



Planning, Transport  
and Environment

INDEX DATA	RPS INFORMATION
Scheme Title A1237 York North Bypass Improvement.	Details Preliminary Archaeology Report
Road Number A1237	Date December 1992.
Contractor RPS.	
County Yorkshire.	
OS Reference SE55	
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p. 7

Table 1

A1237 YORK NORTHERN BYPASS  
IMPROVEMENT

PRELIMINARY ARCHAEOLOGY REPORT  
DECEMBER 1992

15 DECEMBER 1992

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

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### TABLE 1: GAZETTEER OF ARCHAEOLOGICAL SITES

#### PLANS

RPS 1	LOCATION MAP
RPS 2-5	MAPS OF KNOWN ARCHAEOLOGICAL SITES

## 1 INTRODUCTION

- 1.1 RPS Clouston as landscape sub-consultants to Bullen and Partners have been asked to advise on the likely archaeological constraints which may be encountered by the proposed improvements to the A1237 York Northern Bypass. A Landscape Report on Alternative Routes: Landscape, Ecology and Archaeology, submitted by RPS in December 1990, mapped and listed all known sites along the route, prioritised them, compared the degree of impact likely to be caused by the route options studied, and made general recommendations for future surveys.
- 1.2 The present Preliminary Archaeological Report has been produced following further research to refine the data.
- 1.3 The scope of the archaeological investigations review of existing data available from local and national sources has been collected from:
  - i) English Heritage Scheduled Ancient Monuments (SAM) lists
  - ii) North Yorkshire County Council Sites and Monuments Records (SMR)
  - iii) National Monuments Record
  - iv) National Library of Aerial Photographs

The English Heritage (EH) information is concerned with Scheduled Ancient Monuments (SAMs). The North Yorkshire County Council information includes aerial photographic (AP) sources as well as Sites and Monuments Records (SMRs). The National Monuments Record (NMR) is the national repository of archaeological records.

- 1.4 Some field work has already been completed which involved a walk-over survey, noting earthworks and any archaeological features visible from the surface. No below ground investigations have been carried out but sufficient

## 2 POLICY CONSIDERATIONS

- 2.1 European Policies. European Community policies are enshrined in Directive 85/337 which is concerned with "the assessment of the effects of certain public and private projects on the environment". Trunk road schemes longer than 1km are included in the schedule of projects requiring assessment. Included in the list of aspects of the environment which should be considered are "material assets, including the architectural and archaeological heritage". These requirements are incorporated in the United Kingdom Town and Country Planning (Assessment of Environmental Effects) Regulations 1988.
- 2.2 National Policies. Statutory protection for archaeology is principally enshrined in the Ancient Monuments and Archaeological Areas Act (1979) amended by the National Heritage Act 1983. Nationally important sites are listed in a Schedule of Ancient Monuments which is maintained by the Secretary of State for National Heritage. Scheduled Ancient Monument (SAM) consent is required for any work which would affect a SAM, including covering it up. The Department of National Heritage is advised by the Historic Buildings and Monuments Commission for England, known as English Heritage.
- 2.3 English Heritage. English Heritage (EH) may be asked to advise on other archaeological matters, as it is mandated in the National Heritage Act "so far as is practicable, to secure the preservation of ancient monuments and historic buildings in England". As well as carrying out a general archaeological advisory role it also monitors the situation of archaeology in the planning process, based on the Planning Policy Guidance on Archaeology and Planning issued by the DoE in November 1990 (PPG16, see para. 2.4). English Heritage reviewed the impact of road schemes on archaeology in 1990 in Roads for Prosperity: the Archaeological Impact, which although it has no mandatory status nonetheless represents a succinct statement of English Heritage concerns. In its conclusions this document states: "... the

environmental impact must be fully assessed in advance of route selection to allow for the consideration of the possibilities for mitigation of impact ... it is therefore necessary to give greater weight to the archaeological implications of trunk road development and to integrate fully such considerations into the process of assessment required for all such developments"

- 2.4 DoE Planning Policy Guidance (PPG16). The Planning Policy Guidance on Archaeology and Planning (PPG16) published in November 1990 consolidates advice to planning authorities concerning the safeguarding of archaeology within the planning process. The guidance emphasises the irreplaceability of the archaeological resource, details the role of records kept in County SMRs, encourages early consultation with County Archaeological Officers, and sets out the requirement for applicants to furnish sufficient information about the archaeological impact of their proposals for reasonable decisions to be made. The document also indicates the circumstances in which further archaeological evaluation would be necessary, and outlines the use of agreements and conditions to protect the archaeology if appropriate.
- 2.5 Department of Transport (DoT). The Government's policies for trunk roads are set out in Trunk Roads England: into the 1990s published in February 1990. Paragraph 1.8 states that "the requirements for road travel are met in as environmentally friendly way as possible" and the paper goes on to point out that "a great deal of effort already goes into assessing the environmental impact of potential schemes and designing them to fit as sympathetically as possible into the road programme and the Government intends to do even more". Circular HD18/88 sets out the contents of necessary statements on the effects of published schemes, so as to comply with the 1980 Highways Act section 105 A(2).

