

Golder Associates (UK) Limited

Commer House
Station Road
Tadcaster
North Yorkshire LS24 9JF
England

Tel: [44] (0)1937 837800
Fax: [44] (0)1937 837850
E-mail: leeds@golder.com
http://www.golder.com

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CNY	4544
Parish	
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REPORT ON

**CULTURAL HERITAGE STAGE 1 APPRAISAL OF
A19 SHIPTON BY BENINGBOROUGH BYPASS,
NORTH YORKSHIRE**

Submitted to:

Mouchel Parkman
1 Racecourse Lane
Northallerton
North Yorkshire DL7 8FN

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EXECUTIVE SUMMARY

A Cultural Heritage Stage 1 Appraisal for the proposed A19 Shipton by Beningbrough bypass, in North Yorkshire, was undertaken in January 2005.

A total of 24 cultural heritage sites were identified within the defined study area, including nine Grade II Listed Buildings. There are no Scheduled Monuments within or adjacent to the study area.

Five options for the proposed bypass are presently under consideration. Based on the current level of Cultural Heritage data, the two options which pass to the west of the village are preferred, with Option E being slightly better than Option D. The three other options which pass to the east of the village all have a similar slight adverse (negative) effect, with Option C affecting more sites than the other two.

Although further desk-top survey work is needed, a series of field investigations will be required to adequately assess the detailed implications of any chosen option. These investigations are likely to include geophysical survey and trial trenching. The scale and extent of any subsequent pre-construction investigation and/or watching brief during construction cannot yet be accurately determined, although such work is likely to be required to ensure that any underlying archaeological deposits are identified and recorded to ensure "preservation by record" in accordance with national and regional planning guidelines.

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1.0 INTRODUCTION

A Cultural Heritage Stage 1 Appraisal of the proposed A19 Shipton by Beningbrough bypass in North Yorkshire was undertaken by Ed Dennison, archaeological consultant to Golder Associates (UK) Ltd in January 2005. The appraisal was commissioned by Mouchel Parkman, on behalf of North Yorkshire County Council.

The proposal involves the construction of a new section of road which would provide a bypass to the existing village of Shipton. A total of five options are presently under consideration; Options D and E would pass around the west side of the village while Options A, B and C would pass to the east. The longest option (Option A) is c.2.7km in length (see figure 1).

The study area for the appraisal was taken to be the same as that chosen for other disciplines, although cultural heritage sites identified on the margins of this area were also included for completeness. The study area is defined by the East Coast Main Line railway on the west, the Shipton/Skelton parish boundary on the east, and an arbitrary line across Shipton Moor in the north.

It should be noted that only data held by the North Yorkshire County Sites and Monuments Record (NYSMR) and English Heritage's National Monuments Record (NMR) was collected for the purpose of this study. An initial site visit was also made, on 10th January 2005, along the line of each of the five options, from public rights of way. This work constitutes an archaeological appraisal as defined by PPG 16 "Archaeology and Planning" (Department of the Environment 1990, paragraph 19) and a Stage 1 Assessment as defined by DMRB volume 11, section 3 (Department of Transport 1994, 8/1-8/3). This level of work is typically used for scoping studies; more detailed research and investigative work is then normally carried out once a final route option and initial designs have been considered.

It should also be noted that the very definition of an appraisal means that the various grades given to site importance, as well as the impacts of the proposals, may well change (either up or down) as more data is collected and design options are progressed.

2.0 EXISTING SITUATION

2.1 Previous Archaeological Investigations

A desk-top appraisal was carried out in 1992 while archaeological fieldwork comprising a magnetic susceptibility survey, a geophysical (gradiometer and resistivity) survey, an earthwork inspection, archaeological fieldwalking, and the observation of engineering test pits was undertaken in 1993 (Adams *et al* 1993; Boucher 1993). However, this work took place in relation to a previous scheme, the corridor of which lies mostly to the east of the present options; the area considered by these earlier reports corresponds only to the northern part of Options C, D and E. Nevertheless, some of the information and data collated by this earlier work is of relevance to the current proposals, and appropriate information is incorporated in the text below.

There have been a few other small-scale archaeological investigations on a number of sites immediately adjacent to the study area. A Romano-British site was excavated on Hall Moor in 1969, although no further details of what was found are known, and the finds and records of this work have since been lost (EH NMR SE55NE16); subsequent geophysical survey in this area by the West Yorkshire Archaeology Service (WYAS) identified a few possible significant anomalies while fieldwalking recovered a small number of prehistoric, Iron Age and Romano-British pottery sherds (see Site 4 below). A reputed Roman enclosure identified from aerial photographs to the north-east of Overton Grange was also fieldwalked in 1980 but only modern material was recovered (EH NMR SE55NE11) (see Site 1 below). The cropmarks of the region have also been subject to detailed study and analysis, as part of the RCHME's (now English Heritage) Vale of York Project.

A number of the historic buildings in the village have also been recorded or inspected, for example School Farmhouse on Main Street by the North Yorkshire and Cleveland Vernacular Building Studies Group (report 703) (Site 14), and there is information on The Maltings (Site 13), School Farmhouse (Site 14), and Beningbrough Station (Site 23) in English Heritage's National Building Record.

2.2 Identified Cultural Heritage Sites

A total of 24 cultural heritage sites were identified within the defined study area. The locations of these sites are shown on figure 1 and further details of each site can be found in Table 1 at the end of this report. The identified sites can be summarised as follows:

Site no	Site name and description	Importance
1	Single ditched enclosure (cropmark), north-east of Overton Grange	District
2	Great North Railway	District
3	Possible Roman road	District
4	Romano-British settlement (cropmarks / finds), Hall Moor	Regional
5	Area of ridge and furrow earthworks, north-west of Shipton sewage works	Local
6	Area of ridge and furrow earthworks, east of Manor Farm	Local
7	Possible pre-Conquest enclosure and "Audby" field name, east of Main Street	District

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8	Circular geophysical anomaly, north of High Field	District
9	Enclosures and linear features (cropmarks), north of Shipton	District
10	Double ditched enclosure and linear features (cropmarks), south-east of Shipton Grange	Regional
11	Collection of prehistoric artefacts, west of Church Farm	District
12	Shipton village	Regional
13	The Maltings, east side of Main Street	District
14	School Farmhouse, east side of Main Street	National
15	Holy Evangelist's church, north side of East Lane	National
16	Melrose House Nursing Home, north side of East Lane	National
17	Primrose Hill, west side of Main Street	National
18	Hall Farmhouse, east side of Main Street	National
19	Shipton Middleton Church of England School, east side of Main Street	National
20	Dawnay Arms, west side of Main Street	National
21	The Grange, east side of Main Street	National
22	Milepost, east side of A19	National
23	Beningbrough Station, Station Road	District
24	Area of ridge and furrow earthworks, either side of Burrell's Lane	Local

Archaeological Sites

There is some evidence for prehistoric activity within the study area, primarily a collection of artefacts which comprise two flint axes, two knives, one core and various other flints (Site 11). These are mostly Neolithic in date, but their precise provenance is not known; the finds formed part of the Featherstone Collection which was housed in Hull Museum but they were lost when the museum was bombed in the Second World War. It is possible that the artefacts represent a single hoard from a single location, or they might have been recovered over several years from several different places within the parish. A small number of other prehistoric flints also were recovered from fieldwalking in "Audby Field" by the WYAS in early 1993 (Adams *et al* 1993, Site 3), while a small potentially prehistoric circular feature, c.15m in diameter, was identified by geophysical survey on the west side of "Audby Field" (Site 8).

