

**ARCHAEOLOGICAL
ASSESSMENT OF ROUTE OPTIONS
FOR THE A18 – A180 LINK ROAD
STALLINGBOROUGH/ IMMINGHAM
NORTH EAST LINCOLNSHIRE**

(SLR 07)

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ARCHAEOLOGICAL PROJECT SERVICES



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1 SUMMARY

Analysis was undertaken to determine the archaeological implications of five separate route options for the proposed A18 –A180 Link Road, located between Stallingborough and Immingham, North East Lincolnshire.

This assessment has revealed route options 1 and 1b will impact on significant archaeological remains in the form of a scheduled ancient monument. Options 2, 3 and 4 do not affect known archaeological deposits although the precise nature of the archaeological remains has yet to be determined.

2 INTRODUCTION

2.1 Project Background

Archaeological Project Services was commissioned by Opus International Consultants Ltd to assess the potential archaeological implications of five route options (Options 1, 1b and 2-4) for the proposed A18 –A180 Link Road, located between Stallingborough and Immingham, Northeast Lincolnshire. The route option analysis followed the Institute of Field Archaeologists (IFA) standards and guidelines for an archaeological desk-based assessment.

An archaeological desk-based assessment is defined as an ‘assessment of the known or potential archaeological resource within a specified area or site on land, inter-tidal zone or underwater. It consists of a collation of existing written, graphic, photographic and electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional, national or international context as appropriate’ (IFA 1999).

The proposed route options lie within the parishes of Immingham and Stallingborough, both of which are located within the administrative district of Northeast Lincolnshire (Fig. 1). Options 1 and 1b are centred on National Grid Reference TA1930 1200, Option 2 on TA1875 1270, Option 3 on TA1850 1300 and Option 4 on TA1745 1360.

2.2 Relevant Policy and Legislation

Statutory protection for Scheduled Ancient Monuments is afforded by the Ancient Monuments and Archaeological Areas Act of 1979 (HMSO 1979), which requires that Scheduled Monument Consent be obtained from the Secretary of State for Culture, Media and Sport, in consultation with English Heritage, for ‘any works resulting in the demolition or destruction of or any damage to the scheduled monument; any works for the purpose of removing or repairing a scheduled monument or any part of it or making any alterations or additions thereto; any flooding or tipping operations on land in, on or under which there is a scheduled monument.’ Nationally important listed buildings are ‘Listed’ and protected by the Planning (Listed Buildings and Conservation Areas) Act of 1990 and consent for works affecting them is obtained via the local planning authority.

National policy guidance relating to archaeological remains has been set out in Planning Policy Guidance Note 16 (PPG16) on Planning and Archaeology (DoE 1990). PPG16 states that ‘where nationally important archaeological remains, whether scheduled or not, and their settings are affected by proposed development there should be a presumption in favour of their physical preservation’. In cases where preservation in-situ is not acceptable PPG16 indicates that ‘an archaeological excavation... may be an acceptable alternative’. PPG16 also makes provision for the consideration and

recording of non-nationally important archaeological remains (DoE 1990).

National policy guidance on the Historic Environment is provided by Planning Policy Guidance Note 15 (PPG15), which covers Listed Buildings, Conservation Areas, Battlefields and Historic Parks and Gardens, which similarly places emphasis on preservation (DoE 1994).

The Northeast Lincolnshire Local Plan (Nov 2003) follows the principles set down in national policy with regard to archaeological remains and listed buildings.

‘Development proposals that will result in damage or destruction to scheduled monuments or to non-scheduled monuments of significant local or national interest or to the settings of such monuments will only be permitted if there are reasons of overriding public interest which outweigh the archaeological value of the site. In the event of such proposals being permitted the remains will be fully surveyed, recovered and documented before development takes place’. (Policy BH.5)

‘In the consideration of ... works to or in the environs of a listed building, special regard will be paid to the desirability of preserving the listed building, its setting and any features of special architectural or historical interest which it possesses’. (Policy BH.11)

3 AIMS

The purpose of this route option analysis is to obtain information about the known and potential archaeological resource of the assessment area. In addition to the above, statutory and advisory heritage constraints are identified.

4 METHODS

The research undertaken in the compilation of this route option analysis involved the examination of all available sources relevant to each of the four proposed route options for the proposed link road at Immingham and Stallingborough and an assessment area extending 500m beyond each route option. These sources consisted of:

- Historical documents, held in the Lincolnshire Archives.
- Enclosure, and other maps and plans, held in the Lincolnshire Archives
- Recent and early edition Ordnance Survey (O.S.) maps held at both the Grimsby and Lincoln Central Libraries.
- The Northeast Lincolnshire Historic Environment Record (HER) held by Northeast Lincolnshire Council.
- Aerial Photographic sources held by the Northeast Lincolnshire Historic Environment Record (HER).
- Other published sources and unpublished documents held at Grimsby Central Library.

A full list of the sources is contained within the bibliography.

5 RESULTS

In the following text, the terms *Proposed Site* refers to the limits of the site, subject to this route options analysis and the *Assessment Area* comprises an area of approximately 500m beyond the furthest limits of the proposed route options, included so that the archaeological and cultural heritage setting of the proposed site can be assessed.

The results are reported in route option order and are collated on Table 1 and located on Figure 1

5.1 TOPOGRAPHY AND GEOLOGY

Local soils to the south and west are predominantly of the Holderness Association, mainly slowly permeable coarse loamy soils. To the north and east soils are of the Newchurch 2 Association, mainly shallow or moderately deep calcareous coarse loamy soils (Hodge *et al.* 1984; 214; 268). These soils are overlying drift geology of glacial till which in turn overlies a solid geology of Cretaceous Burnham Chalk (BGS 1990). Route Option 4 is located entirely on Holderness Association soils, whilst the remaining route options extend over both soil groups

Although benchmarks are scarce as the area is open countryside, the following datum's are identified by the Ordnance Survey;

Route Options 1 and 1b

9.34m OD on the B1210 to 7m OD to the south of the North Beck Drain and most probably dropping further towards the Humber.

Route Option 2

10.36m OD on the B1210, dropping to approximately 7m OD at the point where the proposed alignment turns to the east and most probably dropping further towards the Humber.

Route Options 3 and 4

7m OD in a field immediately west of Route Option 4. No further benchmarks along this route are known although a height of 2m OD is recorded on a track c.700m northeast of the A180/ A1173 interchange.

5.2 OPTIONS 1 AND 1b

Summary

Route Options 1 and 1b both cross areas of known late Saxon, Medieval and Post-

medieval remains, associated with the shrunken settlement of Stallingborough, as they approach the A1173/ B1210 roundabout. Aerial photographic evidence indicates that these archaeological remains extend as far north as the railway line. They presently survive as both earthworks and buried remains evident as crop marks within ploughed fields. Both routes cross a possible watermill site identified from crop marks immediately north of the North Bank Drain. The eastern area of the shrunken settlement survives as earthworks and is a Scheduled Ancient Monument; Route Option 1 crosses the southwest corner of these remains, whilst Route Option 1b avoids the Scheduled area.

With the notable exception of a distinct elongated 'U' shaped undated crop mark of possible prehistoric origin, within close proximity to Route Options 1 and 1b archaeological evidence north of the railway line within the vicinity of the first two route options is limited to undated and post-medieval date of low intensity and mostly relating to land drainage. This may however reflect the paucity of archaeological work previously undertaken here, and the depths at which earlier, pre-Saxon, remains could be buried beneath any later alluvium which may be present.

Archaeological and Historical Evidence

Undated Evidence

Directly on the line of Route Options 1 and 1b immediately north of the North Bank Drain, two parallel east west aligned linears, connecting with a north south linear to the west, show as crop marks on a 1973 oblique aerial photograph (CUAC K17 AB 258) (Fig. 1. Fig. 1 Map Ref. 35). A banked earthwork 'U' shaped in plan, of similar size and form is recorded on the 1889 6 inch Ordnance Survey and in greater detail in the 1907 25 inch edition (Figs. 6 and 7). The earthworks are absent

from the Stallingborough Tithe Map of 1844, which relates to landholding and usage, although a water filled field boundary marks the position of the north south crop mark (LA B376) (Fig. 4). The 1842 Tithe Apportionment (included with LA B376), lists the field within which the earthworks lie as 'Mill Close' (Field 364). Domesday records the presence of four mills at Stallingborough in 1086 (Morris, 1986). Although these crop marks may represent the remains of a medieval water-mill they are undated without archaeological intervention.

A second series of undated crop marks (Fig. 1 Map Ref. 31) (CUAC K17 AB 258) immediately west of the possible mill site, may represent the continuation of medieval settlement to the north of the North Bank Drain.

To the north of the railway a broad undated east west aligned linear crop mark (Fig. 1 Map Ref. 33) shown on aerial photograph CUAC K17 AB 258 crossing the proposed route option, respects the position of parallel field boundary recorded on the 1844 Tithe Map. A second northwest-southeast aligned linear crop mark (Fig. 1 Map Ref. 34); evident on aerial photograph CUAC REF. K17 AB 254 most probably represents a boundary ditch.