- 2.6 DoT Manual of Environmental Appraisal. The DoT Manual summarises the statutory protection given to SAMs and accepts that other archaeological features should also be avoided where practicable (para.6.2.5). The stages of assessment are set out: a summary of heritage information should be included in the Consultation Framework; any new information obtained during the consultation should be followed up and the subsequent Preliminary Report should outline the proposed responses to archaeological constraints; and the Public Inquiry framework should have a detailed consideration of affected sites together with the mitigation procedures proposed. In a Parliamentary Written Answer in December 1990 the Minister of State, Department of Transport, stated "The effect on archaeological sites is assessed before decisions on routes are taken. The procedures are set out in the Department's Manual of Environmental Appraisal; the Manual is being revised and English Heritage are being consulted" (Hansard 18.12.1990;WA48). The Secretary of State announced in August 1991 that the DoT would fund archaeological surveys in advance of road construction or improvement. This is in addition to the £500,000 annual grant paid to E.H. by the DoT for excavation costs.

### 3 LOCAL POLICIES

- 3.1 The North Yorkshire County Council Structure Plan (Written Statement, January 1990) Policy E5 states:

**Development proposals which could result in damage to, or the destruction of, sites of archaeological importance will normally be refused.**

- 3.2 North Yorkshire County Council, as the local planning authority has examined the preferred route and its likely effect on the archaeology, and where insufficient evidence is available in areas of potential sites has asked that an archaeological evaluation be carried out. Evaluation is a rapid assessment of the extent, status, and state of preservation of potential sites which may entail geophysical survey, aerial photography, field walking and trial trenching of sample areas. As well as the impact of the road improvements themselves, note must also be taken of ancillary works - compounds, access routes, fencing, etc. - adjacent to the route which may adversely affect the archaeology.



## 4 METHODOLOGY

- 4.1 The stages of archaeological assessment for any major project, as suggested in PPG16, and as endorsed by the Institute of Field Archaeologists (The Assessment of Trunk Road Schemes, March 1992 paper produced by the IFA Contract Archaeology Committee), are:

STAGE 1 A desk-top Sites and Monuments study, Aerial Photographic (AP) study, documentary evidence) leading to mapping of recorded remains, an assessment of the quality of the existing information, and an initial grading of sites should be undertaken. This stage should be carried out over a study area before alternative routes alignments are identified.

STAGE 2 Field evaluation (walk-over survey, systematic field walking, geophysical survey) should be carried out both on known sites and "blank" areas in order to upgrade data when route alternatives are considered; if there are particularly sensitive issues then evaluation trenching (see iii below) may be required before a preferred route choice is made.

STAGE 3 Following preferred route announcement evaluation excavation (trial trenching, assessment of geotechnical trials) should be carried out in areas where the impact of the preferred route is unclear. All areas of threat should be considered including landscaping, junctions, and realigned local access roads.

- 4.2 To date the desk-top study (Stage 1) together with the walkover survey (Stage 2) has been completed. The results of this present study will form the basis of proposals for future work to complete the assessment in order that the impact of the route may be established.

4.3 The area studied extends 1km on either side of the present York Northern Bypass from Poppleton in the west to East Huntingdon in the east. The general area has also been briefly reviewed to provide a context for the features within the Study Area corridor.

4.4 The sources consulted are:-

- a) the National Archaeological record (NAR) of the Royal Commission on Historical Monuments of England (RCHME)
- b) the North Yorkshire County Council (NYCC) Sites and Monuments Record (SMR)
- c) aerial photographs held by the National Library of Aerial Photographs, the NYCC SMR and recent aerial photographs taken in connection with the improvements by DoT
- d) brief review of the literature
- e) brief contact made with local authority archaeological officers
- f) walk-over survey

No new field-work has been undertaken.

4.5 The procedure has been to collate the available data, map it and assess it in terms of:-

- a) completeness and consistency
- b) priority
- c) need for further evaluation

- d) mitigation requirements

4.6 Archaeological records are not claimed to be a complete catalogue of all known and potential sites, so unexpected finds and features are always a possibility. The completeness of the record depends upon many factors, including:

- a) sensitivity of geology to aerial photography. The solid geology of the Study Area is mainly Limestone but it is masked by clay, sands and gravels of glacial origin. The mixed nature of these deposits makes the selection of sites through cropmarks or soil marks a haphazard process. A small section near the west end crosses the flood plain of the Ouse, where recent alluvial cover may mask earlier features,
- b) the survival of earthworks. The area has large tracts of pasture which have preserved medieval and later earthworks such as ridge and furrow and moated sites,
- c) the amount of soil disturbance through development, ploughing, etc. which would uncover buried features and artefacts. The area has some recent development within it and a proportion is ploughed,
- d) the proximity of archaeological researchers. York has been a centre of archaeological activity for generations, and fieldwork within and outside the city walls has been both active and expert,
- e) the nature of the archaeological material and the circumstances of its deposition, i.e. is it concentrated enough, robust enough, well understood enough, etc. to be detected?