There are a number of cropmark complexes immediately adjacent to the study area. To the north, complexes have been identified from aerial photographs either side of the A19 on Shipton Moor (Sites 9 and 10). In both cases the cropmarks are not particularly clear, but a number of linear ditches are evident together with one or more small enclosures; the complex on the west side of the road appears to be underlying ridge and furrow cropmarks. It is assumed from other similar examples in the Vale of York that these cropmarks are Iron Age/Romano-British in date, but it is important to note that cropmarks only become visible when ground conditions are suitable, and so their presence cannot be taken as a true reflection of the density of archaeological sites in a given area.

Another cropmark complex on Hall Moor (Site 4), in the angle of Hurns Gutter, appears to be mostly composed of trackways, as evidenced by a later phase of geophysical survey (Adams *et al* 1993, Site 6), but previous excavations suggested a small settlement of Romano-British date (EH NMR SE55NE16). Non-systematic fieldwalking undertaken here in 1992 also

recovered a small number of prehistoric, Iron Age and Roman pottery sherds (Adams *et al* 1993, Site 6).

It is also quite possible that parts of the existing A19 represent the alignment of a Roman road (Site 3). Workmen digging a trench for a water pipe in 1966 in St Giles Road, Skelton, uncovered an ancient road (YAJ 1967, 105 – quoted in Adams *et al* 1993), and it has been suggested that this was a Roman surface. The sections of the A19 to the north-west and south-east of Shipton are characteristically straight, and the road is called “Shipton Street” on the 1st edition Ordnance Survey map, “Street” being a name commonly associated with Roman roads. The 1993 desk-top appraisal suggested that the present dog-legged route of the A19 through Shipton village is a subsequent diversion (see below), and so a straight alignment is projected through the fields to the south of Shipton; a sample geophysical survey across the presumed alignment on the north side of Hurns Gutter revealed a significant anomaly (Adams *et al* 1993, Site 9). However, there has not, as yet, been sufficient investigation done to confirm whether this hypothesis is correct, but the presence of a Roman road through the study area cannot be discounted.

The manor of Shipton is mentioned in the 11th century Domesday Book (Morewood 1968, 168), but is possible that a large elliptical enclosure clearly shown on the 1st edition 1850 Ordnance Survey map represents an area of earlier re-Conquest settlement (Site 7). This enclosure is bounded by Main Street and Audby Field Lane on the west and by Mucky Lane and a curving field boundary on the east, and it measures 1.8km north-south and 0.6km east-west; East Lane divides the area into two. The northern part of the enclosure is named as “Audby Field”, a name commonly associated with an old farmstead, stemming from the English *aud* (meaning old) and *-by* (meaning a farmstead) (Smith 1928, 38). The present, and presumably medieval, alignment of the A19 also appears to divert around the west side of the enclosure, and almost all other field boundaries respect the enclosure. The suggestion is, therefore, that this enclosure represents the area occupied by either a single “magnate farm” or two smaller farms of Anglo-Saxon date (Adams *et al* 1993, Site 3). A magnetic susceptibility survey in Audby Field revealed slightly enhanced readings, which suggest later ploughing has caused some disturbance, but geophysical survey did not reveal any significant findings apart from two localised areas of interest, one of which turned out to have been caused by flooding; the other anomaly is mentioned above (see Site 8 above) (Boucher 1993). Fieldwalking in Audby Field also produced a range of prehistoric flints (see above) but little else (Adams *et al* 1993, Site 3). The majority of the agricultural area within the enclosure is now in arable production, but the east side is still marked by a bank and ditch.

The medieval village (Site 12) still retains much of its medieval layout, with regularly spaced property divisions and plots extending back in either direction from the Main Street; the 1st edition Ordnance Survey map shows that these plots have a common and consistent length which is indicative of a planned medieval settlement. Large areas of medieval and later ridge and furrow are shown on aerial photographs in the fields beyond these plots, but most of the earthworks have now been lost due to recent agricultural improvements; one of the areas

identified by the WYAS in 1992 (Field 1) has been ploughed out in recent years. Nevertheless, three areas of earthworks survive (Sites 5, 6 and 24); the ridge and furrow in the street frontage plot of Site 5 is especially well preserved, being 0.4m high, but the remainder is less prominent. Much of the former medieval layout of the village has also been lost in more recent years, through the amalgamation and infill of properties, and the development of housing estates along East Lane, Station Road and Sand Hole Lane.

Built Environment

As can be seen from the table above, there are nine Grade II Listed Buildings of Special Architectural or Historic Interest within the study area as well as a number of other buildings which have been identified by other sources as being of interest. It should be noted that there are numerous other non-listed structures and buildings in the village which are of more local interest, but they have not been included here unless they are directly affected by the proposals.

The majority of the historic housing stock probably dates to the 19th century, although one or two buildings, for example School Farmhouse (Site 14), Hall Farmhouse (Site 18) and The Grange (Site 21), are mid 18th century in date. The church and vicarage (now the Melrose House Nursing Home) were built in 1848 by the prominent local architect, G T Andrews, for the Hon Payan Dawnay of Beningbrough Hall (Sites 15 and 16). Andrews was also probably responsible for the school which was built in 1850 on the site of an earlier structure (Site 19), and many of the more important houses in the village were built for the Dawnay family who held the manor as part of a much larger estate centred on Beningbrough until 1916. Another item of interest is the cast-iron milestone (Site 22) which dates from the early-mid 19th century and is associated with the former turnpike road established in 1752 between York and Easingwold.

Other Areas of Cultural Heritage Value

There are no registered Historic Parks and Gardens, Historic Battlefields, Conservation Areas or areas of National Trust inalienable land within the study area.

2.3 Assessment of Importance

Using the albeit limited data gathered by this Stage 1 Appraisal, an initial assessment of the grade of importance of each cultural heritage site identified within the study area can be made. For archaeological sites, this assessment is based on professional judgement, and a combination of the Secretary of State for Culture, Media and Sport's criteria for scheduling Ancient Monuments, and the criteria developed by English Heritage in their Monuments Protection Programme. For the built environment, the assessment is based on professional judgement and the Secretary of State for Culture, Media and Sport's criteria for listing buildings of Special Architectural or Historic Interest.

