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Contractor <i>RPS</i>	
County <i>Yorks</i>	
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Single sided ✓ Double sided	
A3 1 Colour 1	

**A629 SKIPTON-KILDWICK
BYPASS
INITIAL ARCHAEOLOGICAL
APPRAISAL**

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12.9.92**

**RPS CLOUSTON
THE OLD BARN
DEANES CLOSE
STEVENTON
ABINGDON
OXON OX13 6SY**

Initial Archaeological Appraisal

1. **Introduction.** The length of the proposed road is approximately 4km between the Kildwick roundabout and the Snaygill roundabout. For much of its length it follows the existing A628, mostly on the west side. It is entirely within the valley floor area between Low Bradley Moor to the north east and Glusburn and Cononley Moors to the south west.
2. **The scope of the study.** This study is an initial appraisal, consisting of a brief review of the County Council SMR data, and a brief site visit. The aim is to appraise the likely scope of further archaeological work and identify any immediate and/or obvious constraints or factors which may have a bearing on the proposal.
3. **General archaeological background.** The area of North Yorkshire through which the scheme passes is rich in both prehistoric and later archaeological features. The moorland is on Millstone Grit, and is dissected by the Aire and the Ribble valleys which together form a gap between the more fertile lowlands on both sides of the Pennine hills. It has been utilised as a routeway from early times. The moorland on both sides has surviving prehistoric remains in some quantity, mainly cairns and other earthworks, together with artefact scatters. These features relate to a period when climatic and soil conditions on the high ground were more favourable to human exploitation than today. A cooler wetter period after c. 1,000 BC probably contributed to the creation of upland peats and the formation of alluvial beds in river valleys. The Romans had a fort at Elslack and another at Ilkley, with a villa at Gargrave and a minor Roman road ran across the valley to the south of Kildwick before rising onto Glusburn Moor. In the medieval period small villages were established. The area was on the borders of English and Scandinavian Kingdoms before 1066 and "Skipton" is a hybrid name indicating an Anglian settlement under Scandinavian control. "Kildwick" also

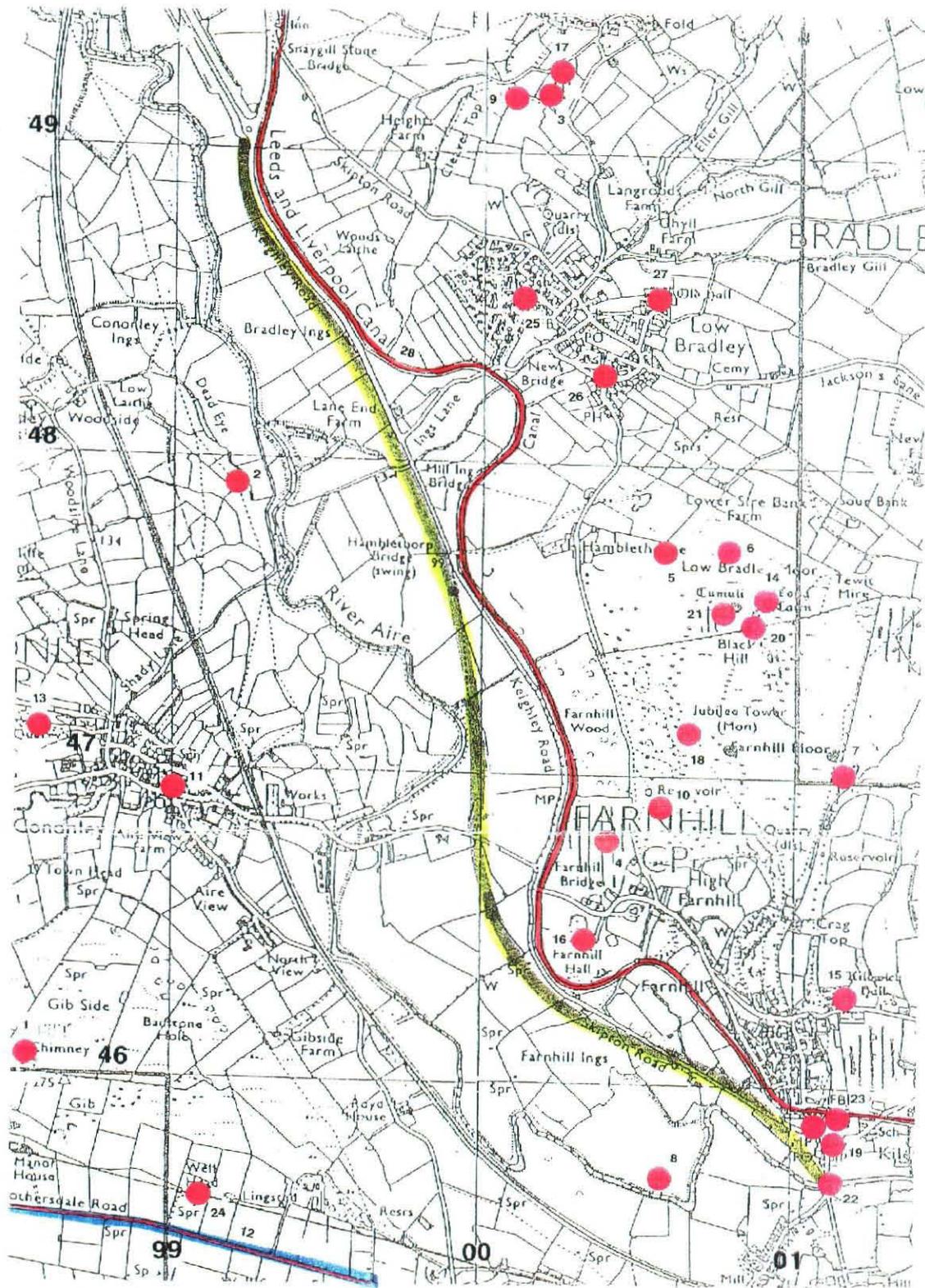
demonstrates Scandinavian influence on an earlier name meaning "the dairy farm of the children/young men". The post-conquest landscape probably changed little, but with the industrial revolution the exploitation of water power led to the construction of mills and manufacturing towns, such as Low Bradley and Cononley in valleys on either side of the Aire. The Aire gap was revitalised with the *construction of the canal and then the railway, linking the major industrial centres of Leeds and Liverpool.*

