



Planning, Transport
and Environment

INDEX DATA	RPS INFORMATION
Scheme Title A19 : Dishforth - Tyne Tunnel	Details Archaeological excavation + monitoring
Road Number A19	Date
Archaeological Contractor Services of University of Durham	
County Tyne & Wear	
OS Reference NZ41	
Single sided ✓ Double sided A3 3 Colour	

A19: Dishforth to Tyne Tunnel

**from the A174 Parkway Junction, Stainsby,
to the A1027 Junction, Norton**

Archaeological excavation and monitoring

NZ 4670 1510 - 4510 2260
Middlesbrough & Stockton Districts

by: *Archaeological Services*
University of Durham
on behalf of:
Autolink

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1. Summary

1.1 Client

Autolink Concessionaires (A19) Ltd
A19 Joint Venture
Billingham Reach Industrial Estate
Billingham
TS23 1PX

1.2 Location (Figure 1)

The A19 is the main north-south arterial roadway serving Teesside and the eastern flanks of County Durham and Tyne and Wear. In the vicinity of Teesside (formerly the County of Cleveland) the road passes through the gently undulating landscape of the Tees Lowlands, where the immediate subsoil comprises cover deposits, mainly Boulder Clay. The road crosses the Tees at NZ 4745 1940. The road widening and improvement works extend for some 9km between the A174 Parkway Junction at Stainsby and the A1027 Junction at Norton.

1.3 Dates

The archaeological evaluation at the A174 Parkway Junction was undertaken during December 1996; the Watching Brief was conducted between March and December 1997 (below, Appendix 5). This report was prepared between 5th December 1997 and 26th February 1998.

1.4 Personnel

Fieldwork at the A174 Parkway Junction was conducted by P. Carne, Field Officer with Archaeological Services, University of Durham, E. Eastaugh, J. Gosling and S. Wilkinson (Field Archaeologists); the Watching Brief was undertaken by Dr S. H. Willis (Field Archaeologist). This report was prepared by Dr S. H. Willis, P. Carne and E. Eastaugh, with lithic identification by C. Waddington, and illustrations by L. Bosveld.

1.5 Acknowledgements

The assistance of Autolink in facilitating the archaeological work is gratefully acknowledged. Archaeological Services is also grateful for the assistance of Tees Archaeology in the provision of Sites and Monuments Record information.

1.6 Summary of results

Excavations revealed traces of activity predating the construction of the Parkway Roundabout, for which a modern date was inferred. The Watching Brief did not reveal any archaeological features, although some data of archaeological significance was recorded.

2. Introduction

2.1 Project background (Figure 2)

The A19 improvement scheme comprises the widening of the highway on either side of the Tees crossing, establishing three lane carriageways, widening slip roads and instituting a number of other changes designed to facilitate traffic flow. The road improvements were undertaken by Autolink in association with the Highways Agency. Assessments of the potential impact of these works upon the archaeological resource (W.A. Fairhurst and Partners 1990; 1993) identified several areas of importance. Subsequently, a scheme of archaeological works was drawn up concentrating in three areas (A19: Dishforth to Tyne Tunnel Vol. 6, Part 1: Annex 14). These works comprised:

1. The removal of sample cores from an area of peat in the Billingham Bottoms, close to Boreholes 1039A and 1052. The sample cores are currently housed at the University of Durham; analysis has not been conducted as part of this or any other piece of work.
2. The excavation of a single trench within the Parkway Roundabout at the location of Borehole 1002, the analysis of which had identified a possible archaeological horizon (below, Section 3).
3. The maintenance of a Watching Brief during the course of any excavations in the area of Stainsby medieval village and at Norton (below, Section 4). The Brief was extended to include the areas around Portrack Industrial Estate and Marsh House Farm.

2.2 Archaeological and historical background (Figures 3 & 4)

Figures 3 and 4 show the various sites and findspots of archaeological and historical interest in the vicinity of the A19 corridor. It is possible to divide the existing evidence into five zones: moving south to north these comprise the Stainsby area, the low-lying land by the course of the Old River Tees, the Tees and its immediate environs, the low-lying land by Norton Bottoms, and, finally, the Norton area. To a considerable extent there is a correspondence within these zones between environment and the nature of the archaeological and historical record.

In the Stainsby area there are a series of sites of medieval and early modern date (Figure 3, Nos. 1-5). Of these the well preserved Deserted Medieval Village of Stainsby and its associated field system is a site of regional and indeed national significance. It is mentioned in the Domesday book as well as documents dated to 1302 and 1416. The importance of the site is reflected in its status as a Scheduled Ancient Monument.

North of the Deserted Medieval Village the road follows the course of the Stainsby Beck. For this area there is little historical and archaeological knowledge, although a cropmark observed west of Stainsby Hill Farm and the A19 (Figure 3, No. 7) is thought to denote a prehistoric site.

Further north, near where the A19 crosses the Tees, the archaeological record reflects the watery character of the environment. Just south of the junction of the A19 with the A66, by the Newport Allotments Club building, is the site of Marsh House Farm

