

JOB : **The Lychgate
St Mary Fleet**

CLIENT : **The Vicar & PCC
St Mary Magdalene Fleet**

DATE : **September 2021**

JOB NO : **IWL/211381**

DOCUMENT : **Design & Access Statement**

1.0 INTRODUCTION

- 1.1 This Statement has been prepared in support of an Application for Planning Permission & Listed Building Consent regarding external restoration works to the North boundary Lychgate to the Churchyard of St Mary Magdalene, Fleet, Spalding, Lincolnshire PE12 8NN
- 1.2 The Lychgate was subject to an arson attack in July 2019 which resulted in its complete destruction. It consisted of an open timber framed structure with 4.no corner posts supporting a hipped and pitched timber roof structure with a thatched roof covering.
- 1.3 The Lychgate is not a listed building/ structure but is located within the curtilage of the Church of St Mary Magdalene Fleet, which is listed grade 1; together with the adjacent Church Tower which is separately listed also grade 1. A copy of the listing schedules for the Church & Tower are included with the Heritage Impact Assessment, in the Appendix to this Report.
- 1.4 The new construction of the Lychgate has been submitted to the Diocese of Lincoln for approval and has received a faculty approval under The Ecclesiastical Exemption (Listed Buildings and Conservation Areas) (England) Order 2010. This theoretically exempts the Church and structures within the Churchyard from Listed Building Consent. However as part of the new Lychgate falls outside the North boundary wall we have taken the view that an application for joint Planning & Listed Building Consent would be prudent; to ensure that all necessary consents & approvals are included.
- 1.5 A Heritage Impact Assessment is included in the Appendix to this Design & Access Statement; to assist the Local Authority in assessing the impact of the proposed restoration works on the adjacent listed Church & Tower.

2.0 DESIGN & ACCESS STATEMENT

2.1 Use

The existing building is a place of worship. The lychgate is an open porch traditionally used as a place to rest with a coffin prior to the funeral service.

2.2 Amount of Development

The Proposals consist of the rebuilding and restoration works to the open timber structure of the Lychgate; but incorporating a more sustainable stone pad to each corner post as the original structure has timber posts taken into the ground which were subject to timber decay.

2.3 Layout

The layout reflects the design of the previous construction but does regularise the setting out as the earlier structure was not entirely 'square'.

2.4 Scale

There are no proposed alterations to the previous scale of the original structure.

2.5 Landscaping

There will be no alterations to the landscape surrounding the Lychgate or its relationship with the adjacent listed Church and separately listed Church Tower.

2.6 Appearance

The works consist of rebuilding works in natural oak to the 4.no corner posts together with works to replicate the original open trussed & braced roof structure, again in natural oak. As mentioned above the proposal is to install stone pads to lift the base of the timber corner posts above ground level.

2.7 Access

The works are not intending to amend or alter the existing access to the property.

3.0 CONCLUDING COMMENTS

- 3.1 Externally, the current proposals consist solely of restoration works to the former Lychgate on the North boundary of the churchyard to St Mary Magdalene Fleet.
- 3.2 The previous structure was of 'basic' design especially with an irregular plan and also consisting of posted taken onto the soil. This would be unlikely to receive Diocesan Faculty Approval or Planning Consent if applied for in its original state. The opportunity is therefore being taken to ensure that the replacement structure is more sustainable in the long term.

Ian W Lucas

Chartered & Accredited Conservation Architect
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Appendices

- Heritage Impact Assessment
- Photographs
- Location Plans & Drawings
- Historic Maps OS 1902 & 1929.
- Listing Schedule for St Mary Magdalene & the Church Tower.
- Guide to the Church of St Mary Magdalene Fleet.
- History Notes

Project: The Lych Gate
St Mary Fleet

Client: The Vicar & PCC
St Mary Magdalene Fleet

Date: September 2021

Job No: IWL/211381

Document: Heritage Impact Assessment

1.0 INTRODUCTION

- 1.1 This report has been prepared upon the instructions of Criterion Adjusters Ltd, on behalf of their Insured Policyholder, The Vicar & Wardens of St Mary Magdalene, Fleet, Spalding Lincolnshire.
- 1.2 The report relates to the joint Application for Planning & Listed Building Consent relating to the restoration & rebuilding works to the Lych Gate to the North boundary of the Church of St Mary Magdalene, Fleet, Lincolnshire PE12 8NN
- 1.3 The proposed repairs are required due to an arson attack in July 2019 which completely destroyed the previous open timber framed & thatched structure.
- 1.4 This Assessment forms part of the Design & Access Statement concerning the joint Application for Planning Permission & Listed Building Consent for approval to restore the Lych Gate.
- 1.5 The Churchyard and Church buildings are an active place of worship. While the Lych Gate is not specifically listed it is within the curtilage of the two listed buildings; comprising the Church and separate Church Tower.
- 1.6 Smithers Purslow, Consulting Architects, Surveyors & Engineers, have been appointed by the Insurance Company; to advise on the restoration & rebuilding works required to the structure.
- 1.7 This Assessment has been carried out by Ian William Lucas, who is an Accredited Conservation Architect (AABC) with experience regarding the repair, maintenance and adaptation of existing listing buildings. He is also a member of the Institute of Historic Building Conservation (IHBC). Ian Lucas has been an Accredited Conservation Architect since 2002 and a Chartered Architect (RIBA & ARB) since 1988.

2.0 THE HISTORY & SIGNIFICANCE OF ST MARY MAGDALENE, FLEET

2.1 The History of the Existing Buildings

- a. The Parish Church of St Mary Magdalene Fleet dates from the late C12th and is listed grade 1. It is unusual in having an external Tower which is separate from the main church building. This has resulted in both structures being separately listed.
- b. Fleet Village is a collection of linear developments largely around the square that forms the Churchyard. The settlement therefore literally has the Church at its centre and is little larger than a Hamlet. It is located approximately 1 mile to the East of Holbeach. The larger Village settlement of Fleet Hargrave is located about ½ mile to the North.
- c. The settlement of Fleet is listed in the Domesday book of 1086 and is referred to as 'Fleot' (Old English: the stream, estuary or creek) and is listed as part of the 'wapentake of Elloe' in the Parts of Holland of Lincolnshire.¹
- d. The Church of St Mary Magdalene was restored in 1860 when the Chancel was rebuilt. Nicolas Pevsner refers to the Church as 'over restored'.
- e. Pevsner also recorded an 1854 red-brick rectory designed by Benjamin Ferrey and a motte south-west of the village where 11th- and 12th century pottery has been found. The English Heritage record for the now ploughed-down motte site details finds from the Iron Age to the 18th century ².
- f. The Tower is located to South West corner of the Church building and is believed to date from C1300

¹ A wapentake was the equivalent of the Anglo-Saxon hundred in the northern Danelaw. In the Domesday Book, the term is used instead of hundreds in the five boroughs of Derby, Leicester, Lincoln, Nottingham and Stamford and also sometimes in Northamptonshire and parts of Yorkshire.

² Pevsner, Nikolaus; Harris, John; *The Buildings of England: Lincolnshire* p. 526, 527; Penguin, (1964); revised by Nicholas Antram (1989), Yale University Press.

- g. The Lych Gate is believed to date from the early C20th. It is not shown on the 1st series Ordnance Survey map of 1904 but a Lych Gate is clearly shown on the 2nd series OS map of 1929. However this does not conclude the absence of an earlier structure particularly as the road is known as 'Church Gate'.
- h. Historical sources do not mention the history of the Lych Gate, located midway along the North boundary wall. From the surviving records and photographs, the original structure appears to have been a locally crafted structure. The 'setting out' was irregular and the corner posts were not properly supported... but merely driven into the ground in the manner of telegraph poles!
- i. While medieval Lych Gates were often used to store the coffin for many days prior to its burial, there is no evidence that the Lych Gate at St Mary Fleet was ever intended for that purpose. The current gate is set in the dividing boundary wall which was straddled by the thatched structure. There is therefore no covered space to set down the coffin.

2.2 Geographical Significance & Setting

- a. The surrounding land use is largely arable agriculture. The topography is flat and the Holbeach Fen is located to the South. This forms part of the South Holland Internal Drainage Board which is a vast area of controlled drainage land recovered from the marshy lands of The Wash.
- b. Fleet sits almost equally between the River Welland to the NW and the River Nene to the South East. These are the principal watercourses in South Lincolnshire; flowing North East into the North sea via The Wash.
- c. The area immediately to the South of Fleet is characterised by a myriad of drainage ditches mostly flowing into the South Holland Drain which is an artificial 'improved' watercourse flowing due East into the Nene.
- d. Fleet Village and its Church sit on a small high point slightly elevated from the surrounding flat fenland and known as 'The Delph Bank' which may have formed a small 'island' when the area was characterised by swamp and poorly drained marsh.

2.3 Architectural Significance

- a. While the significance of the existing early C12th century church and the C14th Tower are undisputed. The architectural 'quality' of the original Lych Gate is a matter of 'memory'. Its appearance, assessed from surviving photos, appears to be plain and simple with no architectural pretensions. Apart from the thatched roof there are few other distinguishing 'features'.
- b. The significance of the Lych Gate is therefore largely due to its setting, within the curtilage of the two grade 1 listed structures; and within the heart of the early C11th settlement.

2.4 Social Significance

- a. The Lych Gate marked the boundary between the sacred and the profane. It was the place where the community crossed from the village into the sanctity of the Churchyard. The gates were necessary to keep out roaming farm animals ³.
- b. The Lych Gate also marked the crossing of the coffin from the community into the sanctified and 'hallowed ground' of the Churchyard. The word 'Lych' means corpse in Anglo-Saxon. It is literally the 'gate for the dead'.
- c. The significance of the Lych-Gate at Fleet Church is therefore largely social; marking the point of contact between the secular village and the hallowed churchyard.

