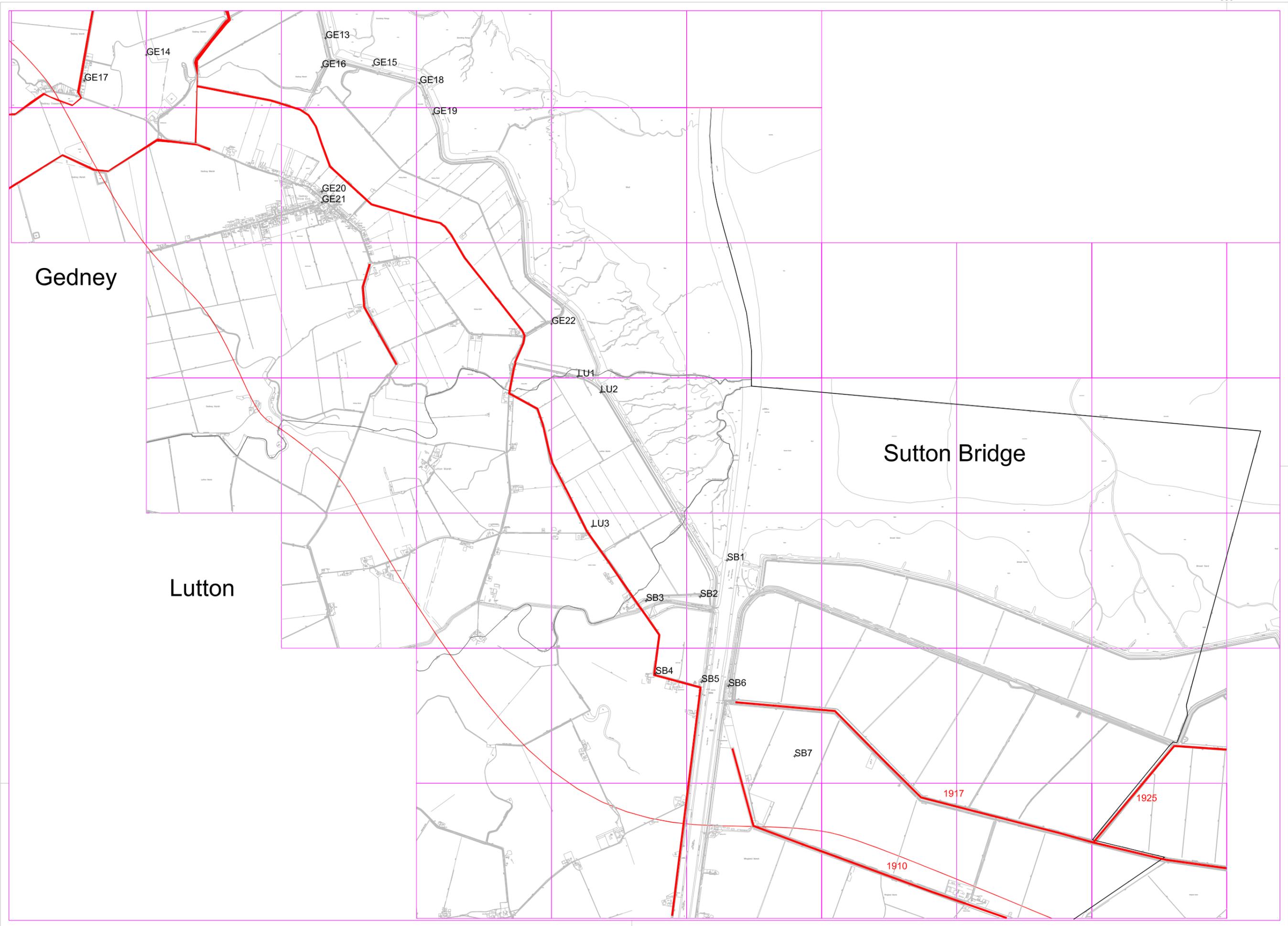












Gedney

Luton

Sutton Bridge

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