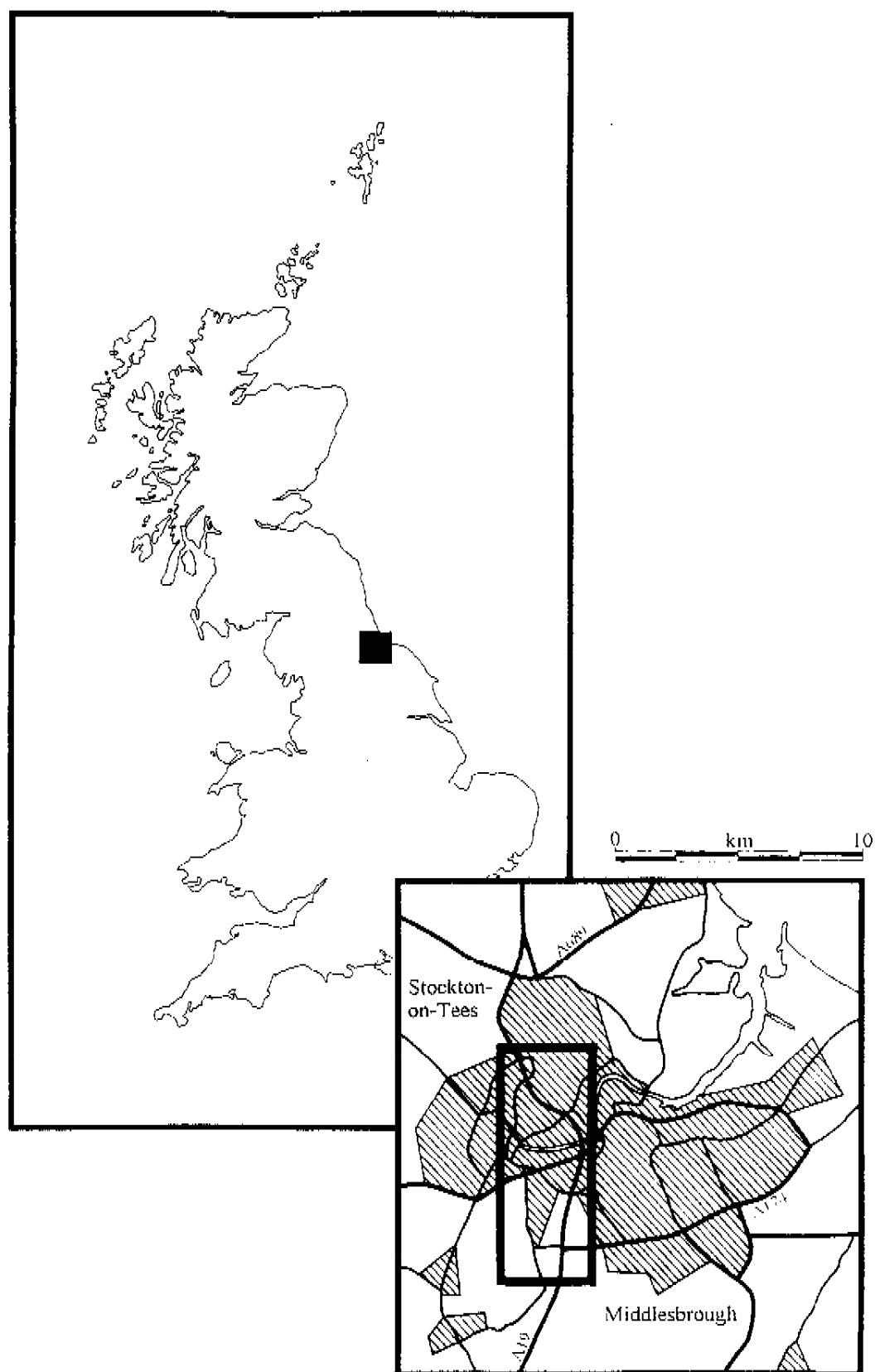
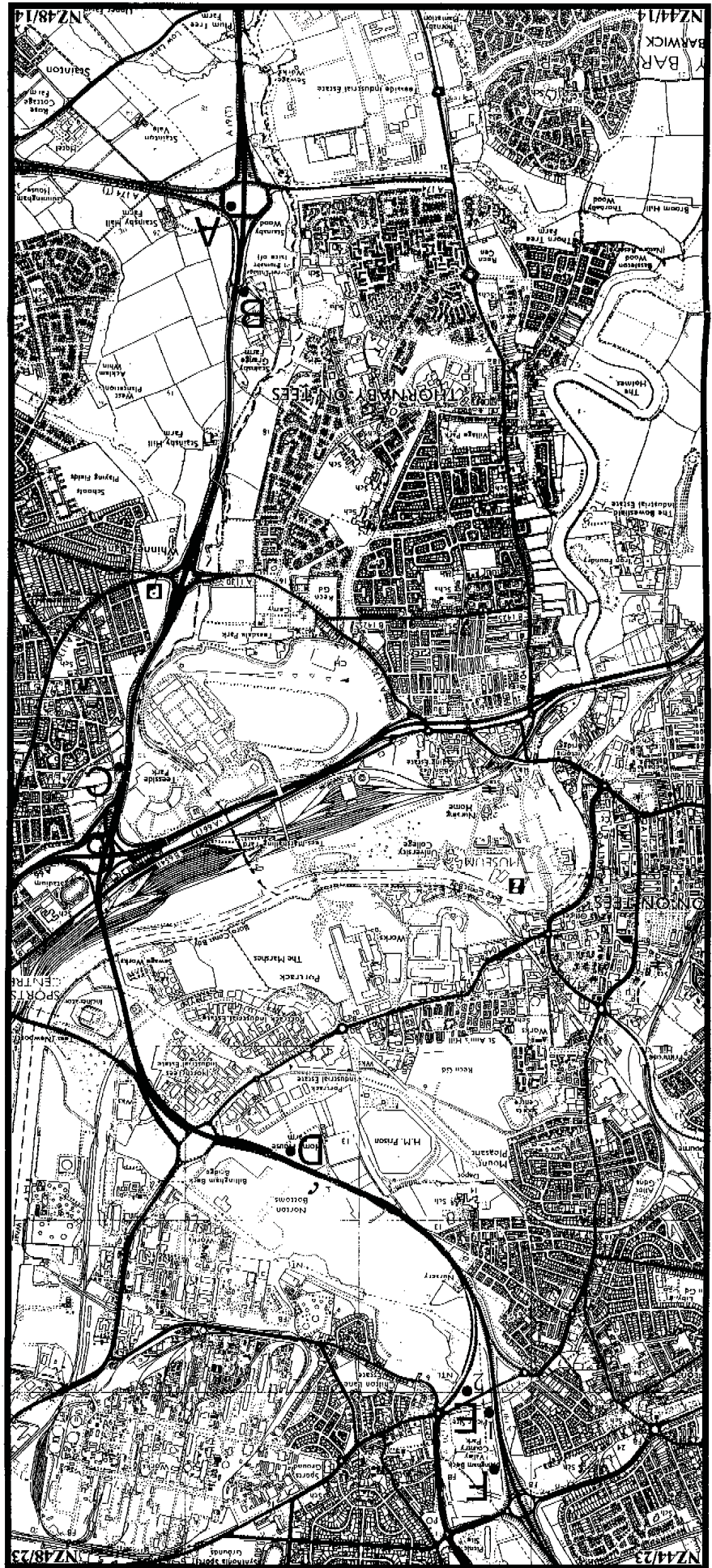


Figure 1: Location of the area shown on Figures 2, 3 and 4 within which the archaeological works took place



Key:

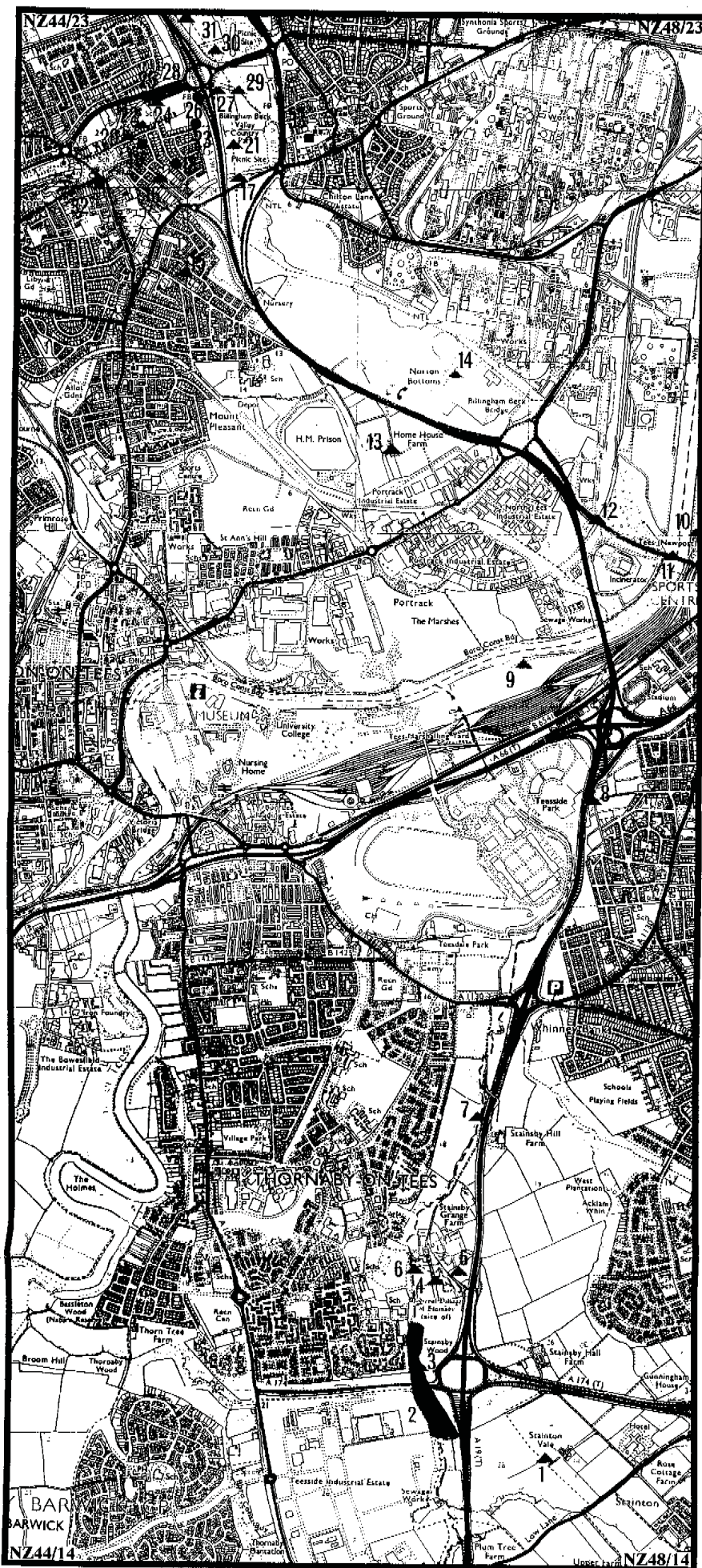
- A - Evaluation trench on the A174
Parkway Roundabout
- B - Works for the Stansby Overbridge
- C - Works south of the former Marsh
House Farm
- D - Works north of the Portrack Industrial
Estate
- E - Location of the peat sample cores from
Biltingham Bottoms; I=1039A and
2-1052
- F - Works at the Norton A1027 Junction

1 km

N

Figure 2: Location of areas subject to
archaeological monitoring and evaluation

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Key: (see Appendix 1)

Prehistoric or Romano-British site/find



Early medieval site/find



Medieval site/find



Conservation area (medieval)



Post-medieval site/find



Undated inhumation and/or find

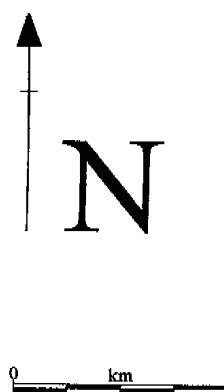


Figure 3: The existing archaeological and historical record of the A19 Corridor

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which dates to the 17th century, if not earlier (Figure 3, No. 8). There is also cartographic evidence from the early 18th century for a large artificial pond in this vicinity, and it is thought that several fishponds of medieval origin and monastic association may have existed here, by the course of the Old River Tees. From the south bank of the current course of the Tees (Figure 3, No. 9) has come a Bronze Age sword, which, by analogy, is likely to represent a votive ritual deposit. A similar explanation may account for a male skull dredged from peat at the bed of the Tees in 1892 (Figure 3, No. 10); the skull is dated as prehistoric and may be from an ancient 'bog-body'. The famous Newport bridge over the Tees, as well as the Billingham branch bridge (Figure 3, Nos. 11 & 12) are Grade 2 listed structures.

Beyond the Tees, the A19 follows the west side of the Billingham Beck valley. Again, little is known of the history and archaeology of this area and its ecological history. Hence the peat samples obtained from coring in this area (above, Section 2.1) are of great potential significance for comprehending the environment of this wetland area over past centuries. Holme House Farm (Figure 3, No. 13) and its outbuildings were Grade 2 listed buildings which have recently been destroyed. A flint arrowhead was recovered in Norton Bottoms (Figure 3, No. 14).

The Norton area (Figure 4) has yielded archaeological and historical evidence from a variety of dates. Norton was an important settlement in the Middle Ages when it belonged to the Bishop of Durham; Norton is recorded in the Bishop's survey of 1183. An area immediately to the east of the A19 between the A1027 and the A139 (Figure 4, No. 21) was the site of a pitched battle between Wada and Ardwulf, which took place c.800 AD. Numerous human burials have been recorded from the eastern side of the village, extending to the A19 corridor; some had grave goods, including weapons. Most significant is the excavated Anglo-Saxon cemetery which dates from the early 6th century AD (Sherlock & Welch 1992; Figure 4, No. 24), lying south of Mill Lane (the line of the present A1027) and west of the A19/A1027 intersection. Some 120 graves were excavated in the mid 1980s making this one of the most important sites of the period in the North-East of England. The eastern boundary of this early cemetery is not known and it is possible that it extended up to the line of the A19. Of the other human burials, at least two groups seem to represent one or more early Christian cemeteries (Figure 4, Nos. 20 & 22), whilst other burials from several sites are undated but are perhaps associated with the Anglo-Saxon and/or medieval periods. The present A1027 junction overlies the site of an excavated 18th-Century watermill (Figure 4, No. 27) which itself represented the rebuilding of a medieval watermill known to have existed in 1183 (Bennett & Vyner 1979). Finds from Norton dating to other periods include two Neolithic axes (Figure 4, Nos. 16 & 31) and a prehistoric chert or jet scraper (Figure 4, No. 29).