³ The planting of Yew trees in Churchyards was a deliberate tactic historically as they are poisonous to most grazing animals.

3.0 IMPACT OF THE PROPOSALS ON THE EXISTING LISTED PROPERTY

3.1 Description of the Proposals

- a. The proposals consist of the reinstatement of the fire damaged and destroyed timber and thatched Lych Gate to the North boundary of the Churchyard of St Mary Magdalene Fleet.

3.2 Impact of the Proposals

- a. The works are intended to have a “*positive impact*” on the setting of the existing grade 1 listed Church and Church Tower.
- b. The proposals will also reinstate an important social structure within the village; that traditionally marked the point of departure for the dead within the community.

4.0 CONCLUDING COMMENTS

- 4.1 The proposals entirely consist of the restoration and rebuilding of the former Lych gate structure that was destroyed by arson in July 2019.
- 4.2 The new construction will seek to replicate the former structures while also overcoming some of the deficiencies noted; being the irregular setting out and the poor detail of the corner posts driven directly into the soil.
- 4.3 I conclude that the impact on the listed structures is largely unchanged and therefore recommend that the applications be approved.

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Photographs



St Mary Magdalene Church & Lych Gate in context c2009



The Lych Gate c2009



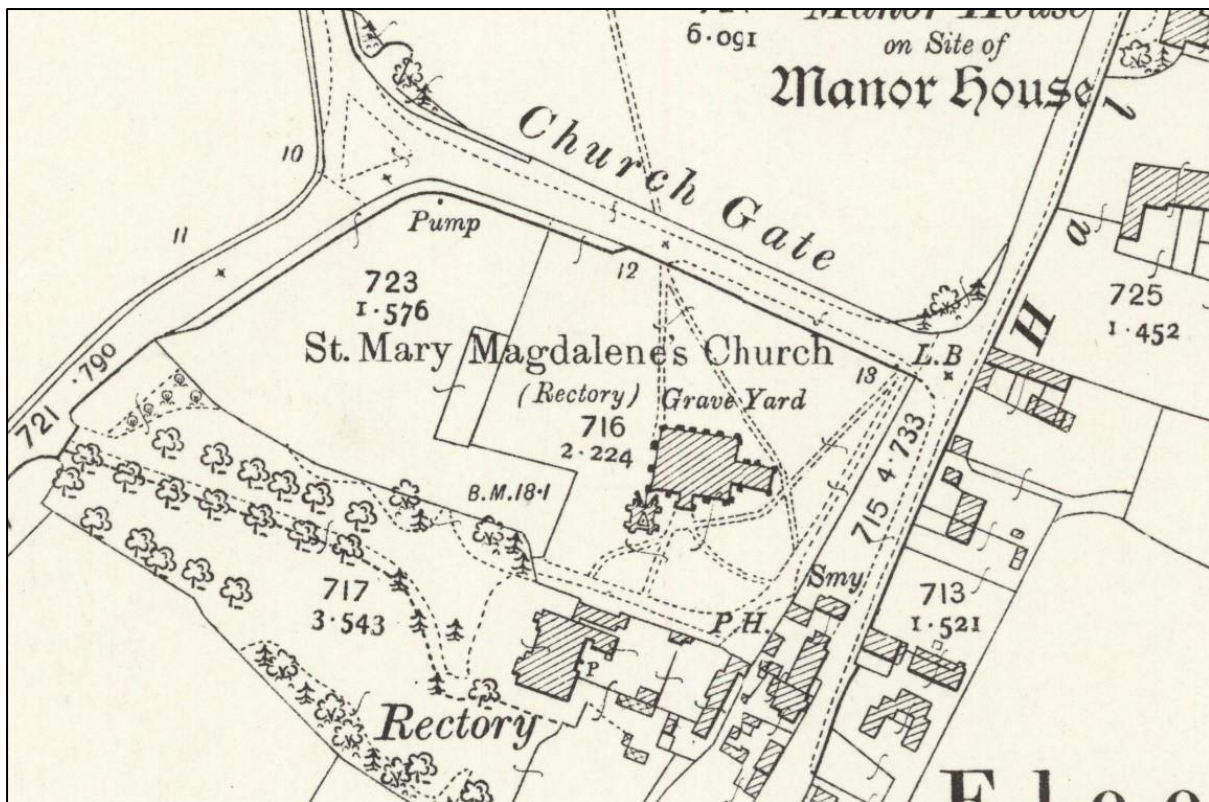
The destroyed Lych Gate c2021

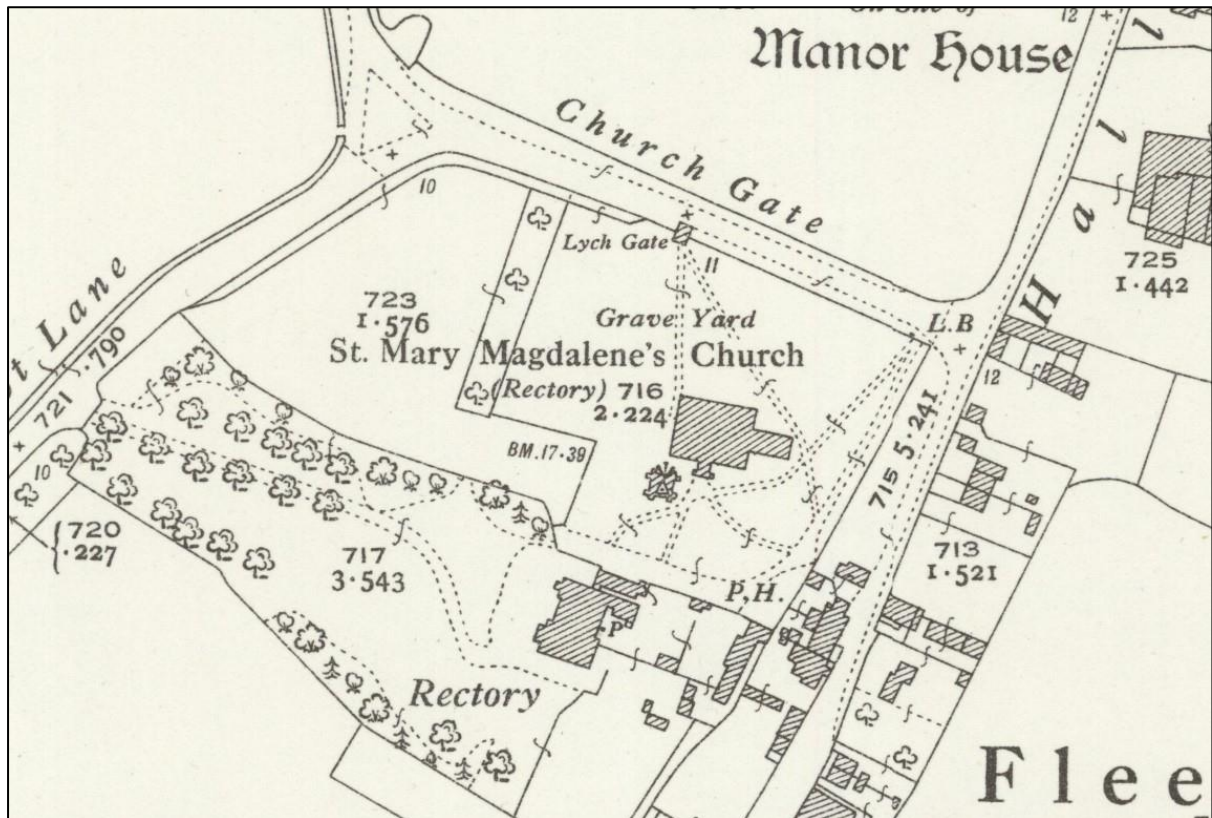


Site following the Fire c2021 – view from Churchyard



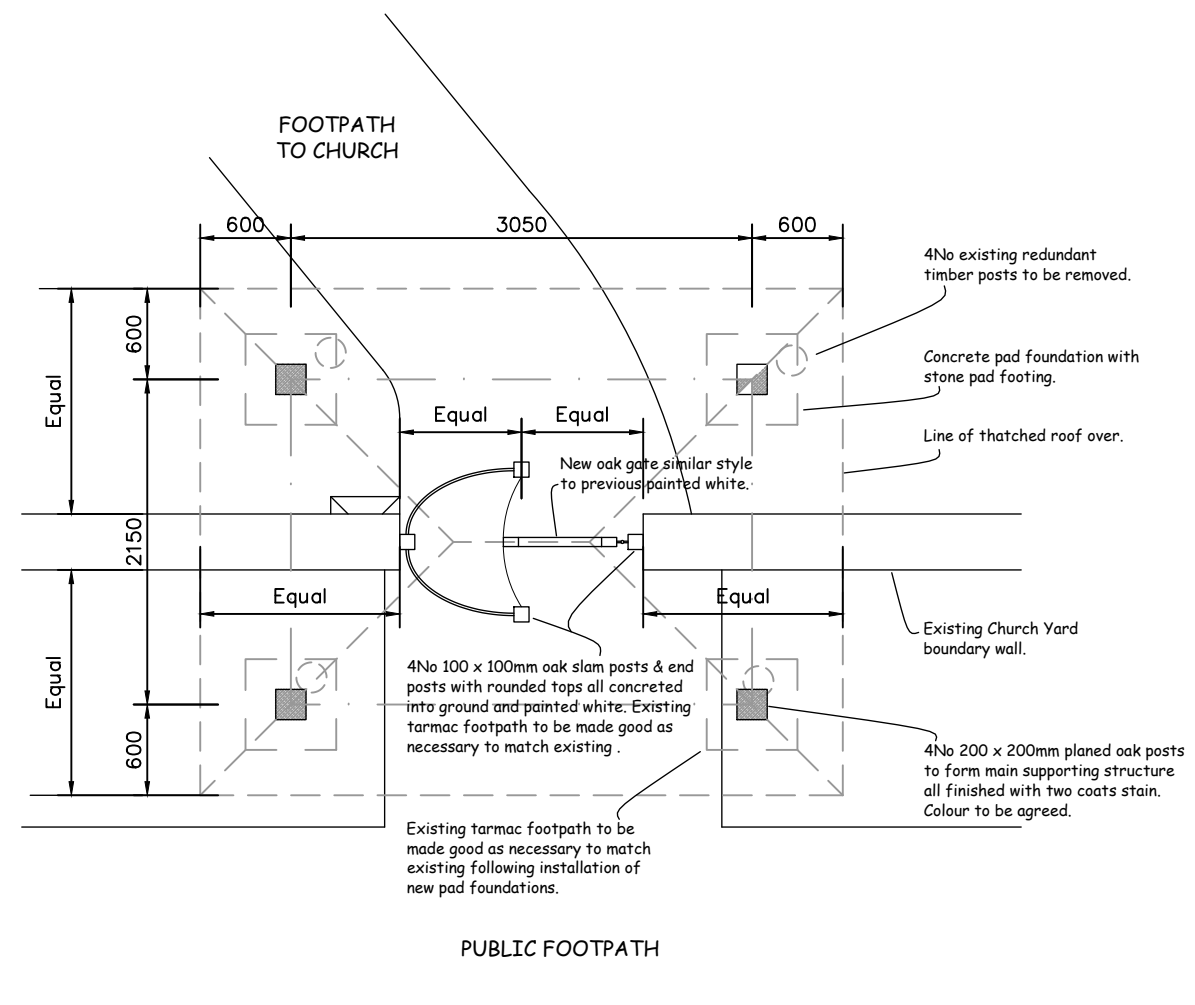
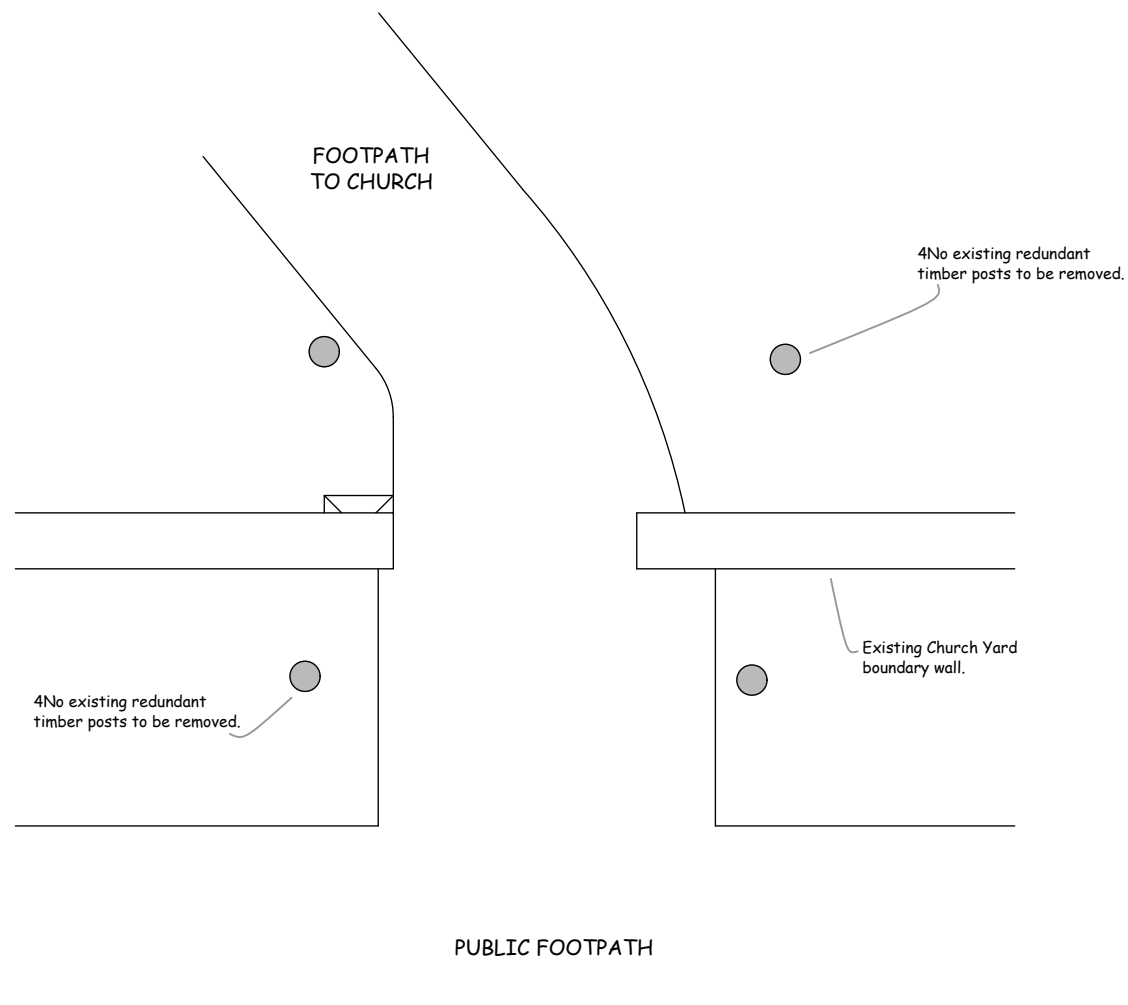
Site following the Fire c2021 – view from Church Gate Lane

1st series OS c1904 Fleet Village1st series OS St Mary Magdalene Fleet Churchyard c1904



2nd series OS St Mary Magdalene Fleet Churchyard c1929



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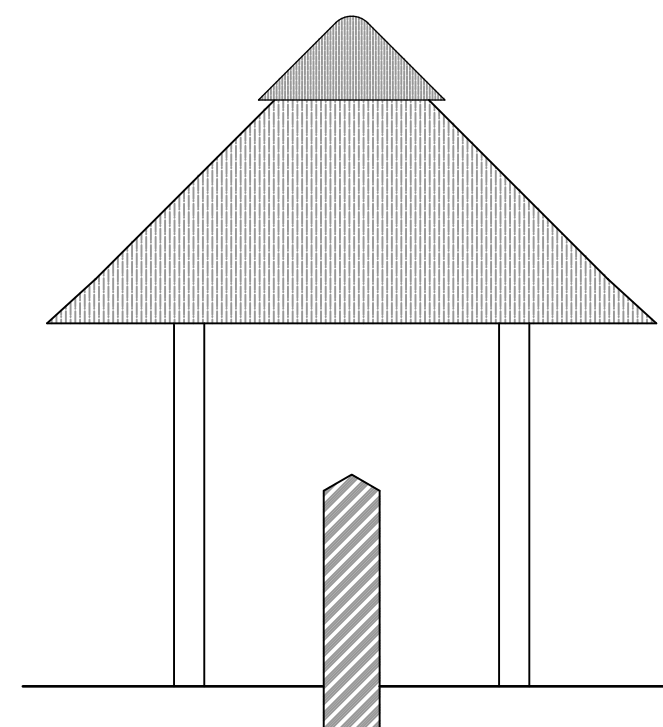
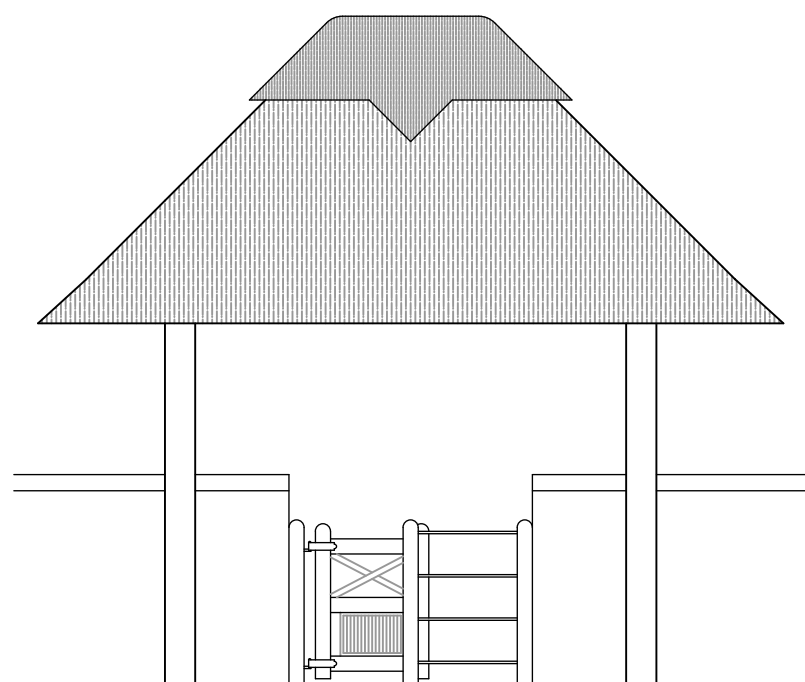
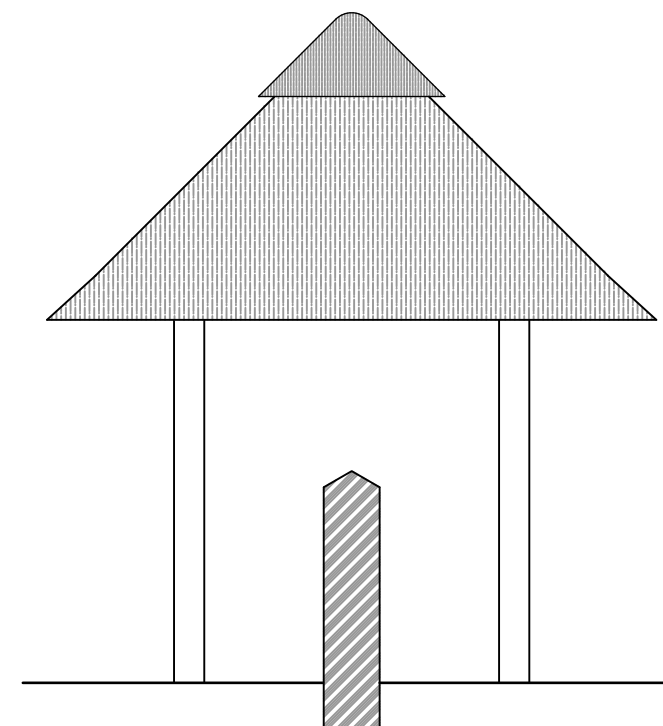
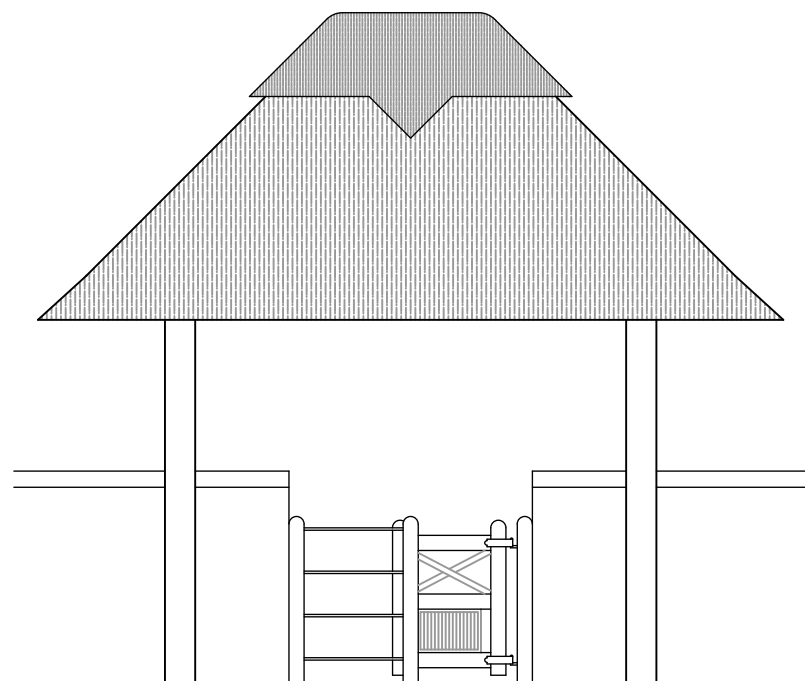
Client
THE VICAR & PCC
ST MARY MAGDALENE
FLEET, HOLBEACH