The likelihood of archaeological sites and features being detected in the Study Area are better than average on most of the above counts, but the lack of a recorded site at a particular spot cannot be taken to mean that no sites exist at that location. Nonetheless, the records consulted are reasonably up-to-date and consistent, and comprehensively list known sites.

- 4.7 Priorities have been applied to the known data in accordance with the DoE guidelines for scheduling as set out in PPG 16 (1990). These criteria should not be regarded as definitive, but rather they are indicators which contribute to a wider judgement based on the individual circumstances of a case. They are:

- a) period
- b) rarity
- c) documentation
- d) group value
- e) survival/condition
- f) fragility/vulnerability
- g) diversity
- h) potential

Using these criteria the features in the Study Area have been ranked in importance as:

- a) National
- b) County
- c) Local

- 4.8 In some cases the level of information about a site in the record may be insufficient for an informed opinion to be reached as to its priority. In these cases, and in areas where important sites may reasonably be expected to exist

despite a lack of records, it may be necessary to carry out a field evaluation to collect the relevant information. Such an evaluation may include some or all of the following techniques:-

- a) geophysical survey
- b) systematic field walking and artefact collection
- c) trial trenching
- d) original document research

4.9 When sufficient is known about both a site and the details of the proposals which affect it, it should be possible to advise on the mitigation of their impact. Mitigation may take the form of:

- a) avoidance of any disturbance through route alignment, or in certain circumstances burying the feature under an embankment
- b) full excavation and recording prior to development ("preservation through record")
- c) watching brief or salvage recording during development
- d) no action

## 5 ARCHAEOLOGICAL CONTEXT

5.1 The York Northern By-pass is more than 4km beyond York city walls, and often more than 2km outside the city administrative boundary, so it does not impact on the urban elements of York's heritage. There are, however, extra-mural settlements and features associated with Roman and medieval York in the area through which the road passes. The numbers in brackets in the following account relate to the gazetteer of sites (Table 1), the locations of which are shown on RPS Plans 2, 3 and 4.

5.2 The prehistoric period is poorly represented in the Study Area, with only a few stray finds (a neolithic axe (4) and a bronze age palstave (11) at Poppleton) probably reflecting early settlement in the area along the river bank. There are two ring ditches, one between Earswick and Huntingdon (23) within 100m of the present road, and another at East Huntingdon (33), both visible on aerial photographs. The early levels near the River Ouse are likely to be covered by alluvium, which can mask features from detection by aerial photography, and many also seal artefacts at too deep a level for them to be brought to the surface in casual ground breaking works such as ploughing or limited construction projects. In addition, the waterlogged conditions which may be expected below the alluvium will have preserved organic remains such as timber, cloth, etc. and kept them in a condition which can provide extremely valuable information to archaeologists. These circumstances - the possibility of important material hidden by the geology - makes such areas potentially national priority sites at the same time as it denies an easy method for detecting them.

5.3 York was the major military and administrative centre of northern England from Roman times to the present. As such it was at the focus of communications. The Roman roads ~~from~~ <sup>from</sup> the north east (29) and north west (35) cross the line of the by-pass. On the north-west side of the city are

Roman camps at Bootham Stray (15, 16) and near Skelton (10). Other Roman finds are associated with the Roman roads, but none are known in the Study Area. It is unlikely that there are major unknown Roman complexes in the Study Area, but there may be finds such as burials or Roman artefacts, particularly in the vicinity of the Roman roads.

- 5.4 In the medieval period York city was again a focus of activity. There were a number of minor settlements outside the ring of suburbs. Poppleton, Skelton, Overton, Rawcliffe, Wigginton, Earswick and Huntingdon are all small medieval settlements within 5km of York city walls. Poppleton had expanded to encompass two centres (1 and 3) by the end of the medieval period. Overton, Poppleton and Rawcliffe had moated manors (5, 8) which survive as substantial earthworks. Other earthworks at Poppleton (2), Huntingdon (32) and Glatres Farm (34) may be medieval in date. There is a substantial area of surviving ridge and furrow, some of which may be medieval (7, 9, 12, 14, 17, 19, 20, 22, 24-26, 31-33). It is likely that around the medieval settlements the landscape was mainly in arable cultivation. It is unlikely that there are major undiscovered medieval features in the Study Area, as medieval earthworks survive over a large proportion of it, and the rest is ploughed. It is likely that local field archaeologists would have been alerted to any significant finds.

## 6 ASSESSMENT

6.1 Priorities have been assessed using the criteria used by the DoE for scheduling (see para 2.5) to sort sites into National, County or Local Importance.