3. Archaeological excavations at the A174 Parkway Roundabout

3.1 Methods statement

One area, 8m by 8m in size, was excavated to a depth of 1m within the north-east quadrant of the Parkway Roundabout, positioned at the location of Borehole 1002 (Figure 2, Area A). An 6m by 6m area was then excavated in the centre of this trench to the top of the first significant archaeological horizon. The recent overburden was

removed by a machine equipped with a toothless ditching bucket. The area was hand cleaned by archaeologists and a sample of archaeological deposits excavated. Bulk soil samples were retained from cut features for environmental analysis. Archaeological deposits were recorded using the ASUD Iconic Formation Processes Recording System. Sections were drawn at a scale of 1:10, plans at a scale of 1:20; photography was by 35mm bracketed monochrome print and colour transparency. Trench location and levelling was conducted using a Wilde T1000 total station theodolite with SDR33 datalogger.

3.2 Excavation description (Figures 5-7, Appendices 3 & 4)

The evaluation trench revealed the remains of several archaeological features surviving under a series of make-up deposits (2), 1.07m in depth, consisting predominantly of a mid red-brown clay loam with frequent angular stones, brick and tile inclusions. A grey-brown clay loam topsoil (1) overlay this deposit to a depth of 0.14m. Two field drains (F4 and F7) were visible cutting a dark blue-grey clayey loam (3), a remnant topsoil surviving below the make-up deposit (2). Two flints were retrieved from this deposit (below, Section 3.3). A second series of intercutting field drains (F25 and F31) were observed beneath the remnant topsoil (3).

Three narrow linear gullies (F10, F15 and F35) were visible in the northern end of the trench running parallel to each other in a north-east/south-west direction. Both were cut to a similar depth (between 0.07m and 0.14m) and filled with an identical light grey-brown sandy loam (11, 16 and 36). These features resulted from modern ploughing cutting the subsoil. Two wider gullies were also observed (F21 and F23). Gully F21 (0.98m in width, 0.08m in depth) ran in a north-west/south-east direction in the south-western corner of the trench, and was filled by a mottled mid brown and grey sandy loam with frequent coal flecks and grit (22). It was cut by field drains F4 and F31. Gully F23 (1.7m in width and 0.17m in depth) ran east-west terminating 1.85m east of the western edge of the excavation. It was filled by a mottled blue-grey and ginger-brown loamy clay with the occasional rounded pebble inclusion (24). It was cut by field drain F7. Three ephemeral sub-rounded shallow scoops (F12, F17 and F33) were noted in the centre of the trench. They ranged in size from 0.46m by 0.58m to 0.9m by 0.95m in width, and from 0.09m to 0.18m in depth. All were filled by a pinkish-brown loamy clay with frequent coal fleck and grit inclusions (13, 18 and 34). These scoops predated the gullies; F12 was cut by F10 and F17 by F21. The earliest feature identified was a possible ditch which was only visible in the north-eastern quadrant of the trench (F37, 1.92m in width and 0.47m in depth; Figure 7) and appeared to run north-east/south-west. It was filled with an orange-brown sandy clay loam with occasional small to medium sized rounded stones (38). It was cut by gullies F15 and F10, field drains F4 and F31 and scoop F12. All features cut into a ginger-brown silty sand subsoil with frequent coal flecks and small angular grit and pebbles (20). This deposit was 0.21m in depth and overlay a red-brown clay (40).

3.3 The Flints (Figure 8)

1. A flake made from orange-grey flint which occurs naturally in the boulder clay of the region. The narrow parallel-sided blade scars on the dorsal surface suggest an early date for this piece (perhaps Late Mesolithic-Early Neolithic). Although no retouch is evident, the utilisation around two opposed edges indicates its use as a tool.