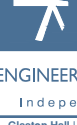
Project
RESTORATION WORKS TO
THE LYNCH GATE

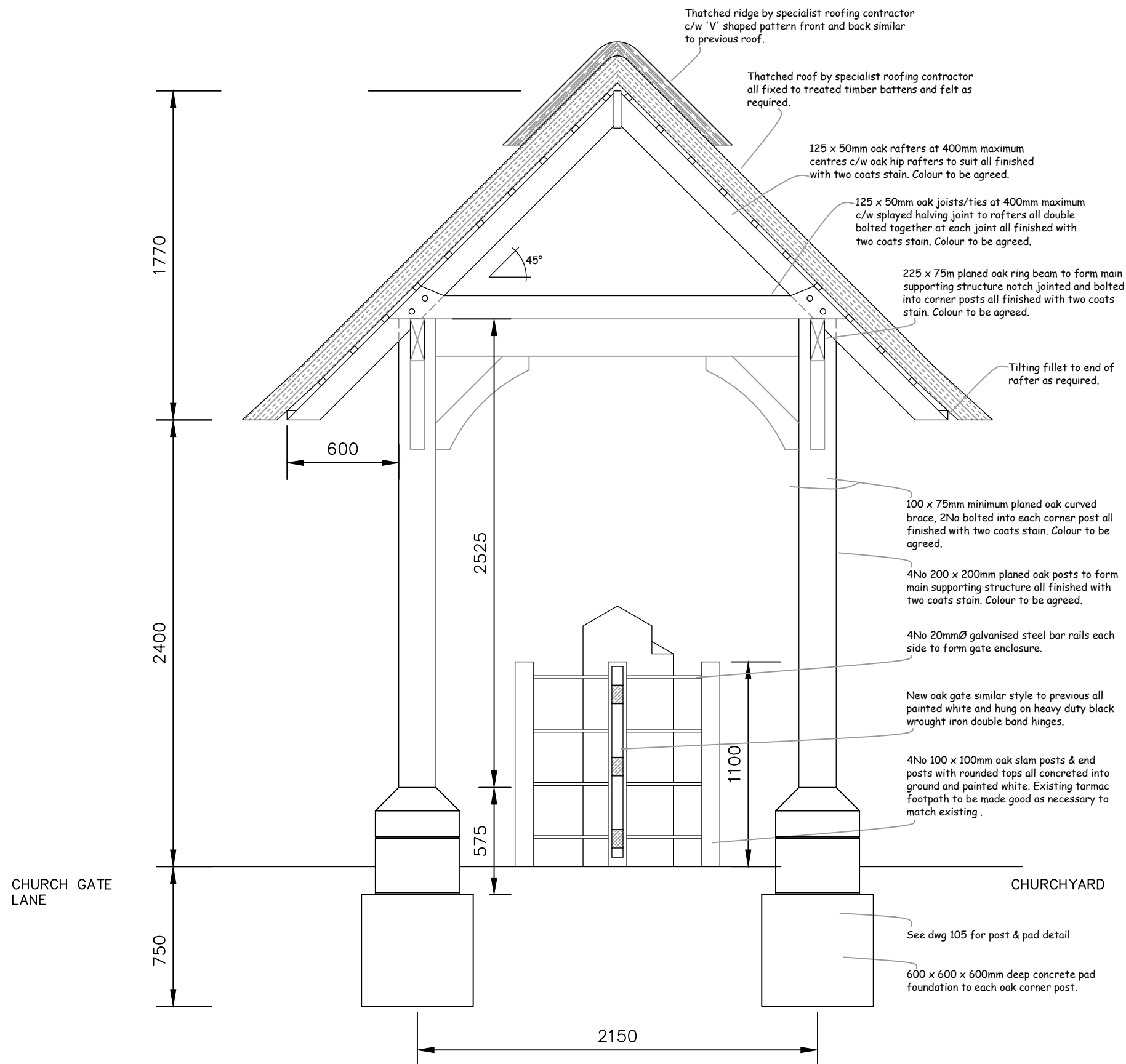
Drawing Title

**SITE LAYOUT PLAN
AS EXISTING & PROPOSED**

Scale 1:50	@A3	Date 9.21	Drawn IWL	Check
Job No. 211381		Drawing No. 102		Rev.

[illegible]

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Client THE VICAR & PCC ST MARY MAGDALENE FLEET, HOLBEACH			
Project RESTORATION WORKS TO THE LYCH GATE			
Drawing Title ELEVATIONS AS PROPOSED			
Scale 1:50 @A3	Date 9.21	Drawn IWL	Check
Job No. 211381	Drawing No. 103		Rev.



Notes
● All dimensions to be checked on site ● No dimensions to be scaled from this drawing unless otherwise stated



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CHURCH OF ST MARY MAGDALEN

Overview

Heritage Category:
Listed Building

Grade:
I

List Entry Number:
1146568

Date first listed:
30-Jun-1966

Statutory Address:
CHURCH OF ST MARY MAGDALEN, HALLGATE

Map



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Location

Statutory Address:
CHURCH OF ST MARY MAGDALEN, HALLGATE

The building or site itself may lie within the boundary of more than one authority.
County:
Lincolnshire

District:
South Holland (District Authority)

Parish:
Fleet

National Grid Reference:
TF 38888 23680

Details

FLEET HALL GATE TF 32 SE (east side)

10/29 Church of St. Mary 30.6.66 Magdalen

G.V. I

Parish church. c.1180-1190, mid C14, restored 1798, 1843 and 1860-2 by C. Bennett of Lynn. Limestone rubble and ashlar. Concrete tile and lead roofs with stone coped gables with cross finials and single small stacks to north-west and south-west. Nave with north and south aisles and south porch, chancel. Moulded plinth and regularly placed 2 stage buttresses run round the entire church. All the window tracery restored in C19. West front clasped by north and south aisles. String course rises under a large pointed late C14, heavily restored in C19, west window with 5 ogee headed, cusped lights with transom, panel tracery and hood mould. Pointed doorway to right with hood mould running into string course and plank door. Pointed window beyond with 3 cusped ogee headed lights, C19 tracery and hood mould. A similar window in the west of the north aisle. North side with 2 pointed windows to the right, each with 3 cusped ogee headed lights, C19 flowing tracery and hood mould. Pointed doorway to left with double chamfered surround, hood mould running into string course and double panelled doors. Truncated window above with pointed head, 3 cusped ogee headed lights, C19 flowing tracery and hood mould. 2 similar full length windows beyond. East end of north aisle with pointed window with 3 cusped elongated ogee headed lights, C19 geometric tracery and hood mould. Chancel rebuilt in 1843. North side of chancel with outline of 3 blocked arcade bays with hood moulds. 3 C19 windows, 2 with shallow triangular heads and 3 trefoil headed lights with geometrical tracery and hood mould. One to the left with pointed head, 3 ogee headed lights, C19 reticulated tracery, hood mould and head label stops. East end with large pointed window with 3 cusped ogee headed lights, C19 reticulated tracery, hood mould and head label stops. Small blind, cusped, ogee headed opening above. South-east buttress with ornate mid C14 cusped, crocketed and finialled niche. South side with pointed C19 window to the right with 2 pointed, cusped lights, quatrefoil, hood mould and head label stops. Eaves above this bay with foliate sculptured motifs of c.1190. 2 C19 windows to left with pointed heads, each with central ogee headed light, flanked by single round headed lights, flowing tracery and hood moulds. West end of south aisle with pointed window with 3 cusped, ogee headed lights, C19 flowing tracery and hood mould. South side with part of a blocked doorway to the right with fragmentary hood mould. 2 windows to the left with pointed heads, 3 cusped, ogee headed lights and C19 flowing tracery 2 similar windows beyond the gabled porch to left, the latter with small lancets in return walls. Pointed doorway with double chamfered head, semi-circular responds, hood mould and head label stops. Interior flanking stone benches and pointed double chamfered doorway with hood mould, head label stops and double plank doors. Interior 5 bay north and south arcades of c.1180 with tall round piers and semi-circular responds; pointed double chamfered heads. Chancel arch of c.1180 with semi-circular responds and pointed double chamfered head with hood mould. Windows in chancel with hood moulds and head label stops. Mid C14 sedilia restored C19 with 3 crocketed and finialled gables. Trefoiled heads beneath and ornate pinnacles. Piscina to left with ornate crocketed and finialled gable, trefoil head and damaged gables. C15 octagonal font with traceried panels and octagonal pedestal. C19 parclose screens. Early C14 sculptured fragment of robed figure. C19 reredos, altar rail, pews and choir stalls. C19 roofs supported on fine C14 stone corbels of crouching figures. 5 sided pulpit with fielded panels and plain pilasters; octagonal sounding board. Monuments include one in black and white marble to Hannah Frost, died 1831; one a white and black marble diamond to Thomas Bockington, died 1745. A white marble oval with draperies, cherub and cartouche to Wilhelmi Iaij, died 1706. Another in black and white marble with pediment to Richard Dods, died 1853.