Recent, copyright controlled aerial photographs available online, show a distinct elongated 'U' shaped crop mark on a northwest southeast alignment west of the North Beck Drain (Fig. 1 Map Ref. 41). It is of possible prehistoric origin as it is of similar morphology to crop marks of Neolithic long barrows (Lane *pers. comm.*)

A geophysical survey undertaken to the west of Route Option 1 in 1994, identified a complex of 'archaeological type anomalies' consistent with ditches, pits and enclosures (Fig. 1 Map Ref. 37) (GSB 1994). Although undated these anomalies

are likely relate to the complex medieval settlement earthworks which survived in this field prior to ploughing in 1978 (Fig. 1 Map Ref. 25). A second geophysical survey undertaken as part of the same project at the extreme western end of the Assessment Area was inconclusive due to modern disturbance (Fig. 1 Map Ref. 36) (GSB 1994).

An undated gully was recorded by APS during a watching brief east of the proposed route options (Fig. 1 Map Ref. 39).

Prehistoric evidence

Although no prehistoric sites and artefacts are known within the Assessment Area two notes of caution have to be sounded. Firstly, it is possible that this reflects a lack of previous archaeological investigations, rather than an absence of evidence. Secondly, it is possible that earlier remains may be masked beneath later marine alluvium. Borehole investigations by the Humber Wetland Project approximately 3km east of Route Options 1 and 1b revealed peat deposits buried at depths of between 3.58 and 4.49m below ground level (Ellis *et al.*, 2001, 39). Although these boreholes are too distant to be directly relevant to the present assessment, if any geotechnical investigations are undertaken as part of the present road proposals then more precise information should become available.

Romano British Evidence

Romano-British evidence is limited to fragments of Roman pottery found, along with artefacts of later periods during a watching brief on the extreme southwestern limit of the Assessment Area (Fig. 1 Map Ref. 12).

Late Saxon Evidence

At the time of the 1086 Domesday Survey Stallingborough was the third largest settlement in Northern Lincolnshire, smaller only than Barton on Humber and

Grimsby (DCMS 2002). However little is known of the settlement's pre-Saxon origins, direct archaeological evidence being limited to fragments of one or two late Saxon or Saxo Norman cooking vessels during limited surface collection within a former house site (Site 1) evident in a ploughed field (Everson 1981, 30) (Fig. 1 Map Ref. 40) (Fig. 3). Site 1 lies directly on the proposed alignment of Route Option 1. The presence of a church at Stallingborough is referred to in Domesday suggesting that the parish church has pre-conquest origins (Morris 1986 (vol 2), 32.1). Route Option 1b, is proposed to pass slightly further to the west and should avoid the major part of Site 1.

Medieval Evidence

Domesday records multiple landowners at Stallingborough to a total value of £12, 6d. The survey reports the presence of land for 13 ploughs, at least 660 acres of meadow land, and 6 ½ Salt houses (salterns) at Stallingborough in 1086 (Morris 1986. The size of the settlement is indicated by the granting of a weekly market and annual fair to the manor by Henry III (1216-72) (Everson 1981, 32).

The medieval settlement of Stallingborough is known to have been more extensive than the present village, extending considerably to the west of the parish church. Earthworks relating the medieval village were recognised as archaeologically significant by 1929 and are believed to have originally covered at least 70 acres (28.5 ha) (Everson 1981, 29). Ploughing in 1978 reduced area of surviving earthworks in the fields immediately surrounding the parish church, bounded by the railway to the north and the A1173 roundabout to the south. These earthworks form an extensive Scheduled Ancient Monument (SAM 34711) (Fig. 1 Map Ref. 8) and have been surveyed by the Royal Commission on Historic Monuments England (now

English Heritage) (Everson 1981) (Fig. 2).

Although the remainder of the medieval settlement area is not scheduled aerial photographs taken prior to ploughing show that the earthworks originally extended westwards across an area bounded by the B1210 Stallingborough Road to the east (Fig. 1 Map Ref. 25) Photo Refs. CUAC REF. K17 AB 254 and 258). The layout of these earthworks has been plotted from the aerial photographs by Everson (Fig. 3). As discussed earlier, undated crop marks evident on these photographs suggest that the medieval settlement remains, including a possible mill site (Fig. 1 Map Ref. 35), may also be located north of the North Beck Drain.

The earthwork plans suggest that the settlement was laid out along two lanes arranged in an inverted 'T' shape, the first continued the east west axis of Pinfold way as far as Little London and the present B1210, whilst a central north-northwest south-southeast lane extended from the first lane as far as the turn in the North Beck Drain (Figs 2 and 3). Hut platforms and tofts lining the sides of these lanes suggest a concentration of occupation although it is possible that not all these earthworks are contemporary.

Dating evidence for the settlement is limited, although surface collections by Everson suggest that Sites 1 to 3 (Fig. 3) were occupied during both the medieval period and post-medieval period, whilst use of Site 4 was limited to the medieval period, as reported earlier Site 1 (Fig. 1 Map Ref. 40) may have had late Saxon antecedents (Everson 1981, 30). Within the scheduled area, building foundations were evident at Sites j and k whilst bricks cast up during rotavating suggest that these house plots were occupied into the post-medieval period (Everson 1981, 29-30). The proposed alignment of Route Option 1 will cross Sites, h, g, 1 and 3, whilst Route Option 1b will avoid Sites h and g as well

as the major parts of Sites 1 and 3. Route Option 1b will however cross Site 4.

The settlement site is presently divided by a hedged boundary extending along the former course of the central north south lane and continuing southwards as far as the A1173 roundabout. To the east of the boundary settlement remains survive as earthworks and are scheduled (SAM 34711), whilst to the west they are under arable cultivation, although a 1994 geophysical survey (Fig. 1 Map Ref. 37) and recent, copyright protected, aerial photographs indicate buried remains surviving in this field. As Figs 1, 2 and 3 show the proposed course of Route Option 1 extends across both the scheduled and unscheduled portions of the former settlement on a north-northwest south-southeast alignment. Route Option 1b avoids the Scheduled area.

Although the structure of the parish church of St Peter and St Paul 165m west of Route Option 1 is of 18th date an earlier church is known to have stood on the site (Fig. 1 Map Ref. 10) (Everson 1981, 34). The base and shaft of a medieval stone cross survives in the churchyard (Fig. 1 Map Ref. 6). Both a Scheduled Ancient Monument (No. 34706) and a Grade II Listed structure the cross was converted into a sundial in 1725. A badly worn Ironstone coffin-shaped grave-slab within the church yard is also Grade II Listed (Fig. 1 Map Ref. 9).

Medieval pits were identified recently during an archaeological evaluation undertaken east of the scheduled area within the garden of 29 Church Lane (Berger 2006) (Fig. 1 Map Ref. 38). Earthworks evident, on aerial photograph CUAC REF. K17 AB 254, to the east of the parish church, beyond the scheduled area, may relate either to the medieval settlement or to later post-medieval manorial gardens (Fig. 1 Map Ref. 26).

Earthworks west of the B1210 representing possible fishponds, drainage channels and moated sites (Fig. 1 Map Ref. 12) and settlement remains (Fig. 1 Map Ref. 29) are concentrated to the west of the Assessment Area but extend slightly into it. The remaining medieval archaeology (Map Refs. 27, 28, 30 and 31) comprise ridge and furrow cultivation earthwork evident on aerial photographs but, for the most part, subsequently lost to ploughing.

Post-Medieval Evidence

Although there is limited evidence for the depopulation of settlement after the Black Death, widespread desertion does not appear to have commenced until the third quarter of the 17th century when the landowner, Sir Edward Ayscough, began taking possession of cottages lands, to enable their clearance, this process probably continued throughout the 18th century (Everson 1981, 32). The cause for this desertion is clear Stallingborough House (Fig. 1 Map Ref. 11), site of the earlier manor and home of the Ayscoughs and later the Boucheretts, was partially rebuilt as a classical mansion at the start of the 18th century. The abandoned areas of the settlement all lay south and south west of the house, within its line of sight and it is likely that the clearance was to enable an open parkland setting to be created (Everson 1981, 32-6).

Stallingborough House was abandoned in 1790 and demolished gradually during the first half of the 19th century. Earthworks marking its site survive within the scheduled area of the settlement, whilst to the north; traces of formal gardens of the period 1560-1680 survive as earthworks within the scheduled area and, beyond this, as crop marks within ploughed fields to the north of the railway (Everson 1981, 34) (Fig. 1 Map Ref. 13).

The parish church of St. Peter and St Paul was constructed in the Georgian style

during 1779-81, on the site of its medieval predecessor which collapsed in 1746 (Everson 1981, 34) (Fig. 1 Map Ref. 10). Listed Grade II*, the church lies 165m east of Route Option 1 and 190m east of Route Option 1b.