Guidance given by the Highways Agency suggests that a four tier importance grading system can be applied to archaeological sites, namely National, Regional or County, District or Local, and sites which are so badly damaged that little now remains to justify their inclusion in a higher grade (Department of Transport 1994, 3/1; Department of Transport 1995, 4/7). This importance grading scheme is also used here, although the District and Local grade is sub-divided to differentiate between sites at the lower end of the scale.

The built environment can be graded according to whether the structures are listed or not. The various grades for Listed Buildings are also hierarchical, Grade I buildings being of exceptional interest, Grade II* buildings being particularly important structures of more than special interest, and Grade II buildings being of special interest (Department of Transport 1994, 9/1). However, all Listed Buildings are considered to be of National Importance while other non-listed buildings are considered to be of Regional, District or Local grade importance as appropriate.

Other designated sites, such as Conservation Areas, Historic Parks and Gardens, and Historic Battlefields, were also included in this assessment of the cultural heritage resource. Like Listed Buildings, Historic Parks and Gardens also have a hierarchical grading system. Grade I sites being of exceptional historic interest, Grade II* sites being of great historic interest, and Grade II sites being of special historic interest; these grades are independent of any Listed Buildings which might fall within their boundaries (Department of the Environment 1994, 30-31). Although the designation of an Historic Park and Garden carries no statutory protection, the fact that it has been determined from the national resource means that it should be considered as being of National importance. Conservation Areas and Historic Battlefields are not graded but again, both are considered to be of National Importance.

The various grades of importance given to the identified cultural heritage sites are shown in the summary table above. It should also be noted that these grades may well change (either up or down) as more data is collected, particularly when assessing the archaeological sites.

2.4 Archaeological Potential

Although some archaeological investigations have been carried out in the past (Adams *et al* 1993; Boucher 1993), this work relates to an earlier bypass corridor which ran further to the east than any of the present alignments. Although some of this previous data is of some use, none of the present route options have been subject to either a detailed walkover survey or any systematic data collection. The distribution of sites identified by this Stage 1 Appraisal should not be regarded as representing a comprehensive picture of the cultural heritage resource; the presently depicted distribution of sites (see figure 1) is almost certain to be refined as more detailed research and field investigation takes place.

It is considered that additional documentary and cartographic research will reveal further information on the type and range of medieval and post-medieval sites within the study area,

while non-intrusive fieldwork such as geophysical survey, earthwork survey and archaeological fieldwalking (as appropriate) is likely to identify sites and features of all periods. The presence of several possible cropmark sites, the potential Roman road alignment, and the general background of prehistoric and Romano-British material that has been recovered over recent years points to some occupation of the study area during these periods, and additional sites of these dates are to be expected. Conversely, the area of the medieval village appears to have been well defined and the proposed route alignments pass through the former medieval field systems which surrounded the village; the potential for the discovery of additional medieval and later occupation sites outside the village envelope is therefore considered to be low.

Of more interest is the elliptical enclosure identified on the east side of the medieval village and the existing A19 (Site 7). The current research seems to suggest that this enclosure represents the area occupied by one or more pre-Conquest farmsteads and, if this is correct, the archaeological potential of this area must be high. It is possible that any former pre-Conquest settlements may have already been destroyed by subsequent development, for example along East Lane or Sand Hole Lane, or by medieval and later agricultural practices, but this cannot at present be ruled out.

3.0 ASSESSMENT OF SCHEME OPTIONS

3.1 Summary of Proposals

Five separate options are currently under consideration, and these are described in more detail below. The routes under consideration pass to both the east and west of the village (see figure 1). The north and south access points to the village for each route option could comprise either a roundabout or priority junction. The type of junction will be dependant on a number of factors including traffic flows, accident statistics, and environmental, economic and topographical boundaries. The junction types shown on figure 1 are indicative at this stage and will be confirmed during the preliminary design phase of the scheme.

Nevertheless, all options currently provide for a north and south access into Shipton village, a mainline alignment with de-restricted speed limit, an improved alignment, and possible overtaking opportunities on four of the five options.

Option A

This option is the easternmost alignment of the three eastside options. From its northern end, the route commences at the same location and follows the same alignment as Option C, but continues further to the east to cross the angle of Mucky Lane and East Lane. It continues in the southerly direction, passing to the east of East Lane Cottages and the sewage works. The option rejoins the line of the existing A19 just to the north-west of Hurns Bridge.

Option B

From its northern end, this route commences at the same location and follows the same alignment as Option C. It continues slightly further to the east and crosses the Mucky Lane/East Lane junction. The route then proceeds to the east of East Lane Cottages, and a link road is provided from the bypass to the Haxby road. The option then proceeds southwards on a straight alignment to the east of a number of field boundaries and the sewage works. The route rejoins the line of the existing A19 just to the north-west of Hurns Bridge.

Option C

This option is the closest to the east side of Shipton village. From its northern end, this route leaves the existing A19 c.400m north of the A19/Audby Field Lane junction on the northern edge of the village. The link road into Shipton from the bypass is located c.110m from this junction. The route continues east and then south, passing through Audby Field and across East Lane to the west of East Lane Cottages. It then runs south, passing to the west of the sewage works. A link road is provided from the bypass to the Haxby road (East Lane). The route then rejoins the line of the existing A19 just to the south-east of the existing A19/Overton road junction.

Option D

This route option is the closest to the west side of Shipton village. From its northern end the route follows the same alignment as Option E as far as the link road into Shipton. The route then proceeds in a generally southerly direction through agricultural and commercial land, and passes to the west of an existing playing field and crosses Station Lane between commercial buildings and a residential estate. The route then passes to the west of some allotment gardens before joining up with an existing road. It follows this road alignment east of the Sidings Hotel as far as the existing A19/Overton road junction where it terminates. The junction arrangement at the southern end of the option is the same as that described under Option E above.

Option E

This is the westernmost of the five options. From its northern end this route commences c.520m north of the A19/Field Lane junction and heads west of Shipton towards the East Coast Mainline railway. A link road is provided at the northern end of the bypass to allow access in and out of the village for non-through traffic. The route continues towards the railway line passing through agricultural and commercial lands and under Station Lane adjacent to the existing railway overbridge. The route then runs parallel to the railway line along the line of an existing road and continues east of the Sidings Hotel as far as the existing A19/Overton road junction where it terminates. A priority junction or roundabout would be provided to cater for traffic heading south from the village centre allowing it to join the bypass/existing A19.