Listing NGR: TF3888123680

Legacy

The contents of this record have been generated from a legacy data system.
Legacy System number:
197992
Legacy System:
LBS

Legal

BELL TOWER

Overview

Heritage Category:
Listed Building

Grade:
I

List Entry Number:
1064521

Date first listed:
07-Dec-1987

Statutory Address:
BELL TOWER, HALLGATE

Map



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Location

Statutory Address:

BELL TOWER, HALLGATE

The building or site itself may lie within the boundary of more than one authority.

County:

Lincolnshire

District:

South Holland (District Authority)

Parish:

Fleet

National Grid Reference:

TF 38868 23666

Details

FLEET HALL GATE TF 32 SE (east side)

10/30 Bell Tower of Church of St. Mary Magdalen (formerly listed with the church of St. Mary Magdalen)

G.V. I

Detached bell tower with spire. c.1300, restored 1798 and 1843. Limestone ashlar. 3 stages. Plinth and moulded string course. Multi-stage angle buttresses with north-east polygonal stair turret with ogee headed and trefoil headed slit lights. East doorway with pointed, double chamfered head, hood mould and double plank doors. Cusped ogee headed lancet and clock above. South side with pointed Y traceried window with hood mould and ogee headed lancet above. West and north sides with single ogee headed, cusped lancets. Bell openings on all 4 sides, each a pointed richly moulded opening containing 2 pointed, cusped lights with transom and quatrefoil, hood mould running into string course. Moulded eaves with small grotesque heads and 2 projecting heads on each side. Battlements with ornate corner pinnacles and small cusped flyers. Recessed octagonal spire with 3 tiers of small quatrefoil lucarnes on alternating sides. Finial and weathervane. Interior contains no special features of note.

Listing NGR: TF3886823666

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Legacy System number:

197993

Legacy System:

LBS

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

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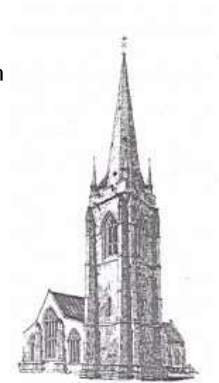
[Home \(https://www.heritagesouthholland.co.uk/\)](https://www.heritagesouthholland.co.uk/) » [St Mary Magdalene Fleet](#)

St Mary Magdalene Fleet

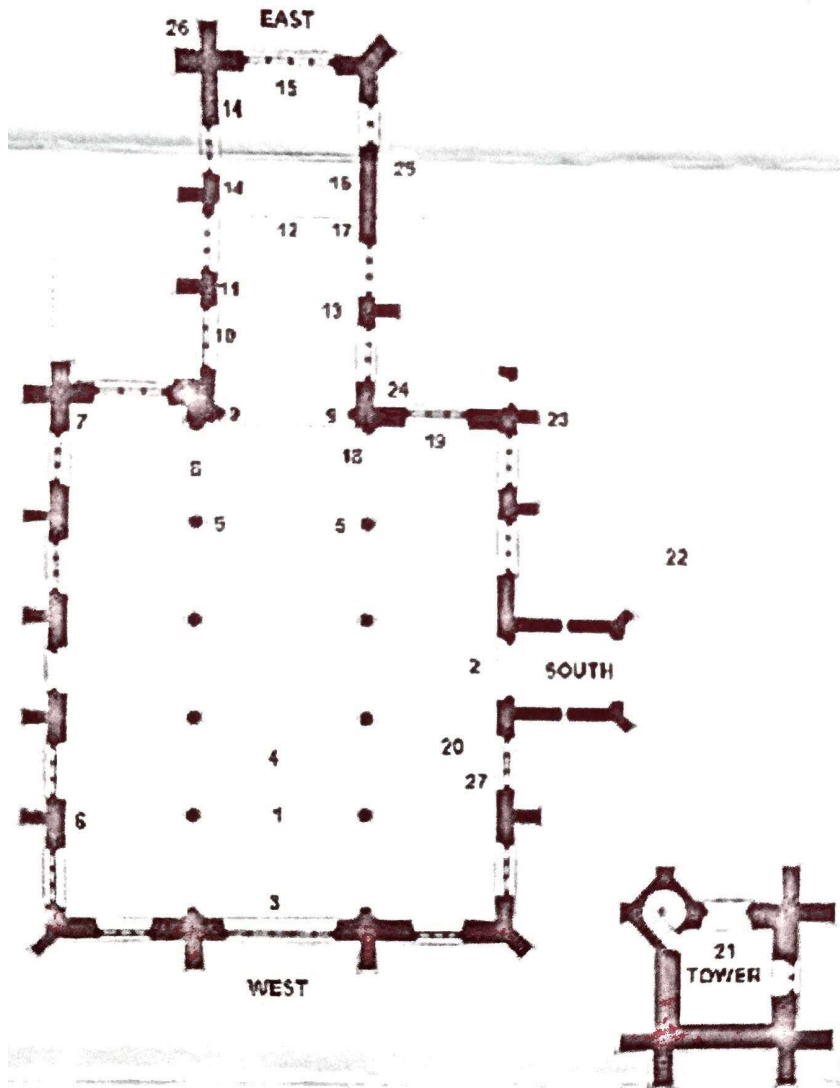
Welcome to Fleet Parish Church of St Mary Magdalene

Tradition holds the monks of Castle Acre in Norfolk built Fleet Church.

The church was a gift to the Cluniac priory by Fulk of Fleet and confirmed by his son Joscelin/Joce who settled his affairs before setting off for Jerusalem in the 12th century. About 1160 Joce's son, Richard tried unsuccessfully to claim his inheritance. Little remains of the original building. Despite eighteenth century renovation Brandon found ruins in the eighteenth century; Victorian rebuilding attracted Pevsner's scorn.



(<https://www.heritagesouthholland.co.uk/content/uploads/2015/05/St-Mary-Magdalene-Fleet-p1-1.jpg>)
St Mary Magdalene



(<https://www.heritagesouthholland.co.uk/wp-content/uploads/2015/05/St-Mary-Magdalene-Fleet-p1.jpg>)

Floor Plan of St Magdalene

1. Entering by the Decorated (14th century) South Porch, note the Font, symbol of entry into the Church by baptism. Octagonal, in Perpendicular style (15th century), its simple panels betray a more exotic past in scraps of colour still adhering to the stone despite determined efforts of reformers to scrape away every vestige of decoration.
2. Above the door the Royal Arms of William of Orange (William III) dated 1698, with the names of Churchwardens William Jay and John Fisher. Churchwardens have played an essential part in Fleet history, saving the church from the more extreme vagaries of official bureaucracy and maintaining services in bleak periods of sequestration.
3. Behind the font the great 5-light west window, also Perpendicular, its delicate tints a tribute to Rector's wife Annie James in whose memory parishioners and friends restored the nave in 1898, recorded on a brass plaque. Beneath the window a rough-hewn stone altar table, unfinished. Beside it an century armorial headstone from the churchyard re-cording in verse Surgeon Johnson of the Bull. Nearby is the "defaced miniature effigy of a 14th century Civilian" (Pevsner).
4. Look up and admire the resilience of the brass chandelier. Said to be of Flemish design, inscribed "The Revd. James Ashley. Rector Geo. Savage and Jno Ashfield, churchwardens 1796", thrown out in 1863 and left in pieces on a rubbish heap, it was found and rehung in the chancel in 1874. When electric came in 1945 it was removed as obsolete, only to be adapted and re-hung yet again in 1964. From this point note the drunken angels of the 13th century nave piers due to marshy soil and earth tremors. Note also the large mortar gaps on the lower part of the piers compared with the finer spaces near the capitals at the top. This shows the inexpertise of Early English masons learning new skills before 14th century craftsmen of the Decorated era raised the piers for



(https://www.heritagesouthholland.co.uk/wp-content/uploads/2015/05/IMG_0764.jpg)
Font