In the centre of the abandoned settlement a hedged enclosure on the southern side of the east west lane, contained a single building on the 1844 Tithe Map (Fig. 4 Ref. 357). This building appears to have survived until recently as it is shown as a roofless ruin on a 1973 aerial photograph (CUAC K17 AB 254) and is also recorded on the 1981 survey (Fig. 2, adjacent to site b) (Everson 1981). However it has subsequently been demolished and its enclosure incorporated into the adjacent ploughed field.

The North East Lincolnshire HER records four post-medieval monuments and buildings east of the scheduled area within the vicinity of Church Lane. The first, Daisy Cottage (Fig. 1 Map Ref. 7), a house of 17th century or earlier date, constructed partially from re-used medieval masonry is Grade II listed and may be the clergy house referred to in 1647. Re-used medieval masonry may be derived from the church which collapsed in 1746 (Pevsner and Harris 2002, 684). Two further historic buildings, the later Vicarage (Fig. 1 Map Ref. 19) and Wentworth's Cottage (Fig. 1 Map Ref. 20), both of which are marked on the 1887-9 25 inch Ordnance Survey, are not Listed buildings. The site of a pinfold (Fig. 1 Map Ref. 21) also shown on the 1887-9 25 inch Ordnance Survey now appears to have been built over.

The Cleethorpes to Barton railway line (Fig. 1 Map Ref. 15) of mid to late 19th century date, passes immediately north of Stallingborough, crossing the proposed routes of Route Options 1 and 1b. North of the railway, the Northeast Lincolnshire HER records three post-medieval sites, the

North Beck Drain (Fig. 1 Map Ref. 18), the Middle Drain (Fig. 1 Map Ref. 17) and a fox covert (Fig. 1 Map Ref. 23), all of which are shown on the 1887-9 25 inch Ordnance Survey. It is probable that the North Beck Drain is an 'improved' natural watercourse.

20th Century Evidence

Two sheep washes are recorded on the 1906-8 25 inch Ordnance Survey on the western edge of the Assessment Area (Map Refs 16 and 24).

Cartographic Evidence

Historic Maps held by the Lincolnshire Archives, Lincoln and Grimsby Central Libraries, the Heritage Trust of Lincolnshire and Archaeological Project Services, along with an additional map reproduced by Everson, were consulted for this assessment.

The earliest historic maps for the area Armstrong's '*Map of Lincolnshire Comprehending Lindsey, Kesteven and Holland*' (1776-8), Greenwood's '*Map of the county of Lincoln from an actual survey*' (1827-8) and Byrant's '*Map of the County of Lincoln*' (1828) are small scale maps which do not show the Assessment Area in detail although Stallingborough House, shown on the Armstrong map, is absent from Greenwood and recorded as 'Old Hall in Ruins' by Byrant. Byrant's map shows the east west road extending across the abandoned settlement area from Pinfold Lane with buildings restricted to its eastern end.

A copy of an undated parish map of c.1830-50, reproduced by Everson (Everson 1981, 34), shows the site of Stallingborough House clear of buildings, although extensive formal gardens survive to the north. Five buildings are shown standing on the eastern side of the north south lane on the proposed alignment of Route Option 1.

Detailed coverage for the Assessment area commences with Smith's 'Plan of the parish of Stallingborough in the County of Lincoln' (1844), included with the 1842 Tithe Apportionment and referred to as the tithe map in this text (Fig. 4). Although the area of Route Options 1 and 1b is mostly shown as open fields, tithe documents record landholding, usage and value and do not usually depict extant archaeological remains such as earthworks.

The attached tithe apportionment records the following field names within the alignment of the proposed route options; Hall Yards (355), Croft Close (358), Long Close (361), Het Close (363), Mill Close (364), Little Mill Close (375), Little Mill Carr (376) and Thornton Platt (379). Hall Yard and Croft Close clearly refer to the abandoned manor and former settlement, whilst Mill Close occupies the possible mill site identified from crop marks. Little Mill Close and Little Mill Carr may refer to land attached to the mill rather than separate mills.

Remnants of the formal gardens, including ponds are shown extant on the 1844 tithe map. There is no cartographic evidence for the formal gardens continuing west of the North Beck Drain.

The Ordnance Survey First Edition 6 inch map of 1889 (Fig. 6) records few changes since 1844, the only significant change being the insertion of the railway line. Earthworks adjacent to the footbridge on the North Beck Drain, correspond with the possible mill site and are shown in greater detail on the OS 25 inch Second Edition Map of 1907 (Fig. 7).

Aerial Photographic Evidence

Aerial photographs held at the Northeast Lincolnshire HER were studied for this Assessment; only images pertaining to Route Options 1 and 1b were found. Those images relevant to the proposed route

options have been reported in the preceding text; the remainder are mostly duplicate views of the abandoned medieval settlement and are included in the bibliography.

Recent, copyright controlled, online aerial photographic mapping was also consulted.

Previous Impacts

The geophysical survey carried out west of Route Option 1b in 1994 was undertaken as part of Anglian Waters Humber Bank Strategic Works project (Fig. 1 Map Ref. 37). Recent online aerial photographic mapping shows crop marks of a linear disturbance, typical of a former pipeline easement extending south-southwest – north-northwest from the location of Fig. 1 Map Ref. 37, crossing Route Options 1 and 1b immediately south of the railway line. It apparently truncates the western edge of undated crop marks, Fig. 1 Map Ref. 35, the potential mill site. It has not been confirmed whether this is indeed a pipeline easement, there is no record of any archaeological works being undertaken during its construction.

Arable cultivation across the western, non-scheduled area of the medieval settlement since 1978 (Fig. 1 Map Ref. 25) will have resulted in the destruction of earthworks and other upstanding remains and the re-deposition and spreading of archaeological material within a plough horizon. Crop marks evident on recent aerial photographic mapping, however, indicate the survival of buried cut archaeological features, such as enclosure ditches below the plough horizon.

5.3 OPTION 2

Summary

Evidence of archaeological remains within the vicinity of Route Option 2, is limited to undated crop marks, at least one of which,

on the periphery of the Assessment Area, is probably post-medieval. However, it is possible that this paucity of evidence reflects a lack of earlier archaeological investigations, rather than an absence of buried remains. It is also possible that earlier remains lie deeply buried beneath any later alluvium which may be present although geotechnical investigations will be required to establish this. A circular contour shown on late 19th century OS maps in close proximity to Route Option 2 may be of archaeological origin.

Archaeological and Historical Evidence

Undated Evidence

Two undated crop marks are known within the vicinity of Route Option 2. The first, a broad east west aligned linear crop mark (Map Ref 33), located southeast of the proposed route alignment, is shown on aerial photograph CUAC K17 AB 258, respecting the position of parallel field boundary recorded on the 1844 Tithe Map. Details of the second set of crop marks located east of the B1210 are unknown, although they may extend into the Assessment Area (Fig. 1 Map Ref. 14).

Prehistoric, Romano-British, Saxon and Medieval Evidence

Although no sites and Artefacts of these periods are known within the vicinity of Route Option 2, it is possible that this reflects a lack of previous archaeological investigations, rather than an absence of archaeology. It is also possible that some earlier remains may be masked beneath later marine alluvium as the borehole investigations by the Humber Wetland Project (reported earlier in relation to Route Options 1 and 1b) suggest that peat deposits may be buried at depth within the area (Ellis *et al.*, 2001, 39). However further geotechnical investigations will be needed before it can be established whether any peat deposits are located within the vicinity of Route Option 2.

Post-medieval evidence

Evidence for post-medieval activity is restricted to the North Beck Drain (Fig. 1 Map Ref. 18), the Cleethorpes to Barton Railway Line (Fig. 1 Map Ref. 15) and Gatehouse Farm an unlisted farmstead recorded on the 1888 First Edition Ordnance Survey 25 inch map (Fig. 1 Map Ref. 22). Only the North Beck Drain will be crossed by Route Option 2, at its junction with the A180, although at this point the drain has possibly been diverted from its historic course to skirt the edge of the existing road interchange.

Cartographic Evidence

The earliest historic maps of the area Armstrong's 'Map of Lincolnshire Comprehending Lindsey, Kesteven and Holland' (1776-8), Greenwood's 'Map of the county of Lincoln from an actual survey' (1827-8) and Byrant's 'Map of the County of Lincoln' (1828), show the area transected by Route Option 2 as open ground. Although the Stallingborough Road (B1210) is absent from the Armstrong Map it is recorded by Greenwood and Byrant suggesting that it is of late 18th century date. However these maps are all small scale and schematic and do not constitute an accurate record.

The area of the proposed route alignment is recorded as open fields on the Stallingborough Tithe map of 1844 (Fig. 4). Tithe surveys, however were intended to quantify land holding and value and archaeological remains are not normally shown.