3.2 Impact Grading Systems

In order to assess the impact of the proposals on the identified sites and areas, a simple three tier impact grading system has been devised, as follows:

- | | |
|---------------------|--|
| Major impact: | Major disturbance (i.e. more than 75% of the area of known or estimated archaeological deposits or architectural structure). |
| Significant impact: | Significant disturbance (i.e. between 25% and 75% of the area of known or estimated archaeological deposits or architectural structure). |
| Small-scale impact: | Minor disturbance (i.e. less than 25% of the area of known or estimated archaeological deposits or architectural structure). |

In drawing up this information, consideration has also been made of the scale, significance, potential and current condition of the site, defined as the importance grade of the site.

A combination of the impact of the proposals and the grade of importance of each site can then be used to produce an assessment of overall impact, defined as being substantial, moderate or slight, which may be positive or negative (adverse).

3.3 Impacts of Development

Option A

This option is the eastern of the three alignments which pass around the east side of the village. Based on the information available to date, two of the identified sites will be affected by the proposals, as follows:

Site no	Site name	Grade of site	Impact of proposals	Overall impact (adverse)
3	Possible Roman road, York to Easingwold?	District	Small-scale	Slight
7	Possible pre-Conquest enclosure and "Audby" field name, east of Main Street	District	Small-scale	Slight

The proposed route passes through the northern half of the potential pre-Conquest enclosure, and crosses the western and eastern edges (Site 7); previous geophysical survey has determined that there are no anomalies on the alignment in "Audby Field", although the recovery of prehistoric flint from fieldwalking does not necessarily imply that there are no archaeological sites here. The route also crosses the presumed line of the possible Roman road (Site 3) although, as noted above, this alignment has not yet been confirmed. None of the Listed Buildings would be directly affected by this option, and the removal of through traffic from the historic village and its associated built environment would result in a positive benefit.

As can be seen from the table above, both the affected sites are considered to be of District importance, and the overall adverse impacts can be assessed as being slight in both cases. Using the Transport Analysis Guidance (TAG) assessment methodologies for the Heritage of Historic Resources (Department of Transport 2003, Table 1), this option can be classified as having an overall slight adverse (negative) effect, based on the current level of base-line data.

Option B

This option is the central of the three alignments which pass around the east side of the village. Based on the information available to date, two of the identified sites will be affected by the proposals, as follows:

Site no	Site name	Grade of site	Impact of proposals	Overall impact (adverse)
3	Possible Roman road, York to Easingwold?	District	Small-scale	Slight
7	Possible pre-Conquest enclosure and "Audby" field name, east of Main Street	District	Small-scale	Slight

The proposed route passes through the northern half of the potential pre-Conquest enclosure, and crosses the western and eastern edges (Site 7); previous geophysical survey has determined that there are no anomalies on the alignment in "Audby Field", although the recovery of prehistoric flint from fieldwalking does not necessarily imply that there are no archaeological sites here. The route also crosses the presumed line of the possible Roman road (Site 3) although, as noted above, this alignment has not yet been confirmed. None of the Listed Buildings would be directly affected by this option, and the removal of through traffic from the historic village and its associated built environment would result in a positive benefit.

As can be seen from the table above, both the affected sites are considered to be of District importance, and the overall adverse impacts can be assessed as being slight in both cases. Using the Transport Analysis Guidance (TAG) assessment methodologies for the Heritage of Historic Resources (Department of Transport 2003, Table 1), this option can be classified as having an overall slight adverse (negative) effect, based on the current level of base-line data.

Option C

This option is the western of the three alignments which pass around the east side of the village. Based on the information available to date, four of the identified sites will be affected by the proposals, as follows:

Site no	Site name	Grade of site	Impact of proposals	Overall impact (adverse)
3	Possible Roman road, York to Easingwold?	District	Small-scale	Slight
5	Area of ridge and furrow earthworks, north-west of Shipton sewage works	Local	Small-scale	Slight
6	Area of ridge and furrow earthworks, east of Manor Farm	Local	Small-scale	Slight
7	Possible pre-Conquest enclosure and "Audby" field name, east of Main Street	District	Small-scale	Slight

The proposed route passes through the centre of two areas of ridge and furrow (Sites 5 and 6), although in both cases the earthworks are only 0.2-0.3m high. The route also passes through both parts of the potential pre-Conquest enclosure, and crosses both the western and eastern edges (Site 7); previous geophysical survey has determined that there are no anomalies on the alignment in "Audby Field" itself, although the recovery of prehistoric flint from fieldwalking does not necessarily imply that there are no archaeological sites here. The route also crosses the presumed line of the possible Roman road (Site 3) although, as noted above, this alignment has not yet been confirmed. None of the Listed Buildings would be directly affected by this option, and the removal of through traffic from the historic village and its associated built environment would result in a positive benefit.

As can be seen from the table above, the affected sites are considered to be of District (two) and Local (two) importance, and the overall adverse impacts can be assessed as being slight in all four cases. Using the Transport Analysis Guidance (TAG) assessment methodologies for

the Heritage of Historic Resources (Department of Transport 2003, Table 1), this option can be classified as having an overall slight adverse (negative) effect, based on the current level of base-line data.

Option D

This option is the eastern of the two alignments which pass around the west side of the village. Based on the information available to date, two of the identified sites will be affected by the proposals, as follows:

Site no	Site name	Grade of site	Impact of proposals	Overall impact (adverse)
11	Collection of prehistoric artefacts, west of Church Farm	District	Small-scale	Slight
24	Area of ridge and furrow earthworks, either side of Burrell's Lane	Local	Small-scale	Slight

A large proportion of the southern part of the alignment follows an existing road. The proposed route passes over Site 11 which, as noted above, represents a collection of prehistoric artefacts which may or may not have been collected from this specific location. The route also clips the corner of an area of ridge and furrow (Site 24), although the earthworks are only 0.2m high and not well preserved. None of the Listed Buildings would be directly affected by this option, and the removal of through traffic from the historic village and its associated built environment would result in a positive benefit.

As can be seen from the table above, the affected sites are considered to be of District and Local importance, and the overall adverse impacts can be assessed as being slight in both cases. Using the Transport Analysis Guidance (TAG) assessment methodologies for the Heritage of Historic Resources (Department of Transport 2003, Table 1), this option can be classified as having an overall neutral effect, based on the current level of base-line data.

Option E

This option is the western of the two alignments which pass around the west side of the village. Based on the information available to date, no identified archaeological sites will be affected by this option; a large proportion of the southern part of the alignment follows an existing road. However, the route does pass very close to Site 11 which, as noted above, represents a collection of prehistoric artefacts which may or may not have been collected from this specific location. None of the Listed Buildings would be directly affected by this option, and the removal of through traffic from the historic village and its associated built environment would result in a positive benefit.

Using the Transport Analysis Guidance (TAG) assessment methodologies for the Heritage of Historic Resources (Department of Transport 2003, Table 1), this option can be classified as

having an overall slight beneficial (positive) effect, based on the current level of base-line data.