4. **The archaeology of the route corridor.** The line of the proposed road improvement runs entirely within the valley of the Aire. There is the strong likelihood of the road line crossing palaeochannels of the river and its tributaries, related to its early post-glacial history and the neolithic and bronze ages, when the valley bottom would have been more attractive for settlement than today. Any such site may be nationally important, due to the rarity of well preserved prehistoric remains. The distribution map of SMR sites shows that known prehistoric sites are almost exclusively on higher ground, but there is the possibility that alluvium has masked early features in the northern part of the route following the climatic deterioration in the 1st millennium BC. Hints of this are given by the neolithic axe found at Kildwick (RPS 19) and the bronze age cremations from Glusburn. Later material-Roman, medieval and post-medieval - is unlikely to be found on the line of the road, as the area was water meadows. The name "Ings" is Scandinavian for meadow or pasture, and the route passes through Farnhill Ings, Ings Lane, Mill Ing and Bradley Ings. The bridge at Kildwick (RPS 22) is partly medieval and may be affected by improvements at the Kildwick roundabout, already very close. The canal is on the eastern valley side, above the floodplain, but immediately adjacent to the existing road for much of its length. It is unlikely that improvements on the west of the existing road will have any physical effect on it, although its setting will be affected. The setting of Farnhill Hall (RPS 16), a Listed Building, is also likely to be affected.
5. **Policy considerations.** In order that reasonable decisions about the treatment of archaeological remains can be reached, it is necessary that sufficient information

is collated, so that an assessment of the impact can be made. This information must be available before decisions concerning impact mitigation can be made. A detailed evaluation may be required to provide this information. It is national, county council and district council policy, shared by professional archaeologists, that archaeological remains should be preserved in situ wherever possible. If preservation in situ is not possible, then *significant remains* may be removed after recording by competent specialists, prior to the commencement of construction works. It may be sufficient to organise a watching brief during construction.

6. **Recommendations.** The lack of known sites in the flood plain cannot be assumed to mean that there are no archaeological features. The possibility is very high that there are palaeochannels with preserved organic remains beneath the alluvium in the northern part of the route and near Kildwick. The same is true of waterlogged remains of prehistoric activities. It is difficult to detect such features, which have no surface expression and are unlikely to show on aerial photographs. Geotechnical bore-hole and test-pit data will be essential in assessing the archaeological potential. It may be necessary to carry out trial trenching to establish the potential archaeological situation. If it can be shown that the scheme will not damage buried deposits then no further work will be necessary, but any features likely to be affected may need further assessment, and a decision taken as to the treatment required to preserve, excavate or observe the remains.

D.F. 3.7.92



-  Roman Road
-  Canal
-  SMR site and gazetteer no.

project
A629 SKIPTON-KILDWICK
 title
INITIAL ARCHAEOLOGICAL APPRAISAL
 project number drawing number
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