Extending across two map sheets the 1889-91 First Edition 6 inch OS records the proposed route alignment as open fields (Fig. 6). A small circular 25 foot contour, in immediate proximity to the proposed route option, may represent archaeological remains as earthworks are depicted this way on 6 inch OS maps of this period. It is more likely, however, to

be natural, as a less regular, sub-ovoid shaped contour is recorded in this position on the 1950 6 inch OS.

Aerial Photographic Evidence

No aerial photographs held by the Northeast Lincolnshire HER pertained to Route Option 2, coverage being restricted to the area surrounding the historic core of Stallingborough. Recent, copyright controlled, online aerial photographic images were consulted and no crop marks were present within the immediate vicinity of Route Option 2.

5.4 OPTIONS 3 AND 4

Evidence of archaeological remains within the vicinity of Route Options 3 and 4, are limited to undated remains of possible medieval date on the periphery of the Assessment Area. However, this may reflect a lack of previous archaeological investigation, rather than an absence of buried remains. It is also possible that, in the case of Route Option 3, earlier remains lay deeply buried beneath any later alluvium which may be present, although geotechnical investigations will be required to establish this.

Archaeological and Historical Evidence

Undated Evidence

Two undated sites are recorded on the Northeast Lincolnshire HER, north of the A180 on the periphery of the Assessment Area. The first site (Fig. 1 Map Ref. 4), marked as 'Moats and Islands' on an estate map was apparently three sided, measured approximately 100 sq. m and was possibly medieval. The date and reference for this estate map are not recorded on the HER. The monument is also shown on the 1891 and 1950 6 inch Ordnance Survey maps, although these suggest that the earthworks were rectangular with protruding channels (Fig 6). The second site (Fig. 1 Map Ref.

5) refers to crop marks indicating trackways and drainage works within the vicinity of Mauxhall Farm. The source cited by the HER also reports traces of ridge and furrow cultivation at this location (Loughlin and Miller, 1979).

Prehistoric, Romano-British, Saxon and Medieval Evidence

No sites and Artefacts of these periods are known within the vicinity of Route Options 3 and 4, although it is possible that this reflects a lack of previous archaeological investigations rather than an absence of archaeology. It is also possible that some earlier remains may be masked beneath later marine alluvium as borehole investigations by the Humber Wetland Project (reported earlier) suggest that peat deposits may be buried at depth within the area (Ellis *et al.*, 2001, 39), although further geotechnical investigations will be needed to confirm this.

The Immingham Stallingborough parish boundary crosses Route Option 3 on a northeast southwest alignment (Figs.1 and 6). Rural parish boundaries are historic divisions and in many cases are likely to predate Domesday.

Route Option 4 and the northern portion of Route Option 3 lie within Immingham parish. Domesday records land for 14 ploughs at Immingham in 1086 and notes the presence of 95 acres of meadow. The manors in the parish had a combined value of £8 (Morris 1986 (vols 1 and 2) 22, 1 and 32, 22). The Domesday entries for Stallingborough have been reported earlier in relation to Route Options 1 and 1b.

Post-medieval evidence

South of Route Options 3 and 4, evidence for post-medieval activity is limited to the North Beck Drain (Fig. 1 Map Ref. 18), which crosses the southern end of Route Option 3, Gatehouse Farm, an unlisted farmstead recorded on the 1888 First

Edition Ordnance Survey 25 inch map (Fig. 1 Map Ref. 22) and a fox covert recorded on the same map series (Fig. 1 Map Ref. 23). North of the route options, post-medieval evidence is limited to two semi-detached houses (Map Refs 1 and 3) and the site of a blacksmiths workshop (Fig. 1 Map Ref. 2) recorded on the 1887-9 25 inch OS, along the Stallingborough Road (B1210), northeast of Route Option 4. None of these buildings are listed.

Cartographic Evidence

The earliest historic maps of the area Armstrong's *'Map of Lincolnshire Comprehending Lindsey, Kesteven and Holland'* (1776-8), Greenwood's *'Map of the county of Lincoln from an actual survey'* (1827-8) and Byrant's *'Map of the County of Lincoln'* (1828), show the area to be transected by Route Options 3 and 4 as open ground. Although none of the immediate roads are recorded on the Armstrong Map the Stallingborough Road and the unclassified road to Roxton Farm (Route Option 4) are marked by Greenwood and Byrant. However these maps are all small scale and schematic and may not constitute an accurate record.

The proposed route options are shown as open fields numbered 127, 60, 61, 197, 198, 202, 201 and 205 on the Immingham Tithe map of 1841. The attached tithe apportionment lists the field names as; Grantham Plantation (60), Sheep Close (61), South End Garth (197), Stallingborough Lane Close (198), Stallingborough Close (202), Stallingborough Close West (201) and west (East).

Both the 1891 and 1950 6 inch Ordnance Survey's record the land to be covered by Route Options 3 and 4 as open ground (Fig. 6).

Aerial Photographic Evidence

No aerial photographs held by the Northeast Lincolnshire HER pertained to Route Options 3 and 4 as coverage is restricted to the area surrounding the historic core of Stallingborough. Recent, copyright controlled, online aerial photographic images were consulted and no crop marks were found within the immediate vicinity of Route Options 3 and 4.

6. HERITAGE CONSTRAINTS

Route Option 1, crosses scheduled medieval settlement remains (SM 34711, Fig. 1 Map Ref. 8) at its southern end. Under the terms of the Ancient Monuments and Archaeological Areas Act 1979, *'any works resulting in the demolition or destruction of or any damage to the scheduled monument... [including] any flooding or tipping operations on land in, on or under which there is a scheduled monument'* require the consent of the Secretary of State for Culture, Media and Sport (AMAAA 1979). Consent applications are considered in consultation with English Heritage, who should be contacted in the first instance, and granting consent cannot be presumed. Whilst Route Option 1b avoids the Scheduled Area its close proximity to the monument means that it will inevitably compromise its setting and English Heritage should also be consulted about this issue.

A second scheduled monument, the remains of a medieval stone cross (SM34706, Fig. 1 Map Ref. 6) stands, within the parish churchyard immediately east of the scheduled settlement area. Whilst Route Options 1 and 1b will not impact directly upon this monument, English Heritage should be consulted about their possible impact upon its setting.

Four Listed buildings or structures are located within Stallingborough in the vicinity of Route Options 1 and 1b; St. Peter and St Paul's Church (Fig. 1 Map Ref. 10), a medieval churchyard cross (also scheduled, see above, Fig. 1 Map Ref. 6), a medieval gravestone (Fig. 1 Map Ref. 9) and a post-medieval dwelling (Fig. 1 Map Ref. 7). The church is listed Grade II* whilst the remainder are listed Grade II. The Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities to '*have special regard to the desirability of preserving ... [a listed] building or its setting*' when considering planning applications (PPG 15, 1994). It is clear that Route Options 1 and 1b will impact upon the setting of the parish church (Fig. 1 Map Ref. 10) and the two listed structures within the parish church yard (Map Refs. 6 and 9), although the extent of its impact on the setting of the post-medieval dwelling (Fig. 1 Map Ref. 7) is unknown.

Other archaeological remains within the assessment area are protected only through the implementation of PPG16 (DoE 1990).

7. ASSESSMENT

The potential for each of the five proposed route options to impact upon archaeological remains will be assessed individually.

Route Option 1

Potential Archaeological Impact: High

This route option crosses an area of known late Saxon, Medieval and Post-medieval settlement remains, including at its southern end, well preserved earthworks that are protected as a Scheduled Ancient Monument. Aerial photographs studied for this assessment show crop marks, indicative of archaeological remains continuing north of the North Beck Drain, including a potential water-mill site on its

north bank, directly on the line of the proposed route option. This feature is also recorded as earthworks on the 1889-91 6 inch Ordnance Survey. A second undated 'U' shaped crop mark located within close proximity to Route Options 1 and 1b north of the railway line, is of possible prehistoric origin. North of this crop mark known archaeological remains are limited, chiefly of post-medieval date and mostly related to land drainage. This may, however, reflect the paucity of archaeological work previously undertaken here and the depths at which earlier remains may be buried beneath alluvium.

Overall, it is clear that Route Option 1 will impact upon archaeological remains along at least half its length. These remains are clearly concentrated at the southern end of the route south of the North Beck Drain, although aerial photographic evidence indicates that further, possibly more dispersed remains continue to the north-east. Where dated these remains are known to be of Late Saxon, Medieval and post-medieval date, although there is potential for earlier remains.

Route Option 1 crosses scheduled medieval earthwork remains at its southern end as it approaches the A1173/ B1210 roundabout. A second Scheduled Ancient Monument, a churchyard cross stands within the vicinity of this route option and English Heritage should be consulted about the potential impact upon its setting. The planning authority will also need to consider the impact of Route Option 1 upon the setting of Grade II* and Grade II listed buildings within Stallingborough.