6.2 National sites. <sup>Two</sup> ~~No~~ sites in the Study Area are scheduled, and ~~none~~ <sup>therefore</sup> are recognised at present to be nationally important. The Monument Protection Programme will increase the numbers of sites scheduled approximately 5 fold, but it is unlikely that any <sup>other</sup> sites in the Study Area will be included in that increase.

*These are the Roman camps at Bootham Stray (15, 16, North Yorkshire SM no. 598).*

6.3 County Sites. These are sites of lower status than national sites, but which nevertheless attain a reasonable priority level. There is no hierarchy in the SMR, so the assessment here is made using the DoE criteria and professional judgement. There are some cases where there is insufficient data to make this judgement (see para 4.5 below). The county sites are:-

- 1 Upper Poppleton medieval village
- 3 Nether Poppleton medieval village
- 5 Nether Poppleton moated site
- 8 Rawcliffe Manor moated site
- 10 Roman camp near Skelton
- ~~15/16 Roman camps at Bootham Stray~~  
~~27 Medieval moat~~
- 29 Roman road
- 30 Medieval church (Listed Building)
- 32 Shrunk medieval village
- 35 Roman road

None of these sites is within the <sup>route corridor</sup> ~~Study Area~~, except the Roman road (35), now the A19, Shipton Road. The A19/A1237 Junction will affect this road, and mitigation procedures should be established to investigate any surviving



remains.

- 6.4 Locally important sites comprise the remainder, where sufficient is known to assess them:

- 4 neolithic axe
- 6 undated field boundary
- 7 ridge and furrow
- 9 ridge and furrow
- 11 bronze age palstave
- 12 ridge and furrow
- 13 field boundaries
- 14 ridge and furrow
- 17 boundary ditches
- 19 ridge and furrow
- 20 ridge and furrow
- 21 field boundary
- 22 ridge and furrow
- 24 ridge and furrow
- 25 ridge and furrow
- 26 ridge and furrow
- 28 field boundaries
- 31 ridge and furrow

The proposed improvement will affect several of these local sites. The ridge and furrow sites 14, 19, 26, and the field boundaries 13 and 21 are affected.

- 6.5 Potential sites, sites requiring further work. The area of alluvium near the river Ouse must be treated as an area where important archaeology may exist. The other sites where insufficient information is known to enable a priority decision to be reached are:-

- 2     undated enclosure near Upper Poppleton
- 18    cropmark traces
- 23    undated ring ditch
- 33    undated circular feature
- 34    undated earthworks

None of these is likely to be affected by the proposed improvement, so their status is not at issue.

## 7 CONCLUSIONS

- 7.1 No known sites of national importance are affected by the proposed improvements.
- 7.2 There are 11 sites of county importance in the Study Area. One, a Roman road, is likely to be affected by the proposed improvements.
- 7.3 Most sites of local importance are medieval or post-medieval agricultural features such as ridge and furrow and field boundaries. Recording prior to the road construction would be an appropriate response.
- 7.4 At the western end, where the route crosses the flood plain of the Ouse, there are areas of archaeological potential where evaluation is required before an assessment of impact can be made. Depending upon the engineering solution for the road, trial trenching may be appropriate here.

TABLE 1

## A1237 YORK NORTHERN BYPASS IMPROVEMENTS

## Gazetteer of Archaeological Sites

RPS Clouston No.	NGR	Source	Period	Description	Affected by proposals?
1	SE 5560.5410	SMR 5913	Med BA Med	village axe, hammer lead weight	no
2	SE 5610.5406	SMR 5917 AP PVA 1762016, 017	U/D	enclosure	no
3	SE 5620.5500	SMR 5923	Med	historic village	no
4	SE 56.55	SMR 5934	Neo	axe	no
5	SE 564.552	APs AJC 62/18 AJC 92/4	Med P-M	moated site, earthworks and ridge and furrow visible under light snow	no
6	SE 575.553	APs AJC 1/1-3; AJC 004/21 PVA 3762.016	U/D	cropmark field boundary? ? drainage ? earlier cultivation	no
7	SE 577.552	AP (DoT)	Med P-M	ridge and furrow	no
8	SE 580.55510	SMR 5929 AP (DoT)	Med P-M	moated site	no
9	SE 580.551	AP (DoT)	Med P-M	ridge and furrow	no