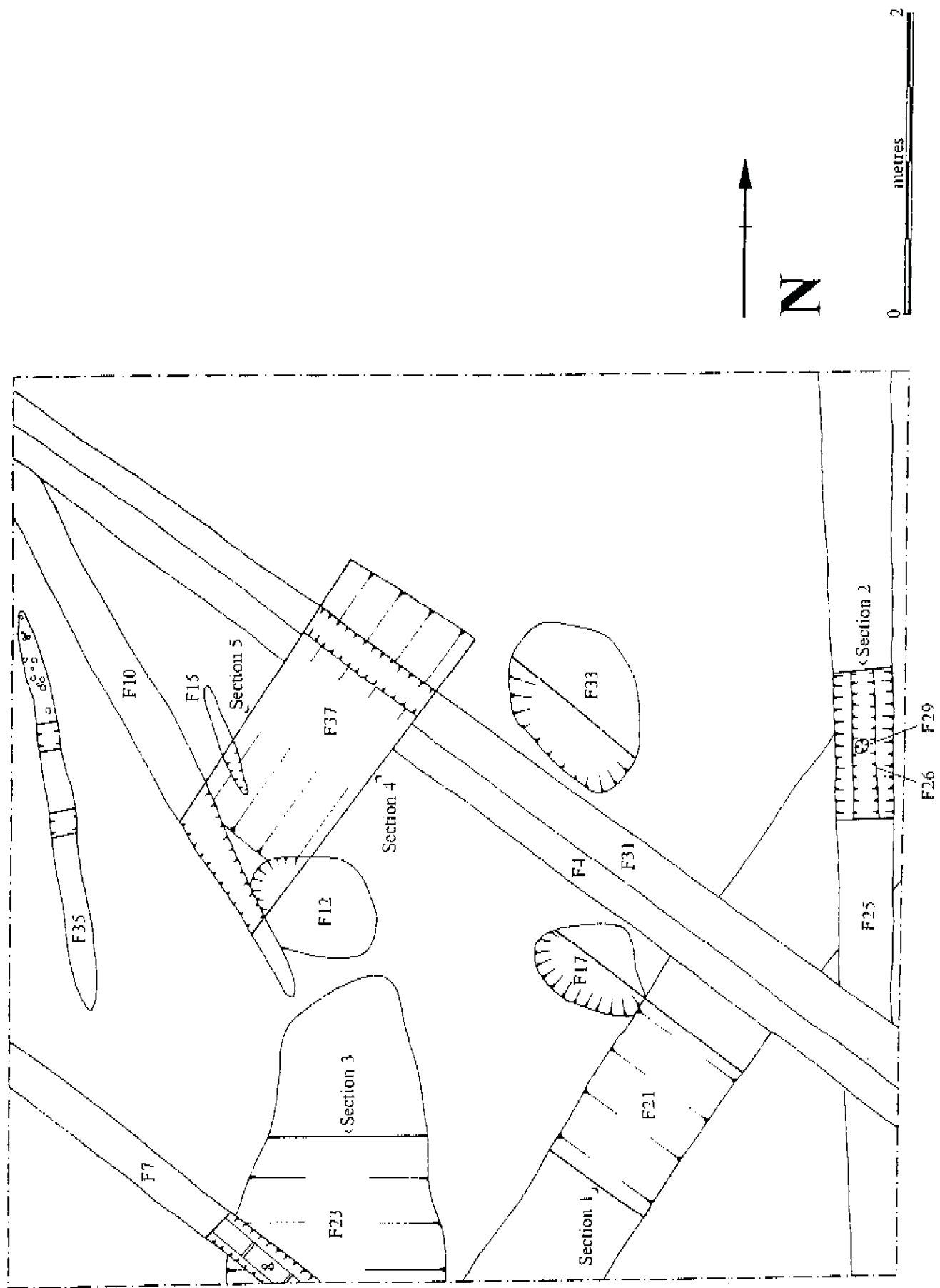


Figure 5: Plan of features within the Parkway Roundabout excavation

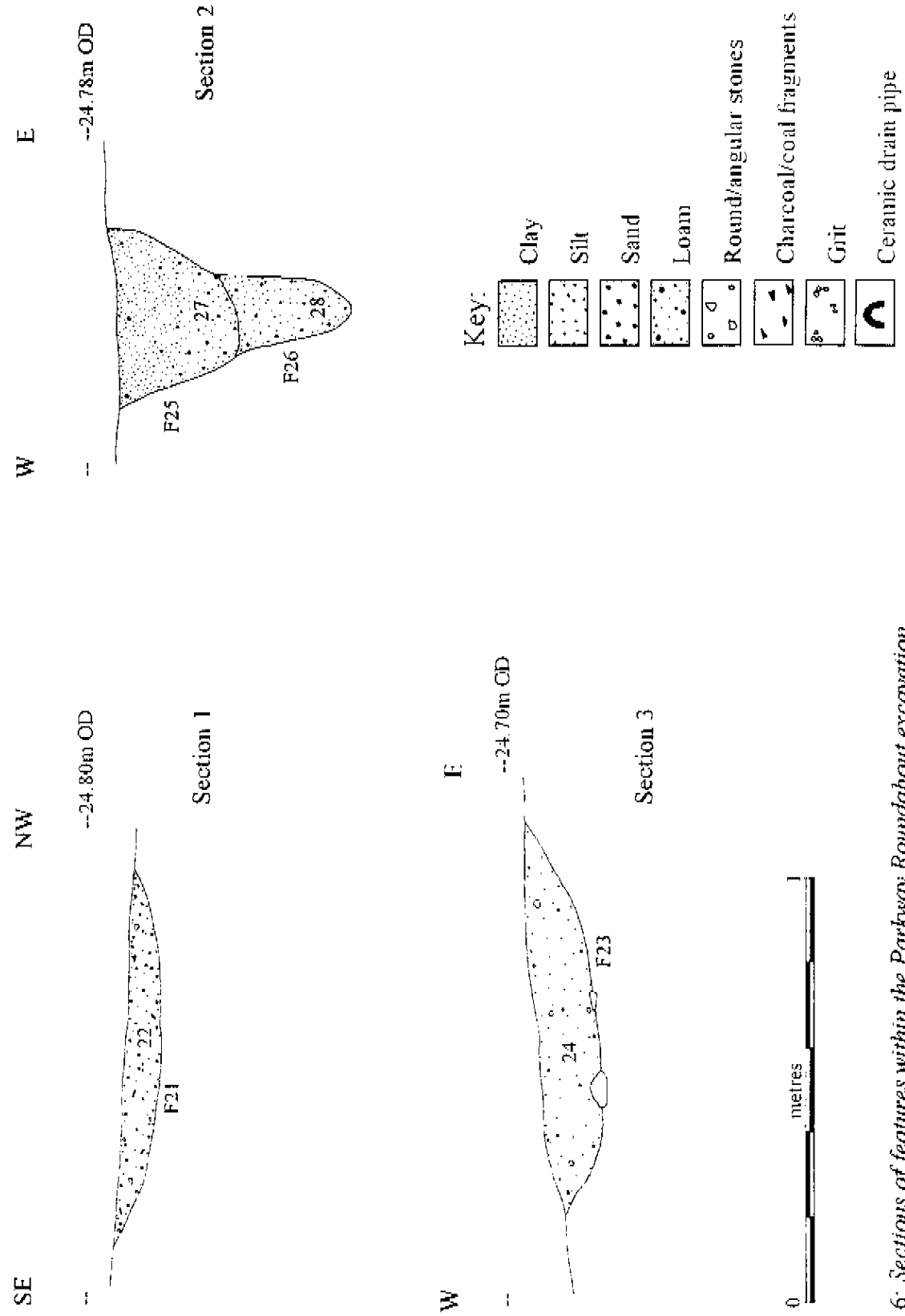


Figure 6: Sections of features within the Parkway Roundabout excavation

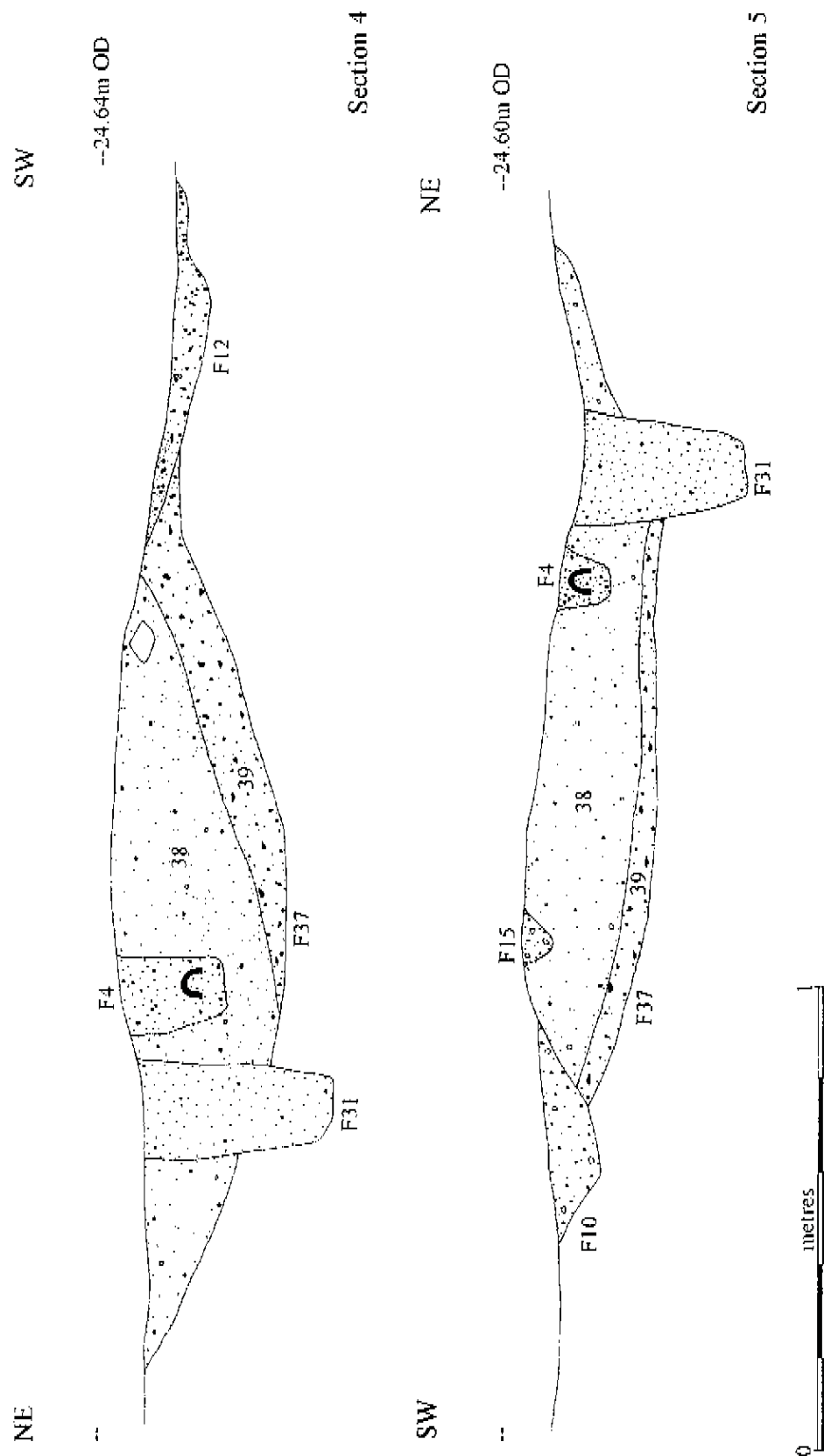


Figure 7: Sections of features within the Parkway Roundabout excavation

2. A broken blade segment of orange-grey flint from the boulder clay of the coastal region. The narrow parallel-sided blade scars and shape of the blade itself suggest an early date for this piece (Late Mesolithic-Early Neolithic). There is no evidence of any retouch, but light patina development has started to develop on the dorsal side.

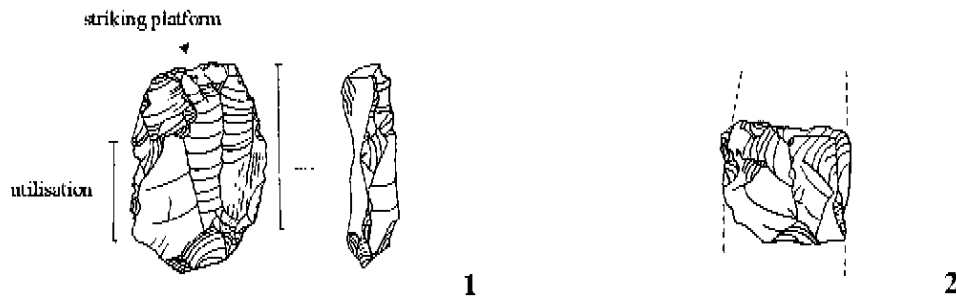


Figure 8: 1, flake; 2, broken blade segment. Scale 1:1

4. Archaeological monitoring along the A19 Corridor (Figure 2)

4.1 Stainsby Overbridge (Figure 2, Location B)

Earthmoving near Stainsby Deserted Medieval Village (centre NZ 4660 1560; Scheduled Ancient Monument 28559) was highly localized, focusing on the construction of a new overbridge on the west side of the A19 at NZ 4670 1560. An existing foot and farm traffic bridge over the A19 was replaced by a new wider overbridge, c.10m to the north, which involved the excavation of pits for the erection of stanchion/supports and other earthmoving at this point. The effected area constituted a small triangular area of grazed grassland immediately to the north of the existing bridge and immediately adjacent to the scheduled area. It was bounded to the east by the A19, to the south-west by the rising approach to the overbridge and to the north-west by a wooden fence, constituting an area of c.0.1ha. It lay away from the centre of the Scheduled Ancient Monument in an area which may formerly have been rigg and furrow. It was evident that the area had been subject to some disturbance during the construction of the original bridge and its western approach. Extant rigg and furrow remains visible as earthworks in the field immediately to the north-west (SMR no. 1520) beyond the wooden fence. A modern drainage channel lay immediately south-east of the fence line; soils were visible in the side of this channel, but there was no evidence for extant rigg and furrow.

Topsoil within the area was removed by the contractors under archaeological supervision. In the course of this work, and on further inspection, no deposits of archaeological interest were encountered. Subsequent to the removal of the topsoil two deep adjacent cuts were made for the stanchions of the new bridge, c.6m north of the existing bridge. These cuts measured 10m (north-south) by 7m (east-west). Red Boulder Clay appeared c.0.3m below the former ground surface (ie. pre-1997 roadworks). This lay under a mix of topsoil and material associated with the construction of the existing Stainsby bridge.