- processions with banners and other ceremonial paraphernalia much loved by the Cluniacs. Scraps of pigment remain despite the almost total defacement of dressed surfaces. Doorways were altered and enlarged on south and north walls.
5. The unusual musical figures among the eight corbels supporting the hammer beam roof, described by Pevsner as "exceedingly fine busts of great variety." All Souls Day was also their legacy to the future, as was the victorious First Crusade, preached by a Cluniac Pope in 1095. Discoloured patches underfoot may be all that remain of Cluniac ornament and statuary burnt in a frenzy of destruction inside the building. Once "the conscience of Christendom", the Cluniacs became despised for their riches and aloofness, answering only to the Pope.
 6. On the north wall a list of Fleet incumbents begins with William Winchecumbe, undated. The priest was among the possessions gifted to Castle Acre when Joscelin of Fleet confirmed his father's gift of the church to the priory in the early 12th century. Note the rough texture of the wall of the north aisle and hints of herringbone above faint outlines of eerier arches.
 7. Note the corner left of the east window of the north aisle; a redundant double corbel indicates the sturdy structure of the former north side chapel. In the window are the 14th century arms of Henry of Bolingbroke, Earl of Lancaster, son of John of Gaunt (b1366), used until 1399 when he became the first Lancastrian King of England as Henry IV and a subject for Shakespeare. Grooves and ridges show the position of a former rood loft approached by circular stairs near the organ.
 8. The organ replaced a barrel organ of about 1795 by Edw and Jno Pistor, now In the Royal Pump Room museum at Harrogate. Formerly the organ was at the west end. The 1881 Inventory stated: "one small organ with pedals to pull down the last octave of the great organ". Built by Bryceson 8 Morten of London, possibly to a design of Dr S.S. Wesley for use at a Gloucester festival, the organ was installed in 1875, worked by bellows until electrification. Mrs Daisy Twell has been organist since 1959.
 9. Approaching the chancel, more signs of alteration appear. Pevsner described the responds of the chancel arch as Early English, heightened like the nave piers to suit Decorated requirements. Roughly patched holes indicate former fittings and furnishings.
 10. The walls of the chancel were brought in with the removal of the side chapels. Pevsner wrote: "The North chancel windows, if representing those of the North chapel are interesting. Two have mullions up into the arch, but above the pointed-trefoiled lights, round trefoils". Bond describes them as having dropped tracery and Tudor arches. A radiator hides the remains of a slender pier respond.
 11. Between two windows on the north wall is the Fleet Imp, far more impious than his cousin at Lincoln.
 12. Beneath the carpet is a black slab incised with the image of a priest and a small dog at his feet. Lead-filled dovetail holes show where brass originally covered it.
 13. The beautifully carved oak choir stalls were the gift of Canon James who restored much of the chancel. An inscription on the altar rail reads "in Memory of Canon James Rector 1874-1910". These Rails and the Clock were given by Parishioners 1912'. The raised wooden floor and pine pews in the nave do not appear in 19th century inventories. The endurance of worshipers who knelt on stone flags is to be wondered at.
 14. North wall memorials include one to the wife of Rev Dods who died in her 21st year and Lt John Hutchinson, Rector's son killed on active service in Libya in 1942, 'the saddest news... ever received, his memorial designed by Sir Charles Nicholson ARIBA in 1943.
 15. The altar is raised on stone flagging three steps above the chancel floor. Above it, the Victorian east window contains 20th century stained glass celebrating the coronation of King George VI in 1937 The Madonna and Child occupy one Panel. Christ in Majesty the other, above smaller panels depicting the appearance of the risen Christ to Mary Magdalene on the first Easter Day.
 16. On the south wall are three Decorated sedilia (seating for priests.) and a piscine (basin), with steep trifoiled ogee arches and heaves crocketed gables (Pevsner). These resemble the empty niche outside on the southeastern buttress of the building. Buttresses strengthened walls when windows were enlarged for better light.
 17. A wifely memorial mourns William Jay; the family tree of the Jays and Parkes is on the windowsill. Hidden by the choir stalls is a black floor slab recording family members.
 18. A 'wineglass' pulpit with sounding board.
 19. The south aisle has a Lady Chapel altar dedicated to the Blessed Virgin Mary with memorials to Fleet villagers who served and died in Two World Wars, with the banner of the Royal British Legion. On the wall is an aumbry holding the sacraments blessed and ready for use.
 20. The incomplete black basalt slab by the door was moved from the north side of the church, its Norman French inscription translates: "Richard Attegrene and his wife Agnes Pray for their souls 80 days" The brass was removed from this also.

21. Outside a few yards from the porch is the separate tower with belfry and spire, total height 112', all Decorated. Corbel tables adorned with paired figures top of the tower reached by a spiral staircase. The stone above the ground floor is softer than that below, suggesting a rebuilding at some time. Originally there were six bells. Wear and tear, not to mention the depredations of pigeons, forced replacement and repair. The bells were removed in 1999 for refurbishment and a new bell cast. Big Tom, in memory of churchwarden Thomas Twell. The bells were rehung in 2000 and are used regularly. Masons' marks may be seen near the door at the top of the tower. This opens onto a parapeted path round the base of the Spire, which has small inset quatrefoil lights, popular in the middle century. The steeple was repaired in recent years after becoming dangerous. There is a view of the Victorian rectory considered 'forbidding' by Pevsner. Designed by Ferrey in 1864, the brick and slate fully cellared building has over 20 rooms and replaced thatched and timbered buildings recorded from 1606. A new rectory was built in the seventies next to Monks Green field, probably a reference to the Cluniacs.
22. Paths to the church are seen to avoid the doors. In early times it was thought the devil travelled only in straight lines; thus, he would be unable to enter the church. Ugly beasts on corbels reminded people of the horrors of Hell.
23. The exterior walls of the church reveal as much alteration as the interior; on the south wall a blocked doorway in a buttress was once a priestly entrance to the side chapel.
24. An abrupt break in the dripstone/hoodmould over the window signals rebuilding.
25. High on the south chancel wall a corroded ornamental frieze recalls the icing-cake art of the Decorated period, in keeping with the piscina, sedilla, and corner niche in the buttress, long emptied of its saintly figure.
26. On the northeast chancel wall a corner a broken stringcourse shows rebuilding of this and of the church.
27. Further details and books will be found inside the church

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 Fleet, Lincolnshire

St Mary Magdalene

A beautiful sermon, expressed in stone.

About this church

The oldest parts of the church may date back to the Knights Templar, who had a Preceptory at Fleet.

Records show that the church existed in the 1100s, the stone being brought from the Barnack Quarry and worked on the site of Jocelyn of Fleet's Manor nearby.

The present church has a choir of musician corbels lining the nave, in 14th century costume. The dappled light from the soaring west window traces ethereal pastel patterns of the floor and the rare mensa altar beneath the window.

The rector of the time fought the Parliamentarians at the siege at Crowland, barely escaping with his life. Realising the desecration bring wrought by local iconoclasts he returned in haste, and had the altar hidden, with it's consecration crossed erased. The altar itself was eventually retrieved and there is the tantalising possibility that it may have originally come from the Knights Templar chapel.

Also in the chapel, the Fleet Imp watches over all the proceedings, no less impious than his cousin in Lincoln Cathedral.

Outside, on the buttress by the west window is a beautiful spiral carved into the stonework, signifying the wheel of life. It probably dates back to the 1100s, along with two daisy wheels of similar date.

Key Features

- Captivating architecture
- Spectacular stained glass
- Magnificent memorials
- Enchanting atmosphere
- Fascinating churchyard
- Wildlife haven
- Social heritage stories

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Historic England research records



Historic England Research Records

Monument Number 353734

Hob Uid: 353734

Location :
Lincolnshire
South Holland
Fleet

Grid Ref : TF3856023110

Summary : Site of a mound, possibly a motte. Pottery finds date from the Iron Age to the 18th century, with significant Saxon and Saxo-Norman types. The mound has been ploughed down and is no longer visible on the ground.

More information : [TF 3856 2311] TUMULUS [O.E.] (Site of) (1)

The site was excavated in 1913 but no report made. Pottery in the museum of the Spalding Gentlemen's Society, from this excavation, included two sherds classified by Hawks as 1.A. 'A'. These probably came from the old land surface. The rest of the pottery examined by G C Dunning was dated from 11th or 12th century to 18th century AD. The evidence of the pottery and former existence of a mound is suggestive of a motte or castle mound. [See 25" 1931 for survey of the site before destruction.] The mound and a possible outer ditch show as soil marks on A.P's.
(2-3)

Area under crop. Lincoln and Spalding museums have no record of material from this site. Detail of mound cancelled on A.M. (4)

TF 385232 Medieval and supposed Roman pottery among finds from the 1913 excavations (as described auth 2). Now only a wide raised area marks the site of the medieval manor. This may have incorporated IA pottery but the possibility of a Saxon date cannot be entirely excluded. (5)

H Healey viewed the pottery in 1972: Middle Saxon and Saxo-Norman types included. See also TF 32 SE 18. (6)(7)

TF 385232. Probable motte. (8)

Sources :

Source Number : 1
Source : Ordnance Survey Map (Scale / Date)
Source details : OS 6" 1959
Page(s) :
Figs. :
Plates :
Vol(s) :

Source Number : 2
Source : Lincolnshire Architectural and Archaeological Society reports and papers
Source details : F H Thompson
Page(s) : 11-Dec
Figs. :
Plates :
Vol(s) : 6, 1955-6

Source Number : 3
Source : Aerial photograph
Source details : AP's 106G/UK/1717 6.9.46 3099-3100
Page(s) :
Figs. :
Plates :
Vol(s) :

Source Number : 4
Source : Field Investigators Comments

Source details : F1 FC 08-JUL-65

Page(s) :

Figs. :

Plates :

Vol(s) :

Source Number : 5

Source : The Fenland in Roman times : studies of a major area of peasant colonization with a gazetteer covering all known sites and finds

Source details : The Fenland in Roman Times RGS Res Ser 5 1970 315 (ed C W Phillips)

Page(s) : 315

Figs. :

Plates :

Vol(s) : no.5

Source Number : 6

Source : Lincolnshire Architectural and Archaeological Society reports and papers

Source details : J Marjoram

Page(s) : 41-3

Figs. :

Plates :

Vol(s) : 8

Source Number : 7

Source : VIRTUAL CATALOGUE ENTRY TO SUPPORT NAR MIGRATION

Source details : SMR Files, Lincoln CCM

Page(s) :

Figs. :

Plates :

Vol(s) :

Source Number : 8

Source : Castellarium anglicanum : an index and bibliography of the castles in England, Wales and the islands.