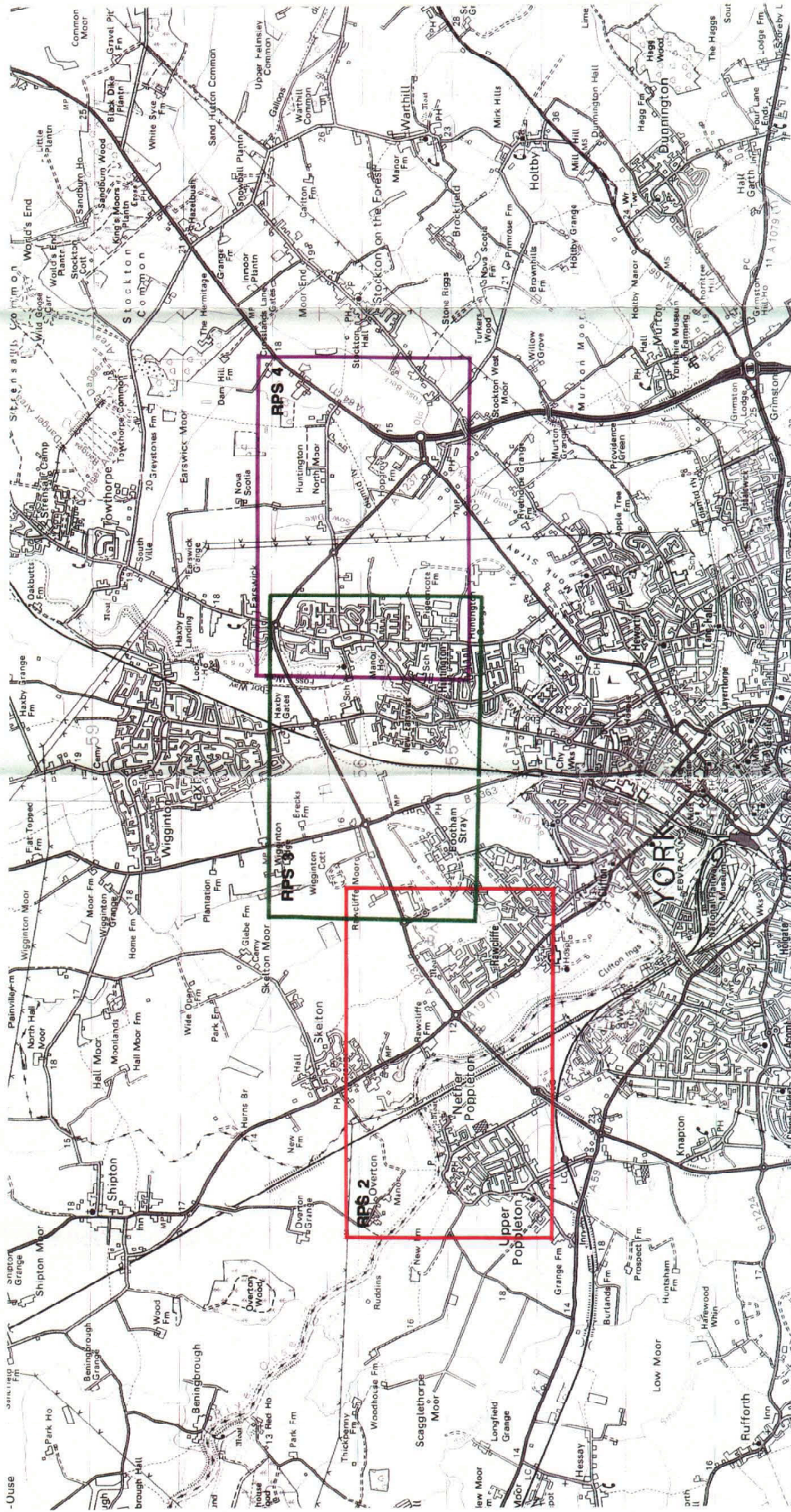
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RPS Clouston No.	NGR	Source	Period	Description	Affected by proposals?
10	SE 579.560	SMR 5922	Roman Med	camp artefacts	no
11	SE 583.547	SMR 5915	BA	axe (palstave)	no
12	SE 587.558	AP (DoT) AP PVA 79.04.05/14 04.05/15	Med P-M	ridge and furrow and trackways	no
13	SE 593.559	AP PVA 84.02.04/27 PVA 84.02.06/04,05	U/D	field boundaries, brickwork pattern of fields	yes
14	SE 595.560	AP (DoT)	U/D	ridge and furrow	yes
15	SE 596.548	SMR 5914	Roman	camp	no
16	SE 599.549	SMR 5914 APs CVC JZ13 AJC 035/17 NMR SE 5954/2 AJC 061/38	Roman	camp	no
17	SE 602.549	AP PVA 1762 018-020	U/D Med P-M	boundary ditches ridge and furrow	no
18	SE 599.551	AP AJC 004/24	U/D, WWII	indistinct cropmark traces and airfield earthworks	no
19	SE 607.564	site visit	Med P-M	ridge and furrow	yes
20	SE 608.562	site visit	Med P-M	ridge and furrow	no