Route Option 1b

Potential Archaeological Impact: High

This variant on Route Option 1 has been positioned further west, to avoid the Scheduled Ancient Monument, although otherwise its potential impact upon

archaeological remains will be similar to Route Option 1 as the route crosses the same area of known archaeological remains and crop marks. Its impact upon non-scheduled archaeological remains is therefore likely to be extensive.

English Heritage should be consulted about the potential impact of Route Option 1b upon the setting of both the scheduled medieval settlement remains and the medieval churchyard cross, whilst the planning authority will need to consider its impact upon the setting of Grade II* and Grade II listed buildings within Stallingborough.

Route Option 2

Potential Archaeological Impact: Low to Moderate

Evidence of archaeological remains within the vicinity of Route Option 2, is limited to undated crop marks, at least one of which is probably post-medieval, on the periphery of the Assessment Area. However, it is possible that this reflects a lack of earlier archaeological investigations rather than an absence of buried remains. It is also possible that earlier remains lay deeply buried beneath later alluvium which may be present although geotechnical investigations will be required to establish this. A circular contour shown on late 19th century OS maps in close proximity to Route Option 2 may be of archaeological origin.

Route Options 3 and 4

Potential Archaeological Impact: Low to Moderate

Evidence of archaeological remains within the vicinity of Route Options 3 and 4, are limited to undated remains, of possible medieval date on the periphery of the Assessment Area. However this may reflect a lack of previous archaeological investigations, rather than an absence of buried remains. It is also possible that, in the case of Route Option 3, earlier remains

lay deeply buried beneath later alluvium which may be present, although geotechnical investigations will be required to establish this.

8 POTENTIAL IMPACTS

Direct effects on archaeological remains

Although the exact nature of the construction proposals are unknown at this stage it is probable that all five route options will have a severe impact on any archaeological remains present, as the ground is likely to be stripped to at least the level of the natural soils at the onset of construction. Damage to any archaeological remains present at this level is likely to occur if machinery is tracked over them at that stage. It may be possible to protect remains beneath impermeable membranes, although consideration needs to be given to the potential for continued damage caused by compression, particularly in the case of any waterlogged deposits which may be present.

Foundation trenches for bridges and culverts, landscaping, fencing, planting, service trenches and channels for run-off drainage and any off-site groundworks necessitated by the road-building, all have the potential to impact upon archaeological remains and any mitigation measures should take account of this.

Route Option 1 and 1b

Route Options 1 and 1b extend across areas of known archaeological remains. Although it is intended to construct Route Options 1 and 1b upon embankments, engineering concerns may still necessitate the removal of topsoil and subsoil, and the compaction issues noted above will apply.

The proposal, under Route Option 1, to re-route two stretches of the North Beck Drain, one adjacent to the possible watermill site (Fig. 1 Map Ref. 35), may

potentially impact upon any archaeological remains present. Waterlogged remains, if present, may be particularly vulnerable to desiccation, caused by de-watering resulting from this work.

Overall, the direct effects of the proposed works on buried archaeological remains are likely to be moderate to severe.

Options 2, 3 and 4

These three route options appear to have a lesser potential impact on known archaeological remains. However, there is potential for the road construction to impact upon previously unknown buried remains and deposits and the presence and nature of any such deposits will need to be determined.

Indirect effects on archaeological remains and other heritage assets

Route Option 1 will impact upon the ‘setting’ of two scheduled monuments, one of which it will cross, the Grade II* listed parish church, two Grade II listed structures within its churchyard. It also has the potential to impact upon the setting of a Grade II listed dwelling within Stallingborough village.

Route Option 1b, will avoid crossing the scheduled monument, but will still effect its ‘Setting’ as well as that of the other scheduled monument and the listed buildings and structures mentioned above.

No scheduled monuments or listed buildings are located within the vicinity of Route Options 2 to 4.

Mitigation

In order to determine the potential archaeological impact of the route options, staged evaluations should be undertaken, in accordance with the standards and guidelines of the Institute of Field Archaeologists, either for each option or the preferred option once selected. The exact nature of the evaluation will

determined by the requirements of North East Lincolnshire Council, although it is anticipated that this may involve non-invasive field-walking, geophysical survey and/ or earthwork survey in the first instance, followed, if appropriate, by invasive field evaluation by means of trial trenching.

This assessment has demonstrated the presence of significant archaeological remains on the alignments of Route Options 1 and 1b. These Scheduled Ancient Monuments are protected by statute and therefore any works, including those relating to archaeological evaluation, that will impact upon the monument involving ground disturbance or the removal of artefacts will require Scheduled Monument Consent granted by the Secretary of State for Culture Media and Sport, in consultation with English Heritage.

9 CONCLUSION

This assessment has demonstrated that Route Options 1 and 1b will impact upon a Scheduled Ancient Monument. Even by building the road up to protect the deposits the works and subsequent road will have considerable impact on the visual setting of the monument. Also compaction by the weight of the road and traffic could have a significant impact on the remains.

Scheduled Monuments are regarded as the most important archaeological remains in the country and the designation carries considerable weight. It is considered unlikely that the consent will be granted without a compelling argument. This document has demonstrated that alternatives are available which would not impact on these monuments, although it had not been possible to consult English Heritage at the time of writing this document.

Available information suggests that

Options 2 3 and 4 do not have the same level of archaeological remains present along their routes although further investigation will need to be carried out in order to determine this.

10 ACKNOWLEDGEMENTS

Archaeological Project Services would like to acknowledge the assistance of the clients planning consultant Opus International Consultants Ltd. who commissioned this report. The work was coordinated by Mark Williams and this report was edited by Denise Drury and Tom Lane. Access to the North East Lincolnshire Historic Environment Record was kindly provided by Hugh Winfield.

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Ordnance Survey, Second Edition, 1907,
25" to 1 mile, Lincolnshire Sheet XIII.15

Ordnance Survey, Second Edition, 1907,
25" to 1 mile, Lincolnshire Sheet XXI.4

Ordnance Survey, Second Edition, 1908,
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Aerial Photographs

Cambridge University Aerial Photographs:
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CUAC K17 AB 254 16/1/73 1249
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CU AQU 45 4/2/67

Other Photographs:
HER 0399/5/0

Recent online Aerial photography (c.2000)
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12 ABBREVIATIONS

AMAAA	Ancient Monuments and Archaeological Areas Act 1979
APS	Archaeological Project Services
CUAC	Cambridge University Aerial- photography Collection
DCMS	Department of Culture, Media and Sport
DoE	Department of the Environment
GSB	Geophysical Surveys of Bradford
HER	Historic Environment Record
HMSO	Her Majesty's Stationery Office

IFA Institute of Field
Archaeologists

LA Lincolnshire Archives

HER Historic Environment Record

Table 1: Details of Archaeological Sites, Finds, Historical References and Listed Buildings, within a 500m radius of the furthest limits of the proposed route options included on the Northeast Lincolnshire Historic Environment Record (HER), aerial photographs and other documented sources
As shown on Figure 1

Map Ref.	HER Reference No.	Grid Reference (TM)	Monument Types and Description	Period
1	01514/5/0-MNL276	TA 17618 13972	A brick semi detached house shown on 1887-9 25 inch to 1 mile OS	Post-Medieval
2	0514/3/0 – MNL278	TA 17694 13845	Blacksmiths workshop marked on 1887-9 25 inch to 1 mile OS	Post-Medieval
3	0514/4/0 – MNL279	TA 17667 13958	A brick built semi detached house with a slate roof	Post-Medieval
4	0528/1/0-MNL282	TA 1898 1334	A site marked as ‘Moats and Islands ’ on an estate map, apparently 3 sided and c.100m sq. Possibly medieval	Undated
5	0551/1/0-MNL326	TA 19300 13300	Crop marks indicating track ways and drainage works	Undated
6	0399/2/0 – MNL333	TA 1940 11810	Medieval churchyard cross in line with earthworks of a hollow way which approaches churchyard from the southwest. Remains of Sundial dated 1725 fixed to top of shaft. Scheduled Ancient Monument No. 34706, Grade II Listed Structure	Medieval
7	0400/3/03-MNL338	TA 19646 11647	A house with seventeenth century or earlier origins built using reused medieval masonry. Possibly clergy house referred to in 1647, Grade II Listed Structure	Post-Medieval
8	0399/1/0-MNL371	TA 19519 11689 (Centroid)	Stallingborough Shrunk Medieval Settlement, Post-Medieval Manor House and Formal Gardens. Scheduled Ancient Monument No. 34711. Remains continue beyond scheduled area (See Map Ref’s 11, 13, 25, 29 and probably 31 and 35)	Medieval/ Post-Medieval
9	0399/4/0-MNL374	TA 1942 1182	Ironstone gravestone, badly worn c. 1100-1140. Grade II Listed Structure	Medieval
10	0399/3/0-MNL379	TA 19503 11838	St. Peter and St. Paul’s Church, Stallingborough. Present parish church built 1779-81 on site of medieval predecessor. Grade II* Listed Structure	Medieval/ Post-Medieval
11	0400/1/0-MNL381	TA 19420 11860	Possible site of Ayscough manor within shrunk settlement. Demolished first half of 19 th century. Within Scheduled Ancient Monument No. 34711	Post-Medieval
12	0399/5/0-MNL382	TA18743 11548	A series of moats, dikes and mounds possibly indicating medieval fishponds, drainage channels and possible moated sites. Thirteenth to Eighteenth century pottery found when ploughed in 1965. Roman and medieval pottery and other artefacts found during watching brief in	Roman/ Medieval/ Post-Medieval