Volume I : Anglesey - Montgomery

Source details :

Page(s) : 260

Figs. :

Plates :

Vol(s) :

Monument Types:

Monument Period Name : Iron Age

Display Date : Iron Age

Monument End Date :

Monument Start Date :

Monument Type : Findspot

Evidence : Find

Monument Period Name : Roman

Display Date : Roman

Monument End Date : 410

Monument Start Date : 43

Monument Type : Findspot

Evidence : Find

Monument Period Name : Early Medieval

Display Date : Saxo-Norman

Monument End Date : 1154

Monument Start Date : 450

Monument Type : Findspot, Mound, Motte, Castle

Evidence : Find, Documentary Evidence, Conjectural Evidence

Monument Period Name : Medieval

Display Date : Medieval

Monument End Date : 1540

Monument Start Date : 1066

Monument Type : Findspot, Mound, Motte, Castle

Evidence : Find, Documentary Evidence, Conjectural Evidence

Monument Period Name : Post Medieval

Display Date : Post medieval - to C18

Monument End Date : 1799

Monument Start Date : 1540

Monument Type : Findspot, Mound, Motte, Castle

Evidence : Find, Documentary Evidence, Conjectural Evidence

Components and Objects:

Period : Iron Age

Component Monument Type : Findspot

Object Type : VESSEL

Object Material : Pottery

Period : Roman

Component Monument Type : Findspot

Object Type : VESSEL

Object Material : Pottery

Period : Early Medieval

Component Monument Type : Findspot, Mound, Motte, Castle
Object Type : VESSEL
Object Material : Pottery
Period : Medieval
Component Monument Type : Findspot, Mound, Motte, Castle
Object Type : VESSEL
Object Material : Pottery
Period : Post Medieval
Component Monument Type : Findspot, Mound, Motte, Castle
Object Type : VESSEL
Object Material : Pottery

Related Records from other datasets:

External Cross Reference Source : SMR Number (Lincolnshire)
External Cross Reference Number : 22265
External Cross Reference Notes :
External Cross Reference Source : SMR Number (Lincolnshire)
External Cross Reference Number : 22266
External Cross Reference Notes :
External Cross Reference Source : National Monuments Record Number
External Cross Reference Number : TF 32 SE 4
External Cross Reference Notes :

Related Warden Records :

Related Activities :

Associated Activities : Primary, FLEET TUMULUS
Activity type : EXCAVATION
Start Date : 1913-01-01
End Date : 1913-12-31
Associated Activities : Primary, FIELD OBSERVATION ON TF 32 SE 4
Activity type : FIELD OBSERVATION (VISUAL ASSESSMENT)
Start Date : 1965-07-08
End Date : 1965-07-08



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South Holland IDB

South Holland IDB is an English internal drainage board set up under the terms of the Land Drainage Act 1930. It has responsibility for the land drainage of 148.43 square miles (384.4 km²) of low-lying land in South Lincolnshire. It is unusual as its catchment area is the same as the area of the drainage district, and so it does not have to deal with water flowing into the area from surrounding higher ground. No major rivers flow through the area, although the district is bounded by the River Welland to the west and the River Nene to the east.

A ribbon either side of the route from Spalding to Sutton Bridge was populated in Roman times, and was again evident in the Domesday Book. Enclosing and reclamation of the salt marsh to the north of this area took place from the seventeenth century, and drainage was overseen by the Court of Sewers. In 1793, the South Holland Drainage District was set up by Act of Parliament, and carried out extensive drainage work, but the schemes were hampered by the state of the River Nene outfall. This was replaced in 1832, and allowed the district to lower their own sluice in 1852, to provide better gravity discharge. The need to grow more food during and after the Second World War resulted in large areas of grassland being ploughed up for agriculture, and the drains were made deeper and wider to improve the soil conditions. The main outfall sluice was again rebuilt in 1937, and its construction involved the first use of well point dewatering equipment in England.

In 1949, the first electric pumping station was installed, and several more were built in the coming years. Heavy rainfall in July 1968 indicated that the district was still at risk from flooding, and several more electric pumping stations were commissioned. More than half of the district now relies on pumping for its flood protection, although most stations still have a gravity outfall, to cope with breakdowns or power failures.

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- South Holland Drainage District
- Land Drainage Act 1930
- Modernisation

Pumping stations

Bibliography

- References

External links

South Holland IDB



Lord's Drain pumping station was built in 1962 and pumps into the River Welland.



Location within Lincolnshire

OS grid reference	TF358248
Shire county	Lincolnshire
Region	East Midlands
Country	England
Sovereign state	United Kingdom

Geography

The South Holland IDB is responsible for the land drainage of an area of 148.51 square miles (384.6 km²),^[1] which is broadly centred on the market town of Holbeach in the South Holland district of Lincolnshire. Its north-eastern boundary is formed by The Wash. Its eastern boundary follows the River Nene inland to Tydd Gote, where it turns to the west, passing near to the villages of Tydd St Mary and Sutton St James. It then turns to the south to include the village of Holbeach Drove and the hamlet of Shepeau Stow, before turning to the north again to Whaplode Drove. From there it turns to the west to reach the New River, which it follows northwards until its junction with the River Welland, which then forms the western boundary back to The Wash.^[2]

Within this area, 92 per cent of the land is used for agriculture, with the remaining 8 per cent used for housing and industry. The board is responsible for 435 miles (700 km) of drainage channels, and maintains 17 pumping stations and 30 sluices and other structures to control water levels within its catchment. The Environment Agency are responsible for the main rivers, and the 26 miles (42 km) of sea defences which protect the area from inundation by the sea.^[1] The area is crossed by the A151 road from Spalding to Holbeach, which continues as the A17 to Long Sutton and the River Nene crossing at Sutton Bridge. From Holbeach the A17 also heads towards the north-west to cross the River Welland at Fosdyke, on its way to Sleaford.^[3]

History

The corridor formed by the road from Spalding to Long Sutton has been a centre for occupation since at least Roman times. There is evidence of intensive occupation to the south of Whaplode and Holbeach, on land which is today between 7.1 and 10 feet (2.16 and 3.05 m) above Ordnance Datum, but which may have been relatively higher compared to the spring tide level in the Roman period.^[4] This corridor was protected by banks believed to have been constructed during the Roman occupation. That to the north was the Roman Bank, and protected the area from the sea. The bank to the south was the Raven Bank, and divided the area from a low-lying fen, which was regularly inundated by water from the Welland and the Nene. The habitable area was around 5 miles (8 km) wide between the banks.^[5]

From the end of the fourth century, subsidence resulted in flooding of the area, and while Mossop and Elms suggest that occupation and use for agriculture was not re-established until the eleventh century, as evidenced by the Domesday Book,^[4] Wheeler and Batty argue that the large number of Saxon endings on place names such as Weston, Moulton, Lutton and Sutton, together with the *bech* in Holbeach suggest thriving Saxon settlements. Salt marshes gradually developed to the north of the Roman Bank, eventually stretching between 2 and 5 miles (3 and 8 km) beyond the boundary, and these were enclosed bit by bit, resulting in some 55 square miles (140 km²) being reclaimed.^[6] Between the Roman Bank and the Raven Bank, the land was divided by headings, as each parish built lateral walls to ensure that they would not be flooded if a neighbouring parish failed to maintain their section of the main banks.^[4]

Enclosures continued over many years. 1,121 acres (454 ha) were reclaimed in 1632, in the parish of Tydd St Mary, and another 6,760 acres (2,740 ha) which had formerly been part of Sutton and Lutton marshes, were enclosed in 1660. Also in that year, a much more extensive scheme was carried out by Adventurers, covering 27.15 square miles (70.3 km²) in the parishes of Gedney, Whaplode, Holbeach and Moulton. Smaller areas were reclaimed in 1720, 1747, 1806 and 1865.^[7]

Early drainage

Responsibility for the maintenance of flood defences was gradually established. In 1317, Commissioners were appointed to inspect the banks and sewers in the marshes at Gedney, Holbeach, Sutton and Flete, and to carry out any repairs necessary. In 1571, a Dykereeve's inquest was held at Tydd, the purpose of which was to identify sewers and banks which should be maintained by the parishes. It also recommended that landholders should carry out repairs to the sea banks every year, and imposed penalties for failure to do so.^[8] Shortly afterwards, George Carleton, who owned over 1,000 acres (400 ha) between the Whaplode River and the Holbeach River, and who had been responsible for the erection of the first documented drainage mill in England at Elm Leam near Wisbech, wanted to improve the drainage of his land. His plan was to cut drains to the south of Ravens Dyke in Whaplode, Holbeach and Fleet, which would lead to an outfall sluice with an engine at Sutton sea bank. The scheme was opposed by the Lincolnshire Commission of Sewers, who disliked "innovations", and the dispute lasted for many years.^[9]