Comparisons of Options

A comparison between the five options can be summarised as follows:

Option	No of affected sites and overall impact	Heritage of Historic Resources overall assessment score
A	Two slight adverse	Slight adverse (negative) effect
B	Two slight adverse	Slight adverse (negative) effect
C	Four slight adverse	Slight adverse (negative) effect
D	Two slight adverse	Neural effect
E	None	Slight beneficial (positive) effect

Options E and D are the two preferred alignments, based on Cultural Heritage constraints, with Option E being the better of the two. This option lies further away from the historic village, within the area likely to have been occupied by medieval open field systems. Nevertheless, there is some potential for as yet undiscovered prehistoric material in either option.

The three eastern options all have the same overall assessment scores, but Option C will affect more sites than the other two. All three options pass through a section of the possible Roman road alignment (Site 3) and through part of the potential pre-Conquest elliptical enclosure (Site 7), with Option C having the greater effect and therefore the greater potential for as yet undiscovered sites. All three options also have some potential for the additional Romano-British sites, especially at their southern ends. Overall, each of the three eastern options has a higher archaeological potential than the two western options.

However, none of the proposed options have any significant Cultural Heritage effects (based on the current level of data), and it is therefore assumed that other considerations (e.g. landscape and visual constraints) will be brought to bear when deciding which option should be progressed.

4.0 RECOMMENDATIONS FOR MITIGATION

4.1 Introduction

Archaeological remains survive as both upstanding earthworks or as buried deposits. All remains will be susceptible to direct damage and/or destruction as a result of ground disturbance associated with the construction of proposed developments and their related landscaping or enhancement works. There may also be a number of less quantifiable indirect impacts, such as changes to the prevailing drainage regime and water tables.

The removal of topsoil and subsoil is likely to destroy most archaeological deposits and, even where embankments and other construction methods are used to raise the overall ground level, preparatory works often result in the destruction of archaeological deposits which lie at shallow depths. In addition, while the burying of archaeological features beneath a development can sometimes be an accepted form of preservation *in situ*, this is not always the case and care must be taken to ensure that any significant deposits are not subject to undue compaction and shrinkage. Some form of monitoring might be required to ensure that this does not happen.

4.2 Principles of Mitigation

Possible mitigation measures for archaeological sites have been described in the DMRB volume 11 (Department of Transport 1994, 7/1) as:

- Locate the route away from archaeological remains and their settings.
- Design the scheme's vertical alignment and associated earthworks so that archaeological remains are not disturbed.
- Provide for an excavation and recording of remains before the start of earth-moving.
- Provide for an archaeologist to be "on call" so that any finds during construction can be recorded.

In practice, a combination of these measures is often used.

Listed buildings and other elements of the built environment are, by definition, upstanding structures. In addition to demolition, they are particularly susceptible to increased visual intrusion, noise, vibration, and disturbance and severance from other linked and associated features. Conservation Areas and Historic Parks and Gardens are also areas designated as being worthy of special protection, and these are also susceptible to increased visual intrusion, noise, vibration, severance from original features, changes to original landscape setting, and loss of amenity.

Possible mitigation measures for the built environment have been described in the DMRB volume 11 (Department of Transport 1994, 12/1) as:

- Locate the route away from historic buildings or sites. Demolition of these features should be avoided wherever possible.
- Keep a route low within the natural topography to exploit any natural screening and enhance this by the use of cuttings and, in exceptional circumstances, tunnels. These measures will also help to reduce noise and vibration.
- Use other landscaping techniques to integrate a scheme into its setting.

Once again, a combination of these measures is often used.

Five separate phases of work are usually required to ensure that the cultural heritage of any proposed road construction corridor is considered to an appropriate standard. The results of each phase will influence and set the parameters for the next. Phases 1 and 2 deal with the assessment and pre-construction works, Phase 3 deals with the recording of archaeological deposits while construction is in progress, and Phases 4 and 5 deal with the assimilation, publication and deposition of any results resulting from the previous phases. In detail, these phases comprise:

Phase 1: Detailed evaluation of sites through initial and intensive fieldwalking, geophysical survey, palaeo-environmental assessment, earthwork survey, trial trenching and building survey as appropriate, leading to the detailed assessment of impact and recommendations for mitigation (DMRB Stage 3). Also detailed assessment of the proposed corridor's historic landscape character and other areas of heritage merit, such as Conservation Areas and Historic Parks and Gardens, leading to the detailed assessment of impact and recommendations for mitigation (DMRB Stage 3).

Phase 2: Pre-construction investigation comprising detailed excavation and architectural recording in advance of construction of those sites identified during the previous phase to be of significant importance, and for which no appropriate mitigation measures can be sought.

Phase 3: Watching brief during construction by the investigation and recording of those sites identified during previous work as not warranting prior Phase 2 investigation, as well as the recording of sites which may be exposed during the course of development.

Phase 4: Post-excavation assessment comprising the assessment of the results of the archaeological investigations and the potential of the data for analysis, leading to recommendations, timetable and costings for subsequent detailed analysis, publication, storage and deposition.

Phase 5: Post-excavation analysis and publication, namely data analysis, report preparation and publication followed by deposition of the archive and artefacts and all other materials associated with the investigations with the appropriate institution for long term storage and curation.

All recommended mitigation works should follow existing national and regional guidelines (e.g. English Heritage 1991; IFA 1999), and all proposals and methodologies should be discussed and agreed with English Heritage and/or the relevant County Archaeologists and local authority Conservation Officers (as appropriate) prior to their design and implementation.

4.3 Recommended Mitigation Measures

In order to fully assess the impacts of any preferred scheme option or options, it would be standard practise to carry out a *detailed desk-top survey* of any proposed corridors, usually taken to be 1km wide. This work would conform to a Stage 2 Assessment as defined by DMRB volume 11. An initial walkover survey of the whole route alignment(s) would also be undertaken as part of this work, and there should be an appropriate level of cartographic and documentary research to allow the history and landscape development of study area to be determined.

Once this work is complete, it would be appropriate to undertake various *Phase 1 field investigations*, using techniques such as geophysical survey, fieldwalking, earthwork survey, trial trenching, and palaeo-environmental sampling (as appropriate) to assess both the previously identified sites and the potential of otherwise "blank" areas; the results of the preceding desk-top survey would help to set the parameters of this work. This work corresponds to Stage 3 fieldwork as defined by DMRB volume 11.

The results of these field investigations would then allow detailed impact and mitigation strategies to be proposed for any sites affected by the approved option(s). It is likely that these mitigation strategies would involve preservation *in situ* (achieved through detailed design) and/or preservation by record (achieved through archaeological investigation before and during construction works, followed by appropriate analysis and reporting), in accordance with national and regional planning guidelines (eg. Department of the Environment 1990).