4.2 South of the former Marsh House Farm (Figure 2, Location C)

This area was adjacent to the eastern side of the existing A19 corridor, immediately to the south of the former Marsh House Farm, near to the Newport Allotments Club building (NZ 4745 1856). Documentary evidence indicates that medieval and post-medieval remains, including buildings and fishponds, are likely to exist in this vicinity (Figure 3, no. 8), which is adjacent to the course of the Old River Tees.

Earth removal works in this area were largely confined to topsoil stripping and no archaeological deposits were observed. Of significance was a cut 1m in width opened by the contractors to access an existing major service pipe at NZ 4741 1830, around 15m east of the existing A19. This cut measured c.6m east-west, before turning and heading c.12m north-south, with a depth of 3m. This cutting evidently intruded into natural sub-soil clay deposits and no archaeology was visible within it.

4.3 North of Portrack Industrial Estate (Figure 2, Location D)

Monitoring here related to a strip of land on the north bank of the Tees, north of Portrack Industrial Estate and immediately west of the A19 corridor. This was a previously undeveloped area of farmland adjacent to the site of Holme House Farm (a former Grade 2 listed farm house with outbuildings; Figure 4, no. 13). Little historical and archaeological information is documented for this area, where no previous archaeological investigation has taken place.

Topsoil stripping was extensive in this area as the road was not being extended on the eastern (Norton Bottoms) side of the existing corridor at this point. Subsoil deposits were not disturbed. During inspections two features, both filled linear ditches, were observed cutting the natural Boulder Clay. Both followed approximately south-west to north-east alignments. The more southerly feature was located at NZ 4648 2050 and was evidently the field boundary in use in recent times (see Ordnance Survey Pathfinder Map 591 NZ 42/52). The ditch to the north, lying to the east of the modern Prison at NZ 4600 2075, was probably of similar function and date. No dateable material was observed within the fills of these two features, which were not cleaned or excavated.