RPS Clouston No.	NGR	Source	Period	Description	Affected by proposals?
21	SE 611.568	AP PVA 3762,086,087	P-M	circular enclosure, field boundary	yes
22	SE 612.565	AP (DoT) site visit AP AJC 635/13	Med P-M	ridge and furrow	no
23	SE 614.566	SMR 5805 AP PVA 3762 086, 087	U/D	ring ditch	no
24	SE 622.571	AP (DoT) AP AJV 035/14	Med P-M	ridge and furrow	no
25	SE 637.563	SMR 5810	Med P-M	ridge and furrow	no
26	SE 633.557	AP (DoT)	Med P-M	ridge and furrow	yes
27	SE 641.558	SMR 5802	Med	moat	no
28	SE 645.558	AP PVA 3762.097	U/D	linear ditch, field boundaries	no
29	SE 640.545	RR no. 800	Roman	road	no
30	SE 5645.5505	LB 5338 Grade II*	Med	church of St Everilda, C12 origins with later additions	no
31	SE 630.560	AP PVA 79.03.07/22	Med P-M	ridge and furrow	no
32	SE 625.552	AP (DoT) AP PVA 84.03.14/04/05	Med U/D	village, ridge and furrow, circular feature	no

RPS Clouston No.	NGR	Source	Period	Description	Affected by proposals?
33	SE 626.550	AP (DoT) AP PVA 84.03.14/04/05	Med U/D	ridge and furrow circular feature	no
34	SE 631.562	AP PVA 84.03.14/01, 07 YAT 3 675/01 PVA 84.03.14/02, 08	U/D	earthworks field boundaries	no
25	SE 575.550	RR no.	Roman	road	yes





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# A1237 YORK NORTHERN BYPASS IMPROVEMENT

RPS CLOUSTON  
THE ENVIRONMENTAL CONSULTANCY

THE DEPARTMENT  
OF TRANSPORT  
Yorkshire and  
Humber Region  
Construction Programme Division

TITLE Location of RPS Archaeological Plans

FIGURE

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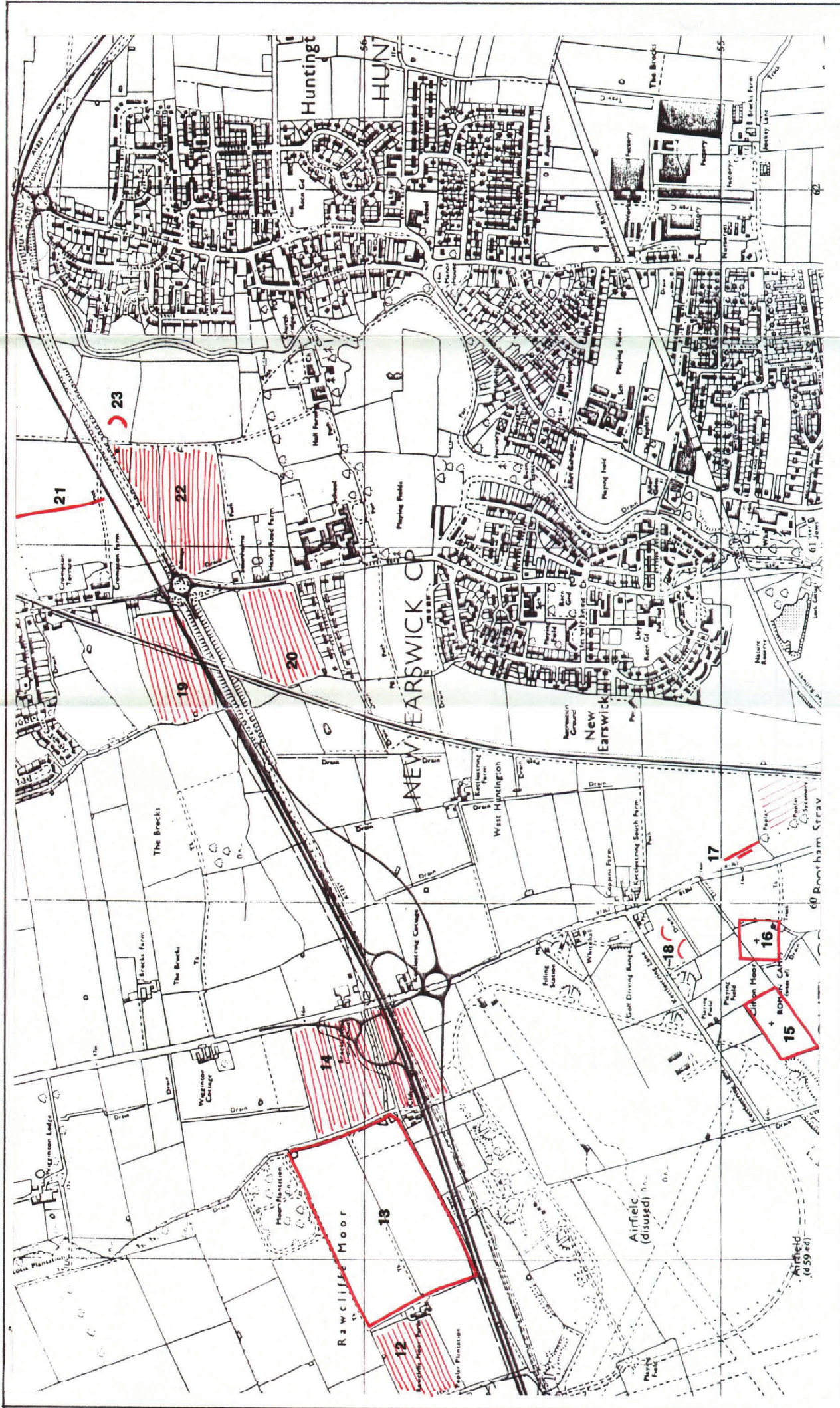
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# A1237 YORK NORTHERN BYPASS IMPROVEMENT