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			1995	
13	0400/2/0-MNL588	TA 19514 11970	Area of formal gardens immediately north of former manor house site. Shown extant on 1844 Tithe map, but now cut by railway line and ploughed. Shows as crop marks but excluded from scheduled area	Post-Medieval
14	0554/1/0-MNL1234	TA 17800 12400 (Centroid)	Crop mark site, details unknown may extend into Assessment Area	Undated
15	2000/3/0-MNL1302	TA 1950 1195	Cleethorpes to Barton railway line, shown on 1889 6 inch OS	Post-Medieval
16	0566/1/0-MNL1897	TA 118837 11706	Sheep wash marked on 1906-8 25 inch OS	20 th Century
17	0364/1/0 – MNL1793	TA 21307 12959	Land drain marked on 1887-9 25 inch OS	Post-Medieval
18	0368/1/0-MNL 1796	TA 19673 12482	North Beck Drain marked on 1844 Tithe Map and 1887-9 25 inch OS. Presumably improvement of natural stream channel	Post-Medieval?
19	0400/5/0 – MNL1834	TA 19557 11751	Vicarage marked on 1887-9 25 inch OS	Post-Medieval
20	0400/6/0-MNL 1835	TA 19866 11540	Wentworth Cottage marked on 1887-9 25 inch OS	Post-Medieval
21	0400/7/0-MNL1836	TA 19719 11462	Pinfold marked on 1887-9 25 inch OS	Post-Medieval
22	0537/1/0-MNL1879	TA 17912 12701	Gatehouse Farm marked on 1887-9 25 inch OS	Post-Medieval
23	0561/1/0-MNL 1885	TA 19618 12526	Fox Covert marked on 1887-9 25 inch OS	Post-Medieval
24	0567/1/0-MNL1898	TA 18962 11580	Sheep wash marked on 1906-8 25 inch OS	20 th century
25	Aerial Photo CUAC REF. K17 AB 254 and K17 AB 258	TA 192 119	Extensive enclosures, hollow ways and other earthworks characteristic of abandoned medieval settlement. Ploughed out in 1978, not scheduled but clearly a continuation of the scheduled remains to the west (Fig. 1 Map Ref. 8). Ridge and furrow is evident to the south and west, although this may partially overlie earlier settlement remains (Everson 1981, 30)	Medieval
26	Aerial Photo CUAC REF. K17 AB 254	TA 19730 11718	Earthworks evident in fields to north of Church Lane, east of the scheduled area but presumably associated with medieval settlement and manor. Recorded on RCHME Survey (Everson 1981, 30)	Medieval/ Post-Medieval
27	Aerial Photo CUAC REF. K17 AB 254	TA 19823 11730	Ridge and furrow earthworks evident in fields to north of Church Lane. Recorded on RCHME Survey (Everson 1981, 30)	Medieval
28	Aerial Photo CUAC REF. K17 AB 254	TA 19750 11350	Ridge and furrow earthworks evident in fields to south of Pinfold Lane. Recorded on RCHME Survey (Everson 1981, 30)	Medieval
29	Aerial Photo CUAC REF. K17 AB 258 (Partial)	TA 18860 11980	Possible settlement earthworks known from aerial photographs. Recorded on RCHME Survey (Everson 1981, 30)	Medieval?

ARCHAEOLOGICAL ASSESSMENT OF ROUTE OPTIONS FOR THE A18 – A180 LINK ROAD, NORTH EAST LINCOLNSHIRE

30	Aerial Photo CUAC REF. K17 AB 254	TA 19118 11268	Ridge and furrow earthworks known from aerial photographs. Recorded on RCHME Survey (Everson 1981, 30)	Medieval
31	Aerial Photo CUAC REF. K17 AB 258	TA 19178 111960	Possible settlement remains known from crop marks evident on aerial photographs	Medieval?
32	Aerial Photo CUAC REF. K17 AB 258	TA 18905 11995	Ridge and Furrow known from crop marks evident on aerial photographs	Medieval
33	Aerial Photo CUAC REF. K17 AB 258	TA 19200 12300	Crop mark of east west aligned linear most probably drainage ditch or former watercourse evident on aerial photographs	Undated
34	Aerial Photo CUAC REF. K17 AB 254	TA 19780 11193	Crop mark of northwest southeast aligned linear evident on aerial photographs	Undated
35	Aerial Photo CUAC REF. K17 AB 258	TA 19306 11918	Two parallel crop marks turning to south, partially shown as two banks on the 1889 6 inch and 1907 25inch OS, watercourse shown in position of southern turn on 1844 tithe map, which records the field name as 'Mill Close'. Possible Medieval water mill site	Undated
36	Geophysical Surveys of Bradford Rep. No. 94/38	TA18882 11534	Anglian Water Humber Bank Strategic Works: Geophysical Survey Area E; inconclusive due to recent disturbance	20 th century
37	Geophysical Surveys of Bradford Rep. No. 94/38	TA 19048 11610	Anglian Water Humber Bank Strategic Works: Geophysical Survey Area D; Archaeological features including ditches pits and probable enclosures shown. Presumably Medieval settlement remains known from earthworks prior to ploughing (Fig. 1 Map Ref. 25)	Undated
38	Archaeological evaluation report (Site Code STBM06)	TA 19600 11600	Medieval features found during evaluation (Berger 2006)	Medieval
39	Archaeological watching brief reports (Site Codes SSR99 and SSR01)	TA1980 1135	Undated gully and a modern refuse pit recorded by Archaeological Project Services during two watching briefs a Stallingborough Lodge Nursing Home (Snee 2000 and Cope-Faulkner 2001)	Undated/ 20 th century
40	Everson 1981, 30	TA 19371 11691	Fragments of Late Saxon or Saxo-Norman cooking vessels found within house site identified in recently ploughed field	Late Saxon/ Saxo-Norman
41	http://maps.live.com	TA 19226 12235	Distinct 'U' shaped crop mark, possibly of prehistoric origin	Undated