4.4 Norton Junction (Figure 2, Location F)

In the area of the Norton (A1027) junction the main focus of archaeological monitoring was the substantial earth-moving operations immediately south of the junction, on either side of the A19 and its slip roads to and from the junction roundabout. Close ground inspection of the earthmoving on both sides of the road confirmed that the works mainly involved topsoil removal, exposing previously disturbed ground associated with the course of the road and its original construction, together with extensive banking and ground make-up using material brought from elsewhere. In summary, there was little extraction of existing deposits.

An exception to this was some trenches cut immediately adjacent to the existing road surface, in order to lay a foundation for the limited road-widening in this area. Along the western side of the road, a trench extended no further than the bottom of the exit slip road, while on the eastern side a trench extended down the length of the joining slip road and then south along the length of the carriageway towards the A139

overbridge. These cuts were of regular form, cut to a depth of c.0.85m below the existing ground surface and c.1.3m in width. The sections and bases of these cuts revealed red Boulder Clay (evidently redeposited) mixed with boulders, brick and other debris. At one location (NZ 4518 2251), by the joining slip road, a spread of boulders with a straight edge and putative surface was revealed, traversing the base of this deeper cut. Lying in the vicinity of the site of the medieval and 18th-Century watermills and the millrace (SMR 745: Figure 4, nos. 27 & 30), this area was carefully cleaned. This established that this was simply a 'tip line' within the modern made ground associated with the bank supporting the slip road.

Perhaps the most archaeologically sensitive area at this locality is the bank on the south-west side of the Norton junction; this was unaffected by the road improvement scheme.

5. Discussion

No significant archaeological deposits were encountered as a result of the scheme of works, largely due to the limited extent of works involving extraction; it does not necessarily suggest that archaeological deposits are absent from these areas. The archaeological importance of the Stainsby and Norton areas in particular remains, and deposits also have the potential to survive within the Parkway Roundabout area.

Future ground disturbance in the areas of both the Stainsby Deserted Medieval Village and the Norton Roundabout should be monitored by an archaeologist since the likelihood of archaeological remains being disturbed is considerable. Additionally any work in the area of Marsh House Farm near to the Newport Allotments Club building (c.NZ 4745 1856) should be assessed in the light of the probable existence of earthworks and features of medieval and post-medieval date (including buildings and fish ponds). Documentary research and earthwork survey may shed light on the monastic and agricultural use of this riverside location, which may predate the development of Middlesbrough.

Bibliography

A19: Dishforth to Tyne Tunnel DBFO: Schedule 4; Part 2 Annex 14 'Archaeology'

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Sherlock, S. J. & Welch, M. G. 1992 *An Anglo-Saxon Cemetery at Norton, Cleveland*, CBA Research Report 82, CBA

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W. A. Fairhurst and Partners 1993 *A19 Dishforth to Tyne Tunnel: environmental statement*

Appendix 1: Key to Figures 3 & 4

The existing archaeological and historical record of the A19 corridor

1. Stainton Vale Farmhouse, a Grade 2 listed building.
2. Stainsby Wood (SMR number 1608), an Ancient Woodland as defined by the Nature Conservancy Council.
3. Site of Stainsby Hall (SMR 450).
4. Stainsby Deserted Medieval Village (SMR 451), a Scheduled Ancient Monument (SM 28559).
5. Rigg and furrow open field systems surrounding and associated with Stainsby DMV (SMR 1520) and forming part of the Scheduled Ancient Monument (SM 28559).
6. Concrete Pillbox, part of the World War 2 defensive complex of the former Thornaby Airfield (SMR 1481). This feature is part of the Stainsby DMV Scheduled Ancient Monument (SM 28559).
7. Cropmark identified by aerial photography, believed to be a prehistoric enclosure (SMR 3462).
8. Site of Marsh House Farm (dating to the 17th century) and of medieval/post-medieval fishpond/s (SMR 1808).
9. Findsite of a Bronze Age sword (SMR 611).
10. Findsite of a human skull believed to be prehistoric (SMR 290).
11. Newport Bridge, a Grade 2 listed structure.
12. Billingham Branch Bridge, a Grade 2 listed structure.
13. Site of Holme House Farmhouse & Outbuildings, former Grade 2 listed buildings.
14. Findsite of Neolithic/Bronze Age flint arrowhead (SMR 3477).
15. Site of Tibbersley Mill, 19th-Century watermill (SMR 1233).
16. Findsite of Neolithic stone axe head (SMR 1047).
17. Site of medieval bridge across Billingham Beck (SMR 610).
18. Site of undated human burials with weapons (SMR 741).
19. Site of undated human burials with weapons (SMR 737).
20. Site of medieval human burials (SMR 3400).
21. Site of pitched battle c.800 AD between Wada and Ardwulf (SMR 1166).
22. Site of medieval human burials (SMR 3412).
23. Findsite of undated iron pot (SMR 743).
24. Excavated Anglo-Saxon cemetery and Romano-British field system (SMR 1065).
25. Mixed broad-leaved trees along southern side of Mill Lane, Norton, protected by Tree Preservation order, define an ancient boundary.
26. Findsite of human bones and a piece of silver (SMR 742).
27. Site of Norton watermill (SMR 745). The medieval mill is unlocated; the 18th-Century mill has been excavated.
28. Findsite of Anglo-Saxon girdle hanger (SMR 1182).
29. Findsite of Prehistoric (?Mesolithic) chert/jet scraper (SMR 746).
30. Parts of the millrace for Norton watermill survive as drainage ditches.
31. Findsite of Neolithic stone hand axe (SMR 1069).
32. Norton Village Conservation Area.
33. Billingham Conservation Area.