Although this report is a Stage 1 appraisal, some general recommendations regarding the current five options can already be suggested. Irrespective of which option is likely to be progressed, and notwithstanding the results of any Stage 2 desk-top survey, it is likely that some Phase 1 (DMRB Stage 3) geophysical survey and trial trenching will be required to fully assess the archaeological implications of any preferred option. The work done in 1992 (Adams *et al* 1993) has shown that geophysical survey is not particularly good at detecting underlying archaeological features in some parts of the study area, due to a combination of unfavourable geological and soil conditions, but the technique would still be worth pursuing.

Trenching would be used to test any recorded anomalies, investigate “blank” areas, and assess any known features, such as the boundaries defining the edges of the potential pre-Conquest enclosure (Site 7).

The scale and extent of any subsequent Phase 2 pre-construction investigation and/or Phase 3 watching brief during construction cannot as yet be accurately determined, although such work is likely to be required to ensure that any underlying archaeological deposits are identified and recorded to ensure “preservation by record” in accordance with national and regional planning guidelines.

All the archaeological work mentioned above should be accompanied by an appropriate level of reporting and post-fieldwork analysis, commensurate with the scale of investigation undertaken and in accordance with standard archaeological procedures. All the archaeological mitigation work should also be discussed and approved with the relevant archaeological curator, through the production of specifications and/or methods statements.

Mitigation measures designed to offset the adverse visual impacts for the various elements of the built and natural environment, particularly the listed buildings and their settings, would normally be achieved through appropriate landscaping techniques. These impacts and mitigation measures are therefore considered in the Landscape and Visual Assessment Report.

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FIGURES

TABLE

TABLE 1: CULTURAL HERITAGE SITES

Site no	Site name and description	NGR	Concordance	Status/ Importance	Notes
1	Single ditched enclosure (cropmark), north-east of Overton Grange	SE55585698 (C)	EH NMR SE55NE11 ; WYAS site 8	D	Rejected as a Roman camp.
2	Great North Railway	SE55855665- SE54355939 (L)	EH NMR linear 1477	D	
3	Possible Roman road, York to Easingwold ?	SE56255735- SE55005960 (L)	WYAS site 9	D	Route not yet confirmed.
4	Romano-British settlement (cropmarks / finds), Hall Moor	SE562581 (C)	EH NMR SE55NE16; EH NMR event 635463; WYAS site 6	R	Partially excavated in 1969. Further geophysical survey in 1992.
5	Area of ridge and furrow earthworks, north-west of Shipton sewage works	SE556584 (C)		L	Especially well preserved in the street frontage plot.
6	Area of ridge and furrow earthworks, east of Manor Farm	SE55605860 (C)	WYAS site 5; WYAS fields 2 & 3	L	Only slight earthworks visible.
7	Possible pre-Conquest enclosure and "Audby" field name, east of Main Street	SE556594 (C); SE556585 (C)	WYAS site 3	D	Elliptical enclosure suggestive of Anglo-Saxon settlement.
8	Circular geophysical anomaly, north of High Field	SE55475938 (C)	WYAS site 3	D	Identified in 1992.
9	Enclosures and linear features (cropmarks), north of Shipton	SE553597 (C)	WYAS site 2; NYSMR 18043 ?	D	
10	Double ditched enclosure and linear features (cropmarks), south-east of Shipton Grange	SE547596 (C)	EH NMR SE55NW19 ; WYAS site 1	R	
11	Collection of prehistoric artefacts, west of Church Farm	SE550590 (C)	NYSMRs 17932-17939; WYAS site 4	D	Mostly Neolithic date, but precise province unknown.
12	Shipton medieval village	SE553587 (C)	NYSMRs 13322 & 17931	R	Still retains medieval morphology.
13	The Maltings, east side of Main Street	SE55345879 (E)	EH NMR SE55NE13; EH NBR 86728	D	
14	School Farmhouse, east side of Main Street	SE55315858 (E)	EH NBR 44090; LB 131/38 Grade II	N	Mid 18th century, altered 19th century.
15	Holy Evangelist's church, north side of East Lane	SE55345885 (E)	EH IOE 332124; LB 131/31 Grade II	N	Built 1848-49 by G T Andrews.
16	Melrose House Nursing Home, north side of East Lane	SE55435886 (E)	EH IOE 332125; LB 131/32 Grade II	N	Built 1848, enlarged 1873, probably by G T Andrews.
17	Primrose Hill, west side of Main Street	SE55275879 (E)	EH IOE 332128; LB 131/35 Grade II	N	Early 19th century.

18	Hall Farmhouse, east side of Main Street	SE55325874 (E)	EH IOE 332129; LB 131/36 Grade II	N	Mid 18th century with early 19th century alterations.
19	Shipton Middleton Church of England School, east side of Main Street	SE55315864 (E)	EH IOE 332130; LB 131/37 Grade II	N	Built 1850, probably by G T Andrews.
20	Dawnay Arms, west side of Main Street	SE55265857 (E)	EH IOE 332127; LB 131/34 Grade II	N	Originally a house, early 18th century.
21	The Grange, east side of Main Street	SE55285843 (E)	EH IOE 332126; LB 131/36 Grade II	N	Mid 18th century.
22	Milepost, east side of A19	SE55345819 (E)	EH IOE 33123; LB 131/30 Grade II	N	Early-mid 19th century.
23	Beningbrough Station, Station Road	SE547586 (C)	EH NMR SE55NW35; EH NBR 5110	D	Opened 1841, closed to passengers in 1958.
24	Area of ridge and furrow, either side of Burrell's Lane	SE551589 (C)		L	Only slight earthworks visible.