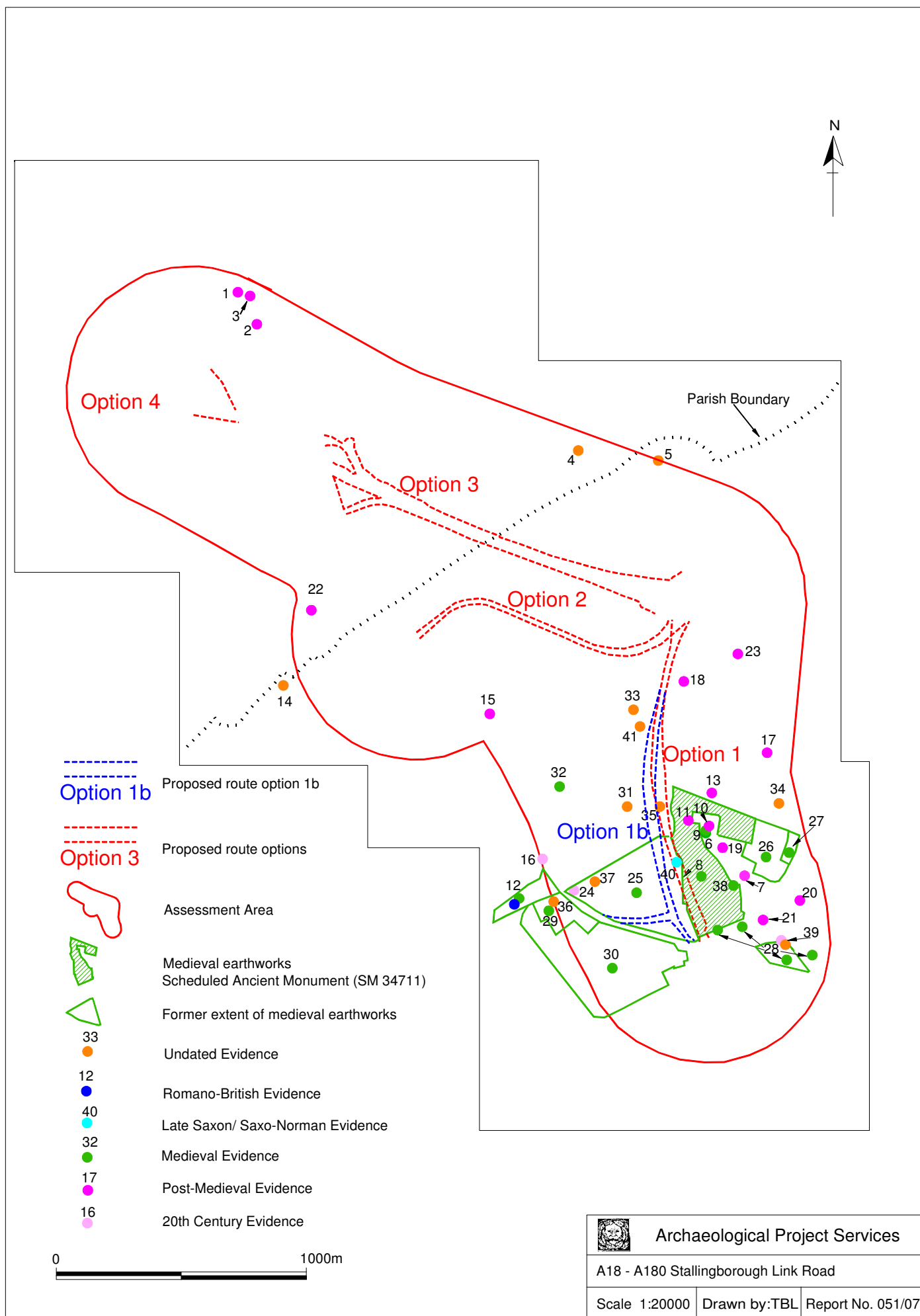
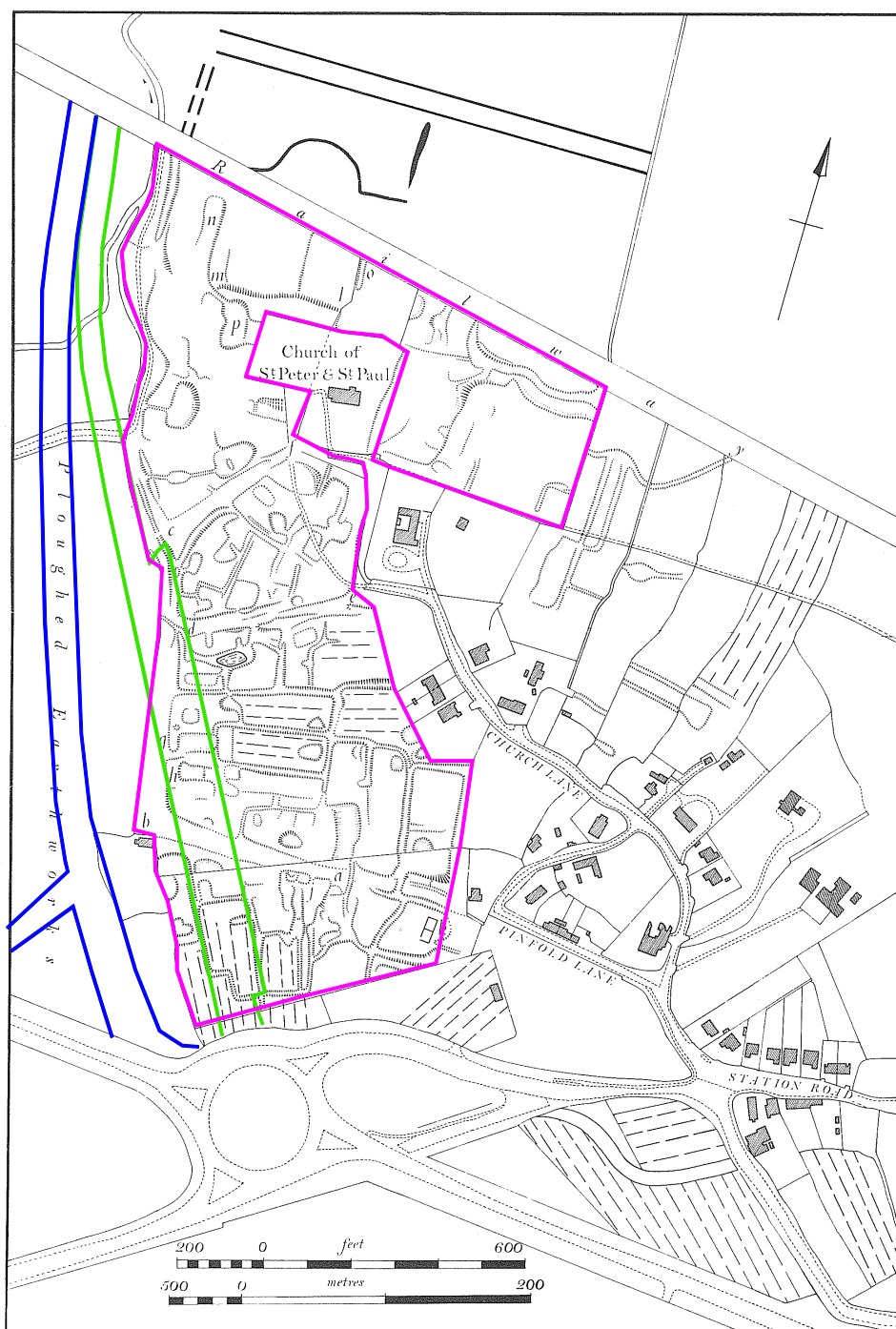


Fig. 1 Map of Assessment Area showing position of Route Options 1-4 in relation to cultural heritage setting



(Based on Everson 1981, Fig.3)

- Boundaries of Scheduled Ancient Monument (SAM 34711)
- Proposed Route Option 1
- Proposed Route Option 1b

0 200m

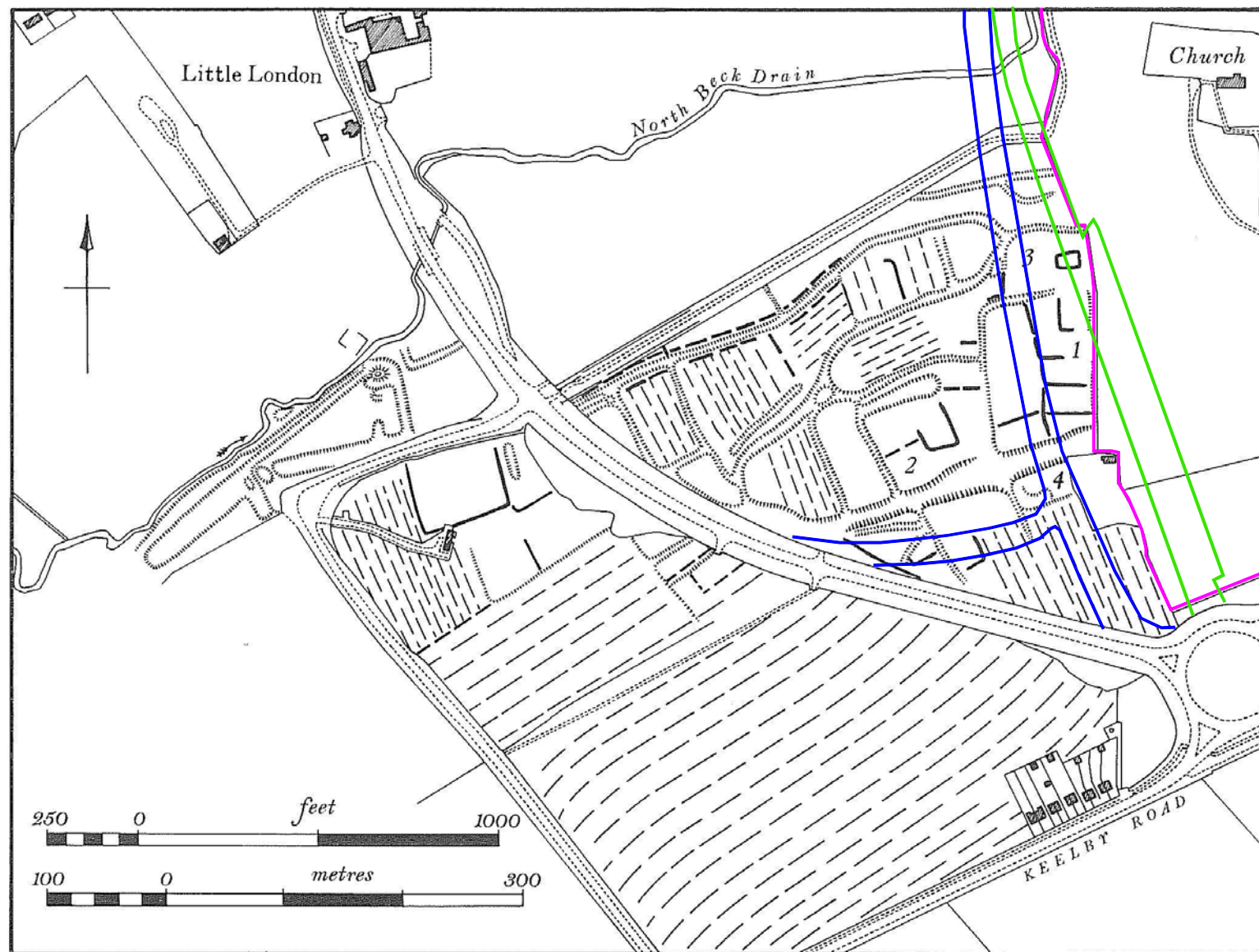


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Scale 1:5000 Drawn by: TBL Report No. 2138