RPS CLOUSTON  
THE ENVIRONMENTAL CONSULTANCY

TITLE

KNOWN ARCHAEOLOGICAL SITES

FIGURE

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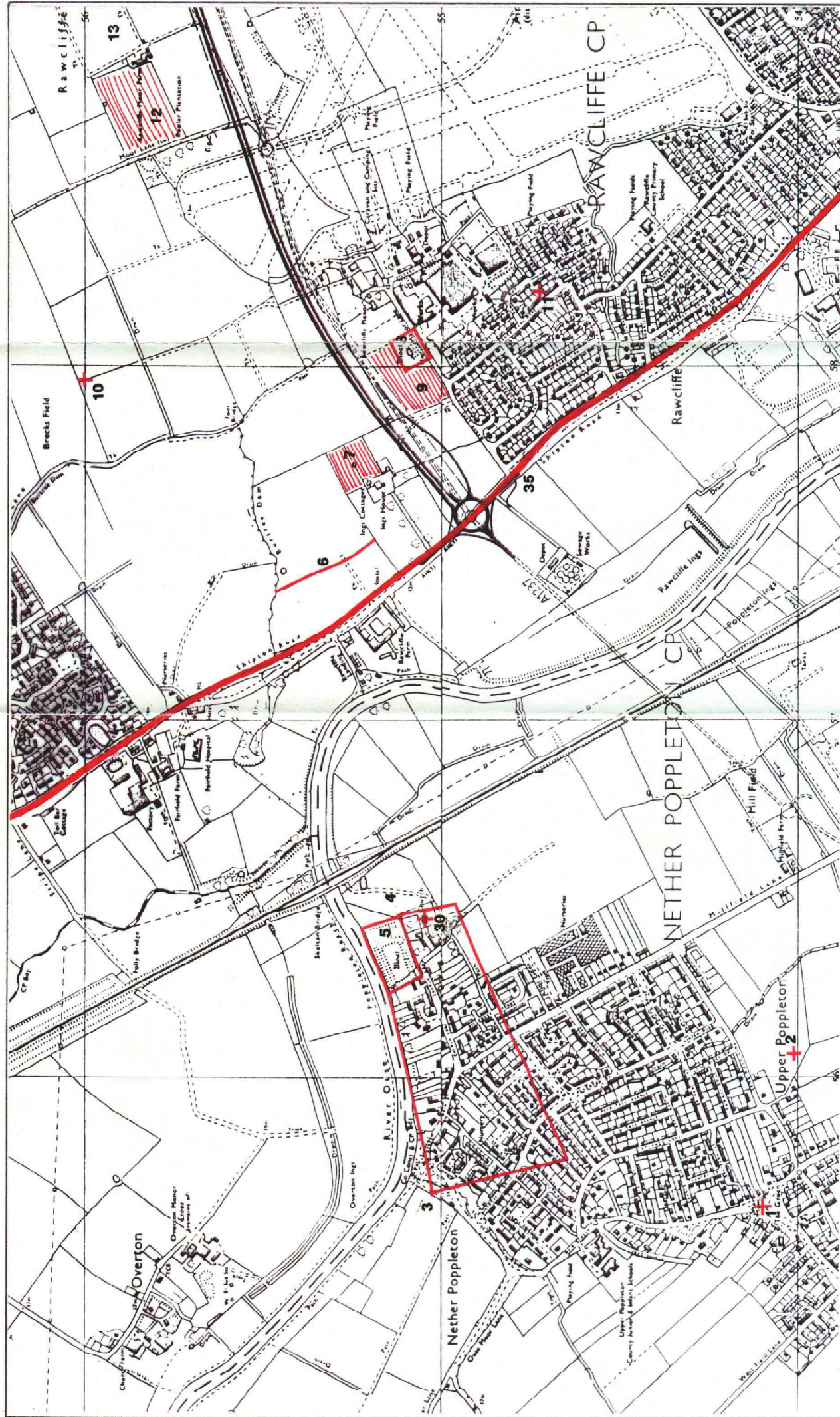
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THE DEPARTMENT  
OF TRANSPORT  
Yorkshire and  
Humber Region  
Construction Programme Division