Appendix 2: Site archive location

The site archive will be deposited with Tees Archaeology:

Tees Archaeology

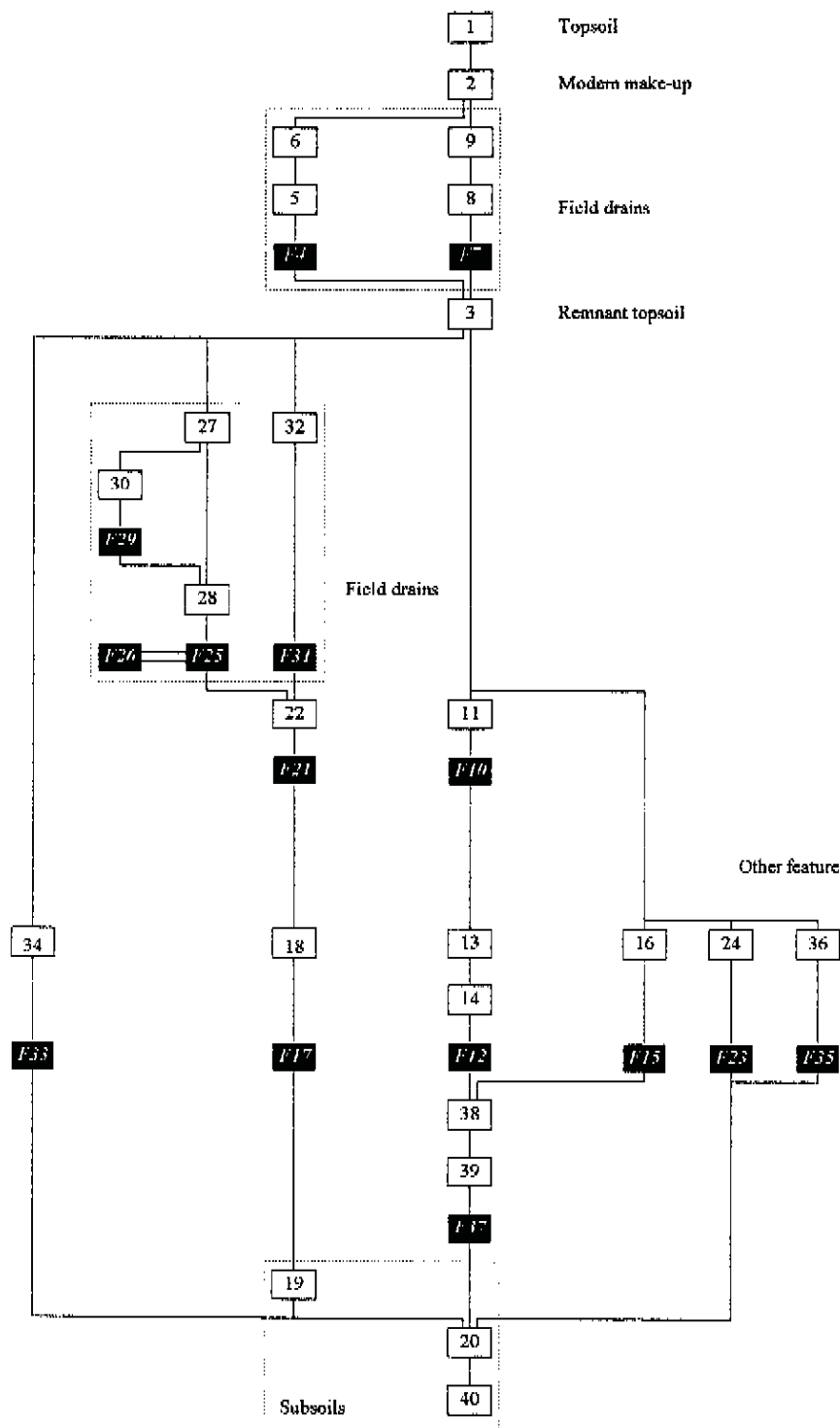
Sir William Gray House

Clarence Road

Hartlepool

TS24 8BT

Appendix 3: Parkway Roundabout excavation Stratigraphic matrix



Appendix 4: Parkway Roundabout excavation

Summary context data

Context	Feature	Description	Artefacts
1	N/A	Topsoil	
2	N/A	Made ground	
3	N/A	Buried topsoil	Flints 1 and 2
4	F4	Field drain	
5	F4	Ceramic pipe	
6	F4	Field drain fill	
7	F7	Field drain	
8	F7	Ceramic pipe	
9	F7	Field drain fill	
10	F10	Linear gully	
11	F10	Linear gully fill	
12	F12	Round cut	
13	F12	Round cut fill	
14	F12	Round cut fill	
15	F15	Linear slot	
16	F15	Linear slot fill	
17	F17	Round cut	
18	F17	Round cut fill	
19	N/A	Coal patch	
20	N/A	Subsoil	
21	F21	Shallow linear scoop	
22	F21	Shallow linear scoop fill	
23	F23	Shallow linear scoop	
24	F23	Shallow linear scoop fill	
25	F25	Field drain	
26	F25	Field drain	
27	F25	Field drain fill	
28	F26	Field drain fill	
29	F29	Burrow	
30	F29	Burrow fill	
31	F31	Field drain	
32	F31	Field drain fill	
33	F33	Round cut	
34	F33	Round cut fill	
35	F35	Shallow linear gully	
36	F35	Shallow linear gully fill	
37	F37	Ditch cut	
38	F37	Ditch fill	
39	F37	Ditch fill	
40	N/A	Subsoil	

Appendix 5: Record of site visits

Monitoring works were conducted, at various locations, on the following occasions during 1997:

March

- 3rd: Walkover survey of all areas of archaeological interest along the course of the scheme; inspection of topsoil removal in the vicinity of Holme House Farm, Portrack.
- 7th: Inspection of ground clearance and other provisional ground work at Stainsby Grange Farm overbridge; further inspection of topsoil removal in the vicinity of Holme House Farm.
- 12th: Inspection of ground work at Stainsby Grange Farm overbridge; further inspection of topsoil removal in the vicinity of Holme House Farm.
- 14th: Monitoring of topsoil and earthmoving at Stainsby Grange Farm overbridge; further inspection of topsoil removal in the vicinity of Holme House Farm.
- 17th: Inspection of earthmoving at Stainsby Grange Farm overbridge.

April

- 24th: Inspection of all areas of archaeological interest along the course of the scheme.

June

- 10th: Inspection of stanchion hole cuts for the new Stainsby overbridge; monitoring and inspection of earthmoving at the Norton Roundabout slip road.
- 19th: Inspections at Norton; Holme House Farm area; the area south of Marsh House Farm/the A66 interchange; Stainsby overbridge.

July

- 3rd: Inspection of earthmoving at Norton and of groundwork in the area south of Marsh House Farm/the A66 interchange.
- 21st: Inspection of earthmoving at Norton and in the area south of Marsh House Farm/the A66 interchange.

August

- 21st: Inspection of earthmoving at Norton and in the area south of Marsh House Farm/the A66 interchange.

October

- 2nd: Inspection of earthmoving at Norton and in the area south of Marsh House Farm/the A66 interchange. Inspection of works at Stainsby Grange Farm overbridge.
- 23rd: Monitoring and inspection of earthmoving at Norton.
- 24th: Monitoring and inspection of earthmoving at Norton.
- 27th: Cleaning of excavated trenches at Norton following earthmoving.

November

- 13th: Inspection of earthmoving at Norton.

December

- 5th: Inspection of earthmoving at Norton.