Figure 2 Plan of Scheduled area showing proposed route options



Plan by Everson, based on aerial photographs (Everson 1981, Fig. 2)



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Project Name: A18-A180 Stallingborough Link Road

Scale 1:7500 Drawn by: TBL Report No. 051/07

- Boundaries of Scheduled Ancient Monument (SAM 34711)
- Proposed Route Option 1
- Proposed Route Option 1b

Figure 3 Plan of former earthworks immediately west of Scheduled area now lost to ploughing

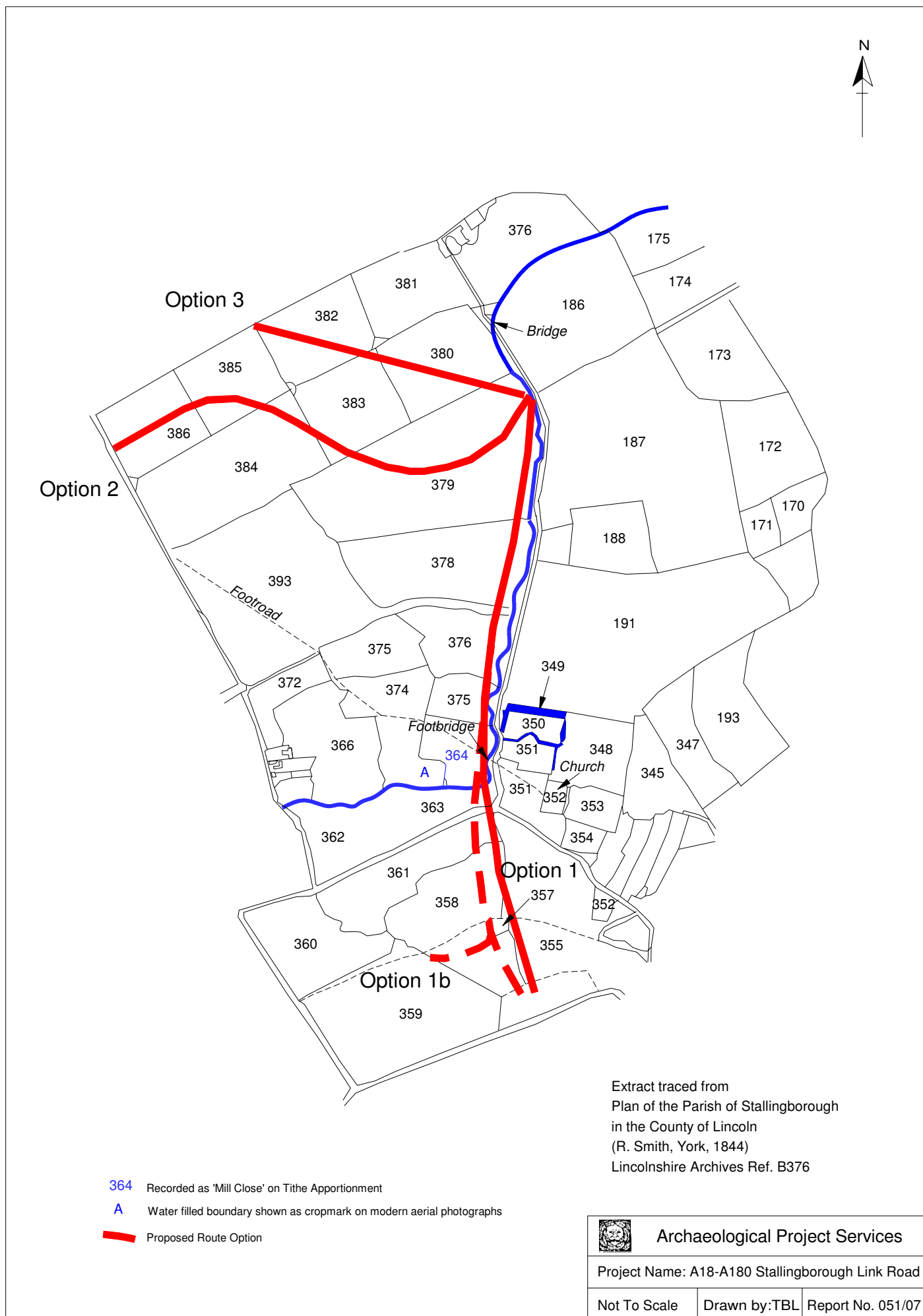


Figure 4 Extract from Stallingborough Tithe Map (1844) showing proposed route options

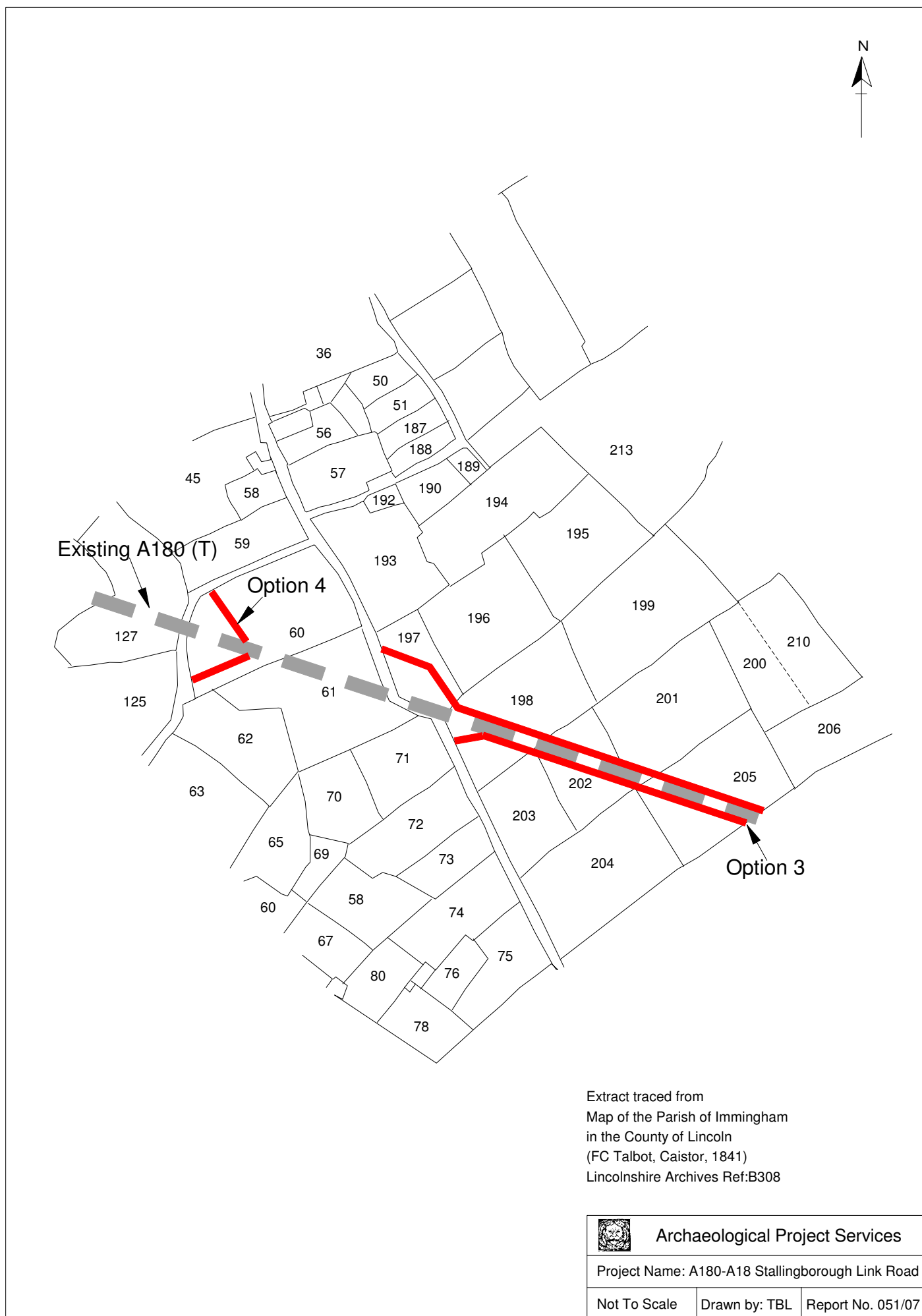


Figure 5 Extract from Immingham Tithe Map of 1841 showing route options