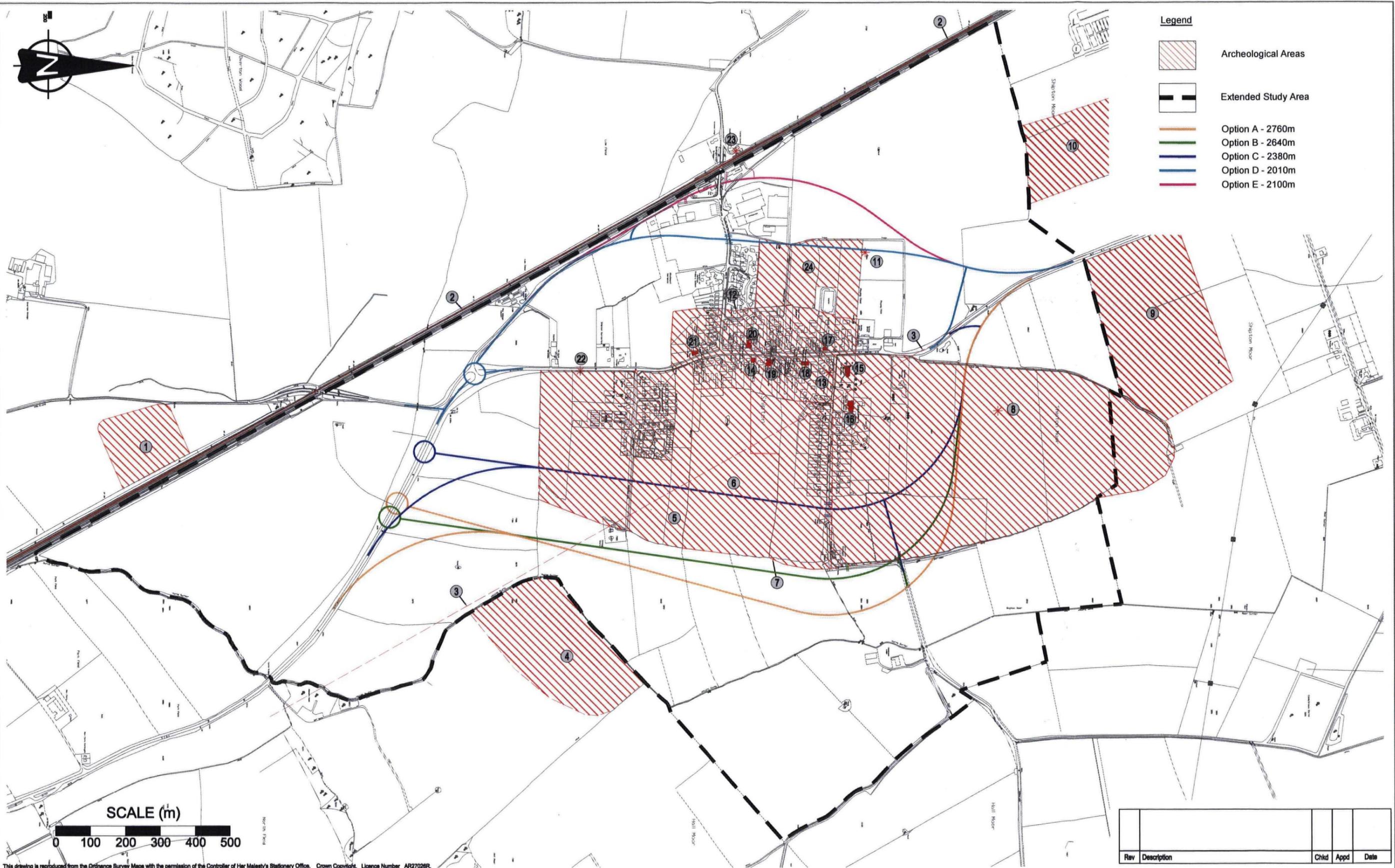
Abbreviations:

NGR: (A) = approximate; (C) = centred; (E) = exact; (L) = linear (only within study area, not full extent of site)

Concordance: NYSMR = North Yorkshire County Sites and Monuments Record; EH NMR = English Heritage National Monuments Record; EH NBR = English Heritage National Buildings Record;

EH IOE = English Heritage Images of England; LB = Listed Building; WYAS = West Yorkshire Archaeology Service 1993 report

Importance: (N) = National; (R/C) = Regional/County ; (D) = District; (L) = Local; (NG) = No grade



- Legend**
-  Archeological Areas
 -  Extended Study Area
 -  Option A - 2760m
 -  Option B - 2640m
 -  Option C - 2380m
 -  Option D - 2010m
 -  Option E - 2100m

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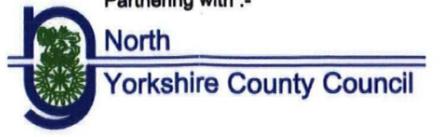
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Rev	Description	Chkd	Appd	Date



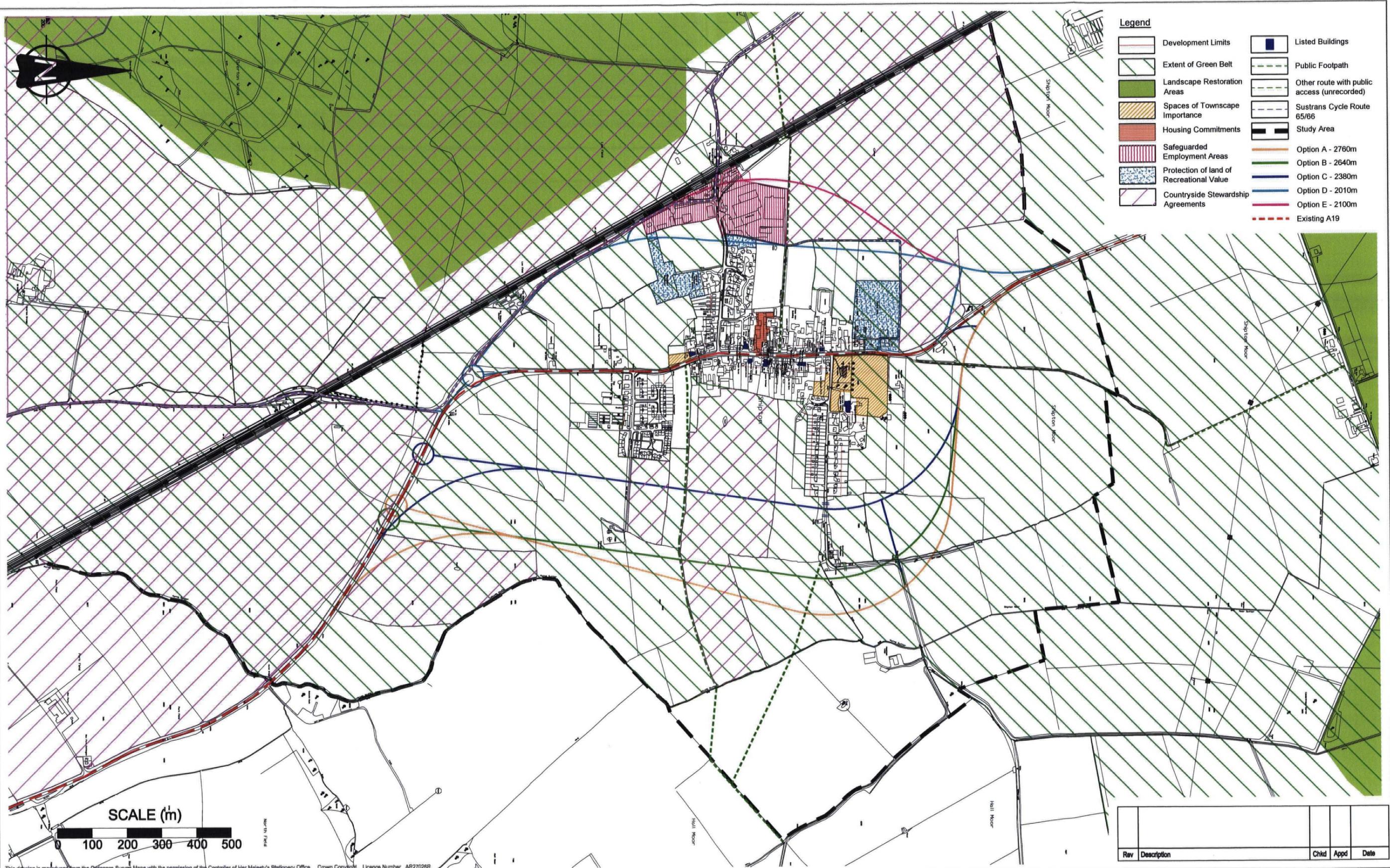
 Commer House
 Station Road
 Tadcaster
 North Yorkshire
 LS24 9JF
 Tel: 01937 837800
 Fax: 01937 837850
 E-mail: leeds@golder.com