As an alternative, Carleton built a drainage engine where the Holbeach River met the sea bank, but this was destroyed four days after its completion in December 1587, when someone cut through the main supporting beam. The perpetrator was tried, and during the trial it emerged that Carleton had been threatened because of another scheme for a drainage mill as Saturday Bridge on Ravens Dyke. It also became clear that Carleton had carried out the work at his own expense and did not expect to charge the parish for its continued maintenance. In July 1578, Lord Burghley, acting for the Privy Council, attempted to resolve the deadlock over the South Holland drain. He appointed the surveyors John Hexham and Ralph Agas to conduct a survey of the area, and their findings broadly supported Carleton's proposals. Four special commissioners, including Carleton, were appointed to design a course for the drain and were assisted by the engineer Humphrey Bradley. There is no evidence that any work was carried out, and it was not until 1793 that construction of the drain began.^[10]

General responsibility for drainage lay with the Court of Sewers, but large parts of South Holland were excluded from this, as they obtained Acts of Parliament to authorise specific work. Such provision had created the Deeping Fen District, the Spalding and Pinchbeck Blue Gowt District, and the South Holland Drainage District. The Court for the remaining areas was known as the *Hundred of Elloe*, and met at Spalding.^[11]

South Holland Drainage District



Wiseman's Sluice and Pumping Station on the South Holland Main Drain

The South Holland Drainage District was established by an Act of Parliament obtained in 1793. At the time, the main drain was the Old Shire Drain, which had been cut from Clowes Cross to Tydd in 1629 by the *Adventurers of the Bedford Level*, a group of early venture capitalists. The drain was also known as the South Eau or Old South Holland Drain, and its outfall was into the River Nene at Tydd Gote through a sluice.^[11] Prior to obtaining the Act, landowners in South Holland had engaged George Maxwell and John Hudson to draw up plans for a drainage scheme. Maxwell was a land agent and engineer, while Hudson was a surveyor. They made an initial inspection in November 1791, after which they employed others to conduct a full survey. They returned in August 1792, and Maxwell measured the fall on the proposed route as 8 feet (2.4 m) in 14 miles (23 km).

The estimated cost of the project was nearly £18,000, of which the cutting of the drain accounted for £8,450 and the construction of the sluice at Peters Point on the Nene, £3,100. Their plans were well received, and formed the basis for the Act of Parliament.^[12]

Commissioners were appointed by the Act, with responsibility for ensuring the drainage of the district. Three of them, including Maxwell and the surveyor Edward Hare, set about raising £38,400,^[13] and the work began under the supervision of the civil engineer Thomas Pear. The project took about three years to complete, but Pear died in 1795, and the work was completed by his son, also called Thomas Pear.^[14] The area of the drainage district was set at 30.31 square miles (78.5 km²), but this was subsequently increased to 56.87 square miles (147.3 km²). The Act included special provision for the Lord's Drain, which was owned by the Adventurers of Deeping Fen, and was fed with water from that fen through a tunnel which passed under the Welland. The Commissioners paid the Adventurers £1,500, and took over responsibility for it. In addition to the new main drain, running for 14 miles (23 km) from Sutton Bridge to Wheat Meer Drain, the project included two other drains. The highland drain was 5 miles (8.0 km) long, and the lowland drain was 4 miles (6.4 km) long. Three bridges to carry roads were constructed at Dereham Drain, at Gedney Drove, and between Long Sutton and Tydd St Mary.^[15] The main sluice, which was completed in 1795, consisted of three arches providing an outfall which was 26 feet (7.9 m) wide.^[12]

The scheme included provision for drainage engines, one in Sutton St Mary or Tydd, to pump the main drain into the Nene, and the other on the Lord's Drain. Land owners to the west of the Welland could still route water under the Welland to the Lord's Drain on payment of suitable fees. In order to finance the scheme, the Commissioners could charge an *acre tax*, which could not exceed £2 per acre, spread over three years, and which was apportioned based on the benefit that the landowner would receive from the works.^[16] The outfall of the River Nene was inadequate, and a new one was constructed in 1832, towards which the South Holland trustees contributed £7,000. As a consequence, they were allowed to lower their own outfall, which they did in 1852. The new sluice was 31 feet (9.4 m) wide, and the cill level was 6.33 feet (1.93 m) below Ordnance Datum, some 5 feet (1.5 m) lower than the original sluice constructed in 1795. The sluice controlled the drainage of 53.13 square miles (137.6 km²) of land, and when it was tide locked by water levels in the Nene, levels in the drain rose to 3.7 feet (1.1 m) above Ordnance Datum.^[17]

At the southern extremity of the drainage district lies Sutton St Edmund. Its commons were enclosed in 1797, and an Act of Parliament was obtained to drain them in 1809. The first recorded steam-powered pumping station in the Fens was erected there in 1817, to pump water into the South Holland Main Drain. It was a double-acting machine, of 10 or 12 hp (7.5 or 8.9 kW), but was removed in 1834/5, when the North Level Main Drain was constructed and it was no longer needed.^[18]

Land Drainage Act 1930

A Royal Commission was held in 1927, with Lord Bledisloe acting as its chairman, to consider land drainage in the United Kingdom.^[19] It concluded that existing laws were "vague and ill-defined, full of anomalies, obscure, lacking in uniformity, and even chaotic." It recommended that new structures were needed, which would have both the powers to carry out the work necessary for efficient drainage, and sufficient financial resources to enable them to do so.^[20] It proposed having catchment boards responsible for each main river, with powers over individual drainage boards, and was essentially the same as had been proposed in 1877 by a select committee of the House of Lords.^[21] The Land Drainage Act 1930 enshrined these proposals. For South Holland, the practical outworking was the creation of five internal drainage boards,^[17] Holland Elloe IDB, South Holland IDB, South Holland Embankment Drainage Board, South Welland IDB, and Sutton Bridge IDB.^[22] From the early 1940s, they formed a pool, sharing resources and manpower when required, and the five constituents amalgamated on 1 August 1974, to become the South Holland IDB.^[23] There have been some minor changes to the geographical area covered and to the organisational structure subsequently.^[22]

Modernisation

In order to improve the gravity discharge of water from the district, the sluice into the River Nene at Peters Point was rebuilt in 1937. Its width was reduced slightly to 26 feet (7.92 m), but the cill was lowered to 10 feet (3.05 m) below Ordnance Datum. In order to cope with the silty sub-soil in which the foundations had to be built, well point dewatering equipment was used for the first time in England.^[17] This consists of inserting small tubes into the ground and pumping them with a high-efficiency vacuum pump to lower the ground water levels, creating a dry and stable working environment.^[24] The need to grow more food during the Second World War led to large areas of low-lying grassland being ploughed up for crops, and this required improved drainage. The Main Drain Improvement Scheme was drawn up in 1942, and widening and deeping of the Main Drain and other channels was carried out. Ten new bridges were required, to accommodate the wider channels, and old brick structures were demolished and replaced by open span bridges. Feeder drains were improved, and the area served by the drainage board increased to 63.28 square miles (163.9 km²).^[25]



Lawyers Sluice, built in 1949, with the 2003 pumping station to the left

The first electric pumping station was erected at a new outfall for the Lawyers and Andersons districts in 1949, to be followed by several more. The Fleet Haven pumping station cost £21,793 and was completed in 1958/59, and in the same year, Dawsmere pumping station cost £33,868. Lord's Drain pumping station commenced operation in 1962. Sluices were also upgraded, with that on the Holbeach River being commissioned in 1955, and the Lutton Leam outfall sluice following in

1958/59.^[25] Despite the improvements, the Fleet Fen area was found to be at risk during flood periods, and a major upgrade, funded by the government, was completed in 1971. It included a new pumping station where the Main Drain and the Fleet River meet, and used submersible pumps for the first time in a land drainage scheme. Extremely heavy rainfall on 11 July 1968, when over 4.9 inches (125 mm) fell on Gedney in the early morning, demonstrated that still more work was required to prevent flooding. Run-off water from Spalding was diverted into the Coronation Channel, a flood-relief bypass for the River Welland, and Clay Lake pumping station was built in 1970, which handles the run-off, but can also be used to pump the adjacent fen when it is not doing so. Five additional pumping stations were built throughout the district.^[26] More than half of the area served by the IDB now depends on pumping stations, although most stations still have a gravity outfall, so that power failures or breakdowns are not disastrous.^[25] A further six pumping stations have been commissioned since 1974, the latest being brought on-line in July 2003 at Lawyers Sluice, to assist when the 1949-built structure is tidelocked.^[27]

Pumping stations

The table shows the location of the 16 pumping stations managed by the South Holland IDB, and where the water is discharged.

Point	Coordinates (Links to map resources)	OS Grid Ref	Notes
Clay Lake PS	52.7772°N 0.1424°W	TF254215	Into River Welland
Wisemans PS	52.7226°N 0.0770°W	TF299156	On South Holland Main Drain
Peartree Hill PS	52.7239°N 0.0379°W	TF326158	Into South Holland Main Drain
Gotts PS	52.7357°N 0.0192°E	TF364172	Into South Holland Main Drain
Roses PS	52.7624°N 0.0668°W	TF305200	Into Little South Holland Drain
Donningtons PS	52.7233°N 0.0382°W	TF325157	Into South Holland Main Drain
Fleet Fen PS	52.7308°N 0.0163°E	TF362167	Into South Holland Main Drain
Little Holland PS	52.7525°N 0.0517°E	TF385191	Into South Holland Main Drain
Sutton St James PS	52.7524°N 0.0532°E	TF386191	Into South Holland Main Drain
Westmere PS	52.7863°N 0.2048°E	TF487232	Into River Nene
Dawsmere PS	52.8338°N 0.1965°E	TF480285	Into The Wash
Fleet Haven PS	52.8743°N 0.1357°E	TF438328	Into The Wash
Manor Farm PS	52.8353°N 0.0798°E	TF401284	Into Fleet Haven tributary
Lawyers PS	52.8897°N 0.0900°E	TF407345	Commissioned 2003. Into The Wash
Holbeach Bank PS	52.8311°N 0.0100°E	TF355278	Into Whaplode River
Lords PS	52.8586°N 0.0769°W	TF295307	Into River Welland

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