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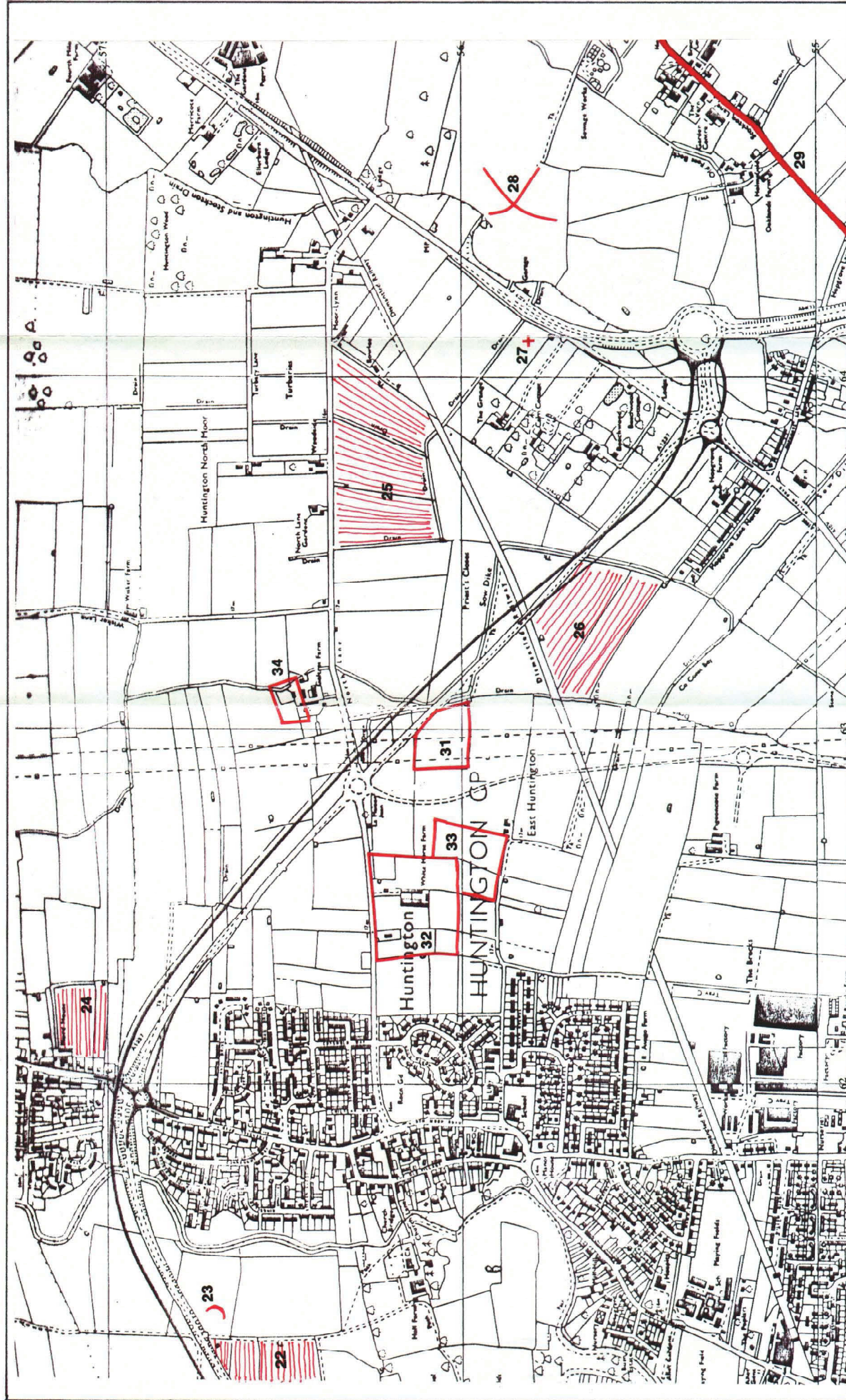
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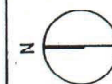
<p><b>RPS CLOUSTON</b> THE NORTHAMPTON CONSULTANCY</p>	<p><b>TITLE</b> KNOWN ARCHAEOLOGICAL SITES</p>	
	<p><b>SCALE</b> 1:10,000</p>	<p><b>FIGURE</b></p>
<p><b>THE DEPARTMENT OF TRANSPORT</b> Yorkshire and Humber Region Construction Programme Division</p>		<p><b>DATE</b> DEC. 1992</p>
		<p><b>RPS 2</b></p>





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# **A1237 YORK NORTHERN BYPASS IMPROVEMENT**

<p><b>RPS CLOUSTON</b> THE ENVIRONMENTAL CONSULTANTS</p>	<p><b>TITLE</b> KNOWN ARCHAEOLOGICAL SITES</p>	
	<p><b>SCALE</b> 1:10,000</p>	<p><b>FIGURE</b></p>
<p><b>THE DEPARTMENT OF TRANSPORT</b> Yorkshire and Humberside Region Construction Programme Division</p>		<p><b>DATE</b> DEC. 1992</p>
		<p><b>RPS 4</b></p>