Client


Partnering with :-


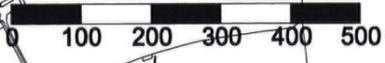
Project
A19 SHIPTON BY BENINGBROUGH BYPASS
 Title
Cultural Heritage Sites Showing Route Options

Project No.	04588332	Checked	AS SHOWN
File No.	581023	Approved	DRAFT
Created By	JW	Date	
Revision	1		



- Legend**
- Development Limits
 - Extent of Green Belt
 - Landscape Restoration Areas
 - Spaces of Townscape Importance
 - Housing Commitments
 - Safeguarded Employment Areas
 - Protection of land of Recreational Value
 - Countryside Stewardship Agreements
 - Listed Buildings
 - Public Footpath
 - Other route with public access (unrecorded)
 - Sustrans Cycle Route 65/66
 - Study Area
 - Option A - 2760m
 - Option B - 2640m
 - Option C - 2380m
 - Option D - 2010m
 - Option E - 2100m
 - Existing A19

SCALE (m)



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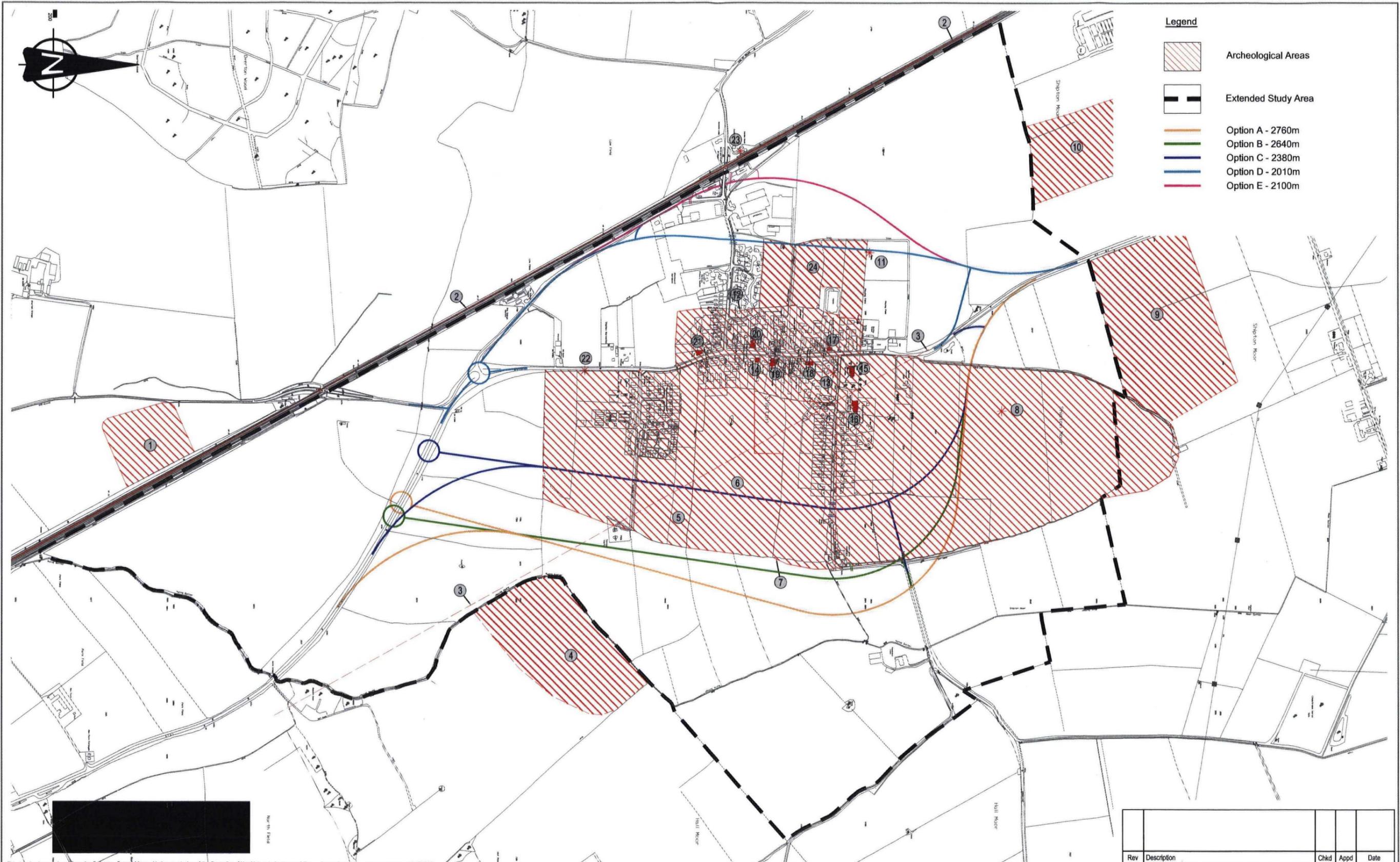
Golder Associates
 Commer House
 Station Road
 Tadcaster
 North Yorkshire
 LS24 9JF
 Tel: 01937 837800
 Fax: 01937 837850
 E-mail: leeds@golder.com

mouchelparkman
 Client

Partnering with :-
North Yorkshire County Council

Project
A19 SHIPTON BY BENINGBROUGH BYPASS
 Title
Landscape Planning Designations

Project No. 04588332	Checked	Scale AS SHOWN
File No. 581023	Approved	Status DRAFT
Created By JW	Date	Revision
Blending No. 6		



- Legend**
-  Archeological Areas
 -  Extended Study Area
 -  Option A - 2760m
 -  Option B - 2640m
 -  Option C - 2380m
 -  Option D - 2010m
 -  Option E - 2100m

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Golder Associates
 Commer House
 Station Road
 Tadcaster
 North Yorkshire
 LS24 9JF
 Tel: 01937 837800
 Fax: 01937 837850
 E-mail: leeds@golder.com

Client

mouchelparkman

Partnering with :-

North Yorkshire County Council

Project
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Cultural Heritage Sites Showing Route Options

Project No. 04588332	Checked	Scale AS SHOWN
File No. 581023	Approved	Status DRAFT
Created By JW	Date	Revision
Elevation No. 1		