

INDEX DATA	RPS INFORMATION
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**A1 DARRINGTON TO DISHFORTH**  
**DBFO SCHEME**

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**A re-appraisal of the archaeological impact of the  
scheme with a suggested programme of archaeological  
mitigation**

**WYAS Advisory Service**  
**January 2001**

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## CONTENTS

1

1. Introduction	2
2. Fields 1 & 2, Site 1, Millhill Fields (centred SE 485 208)	4
3. Fields 3, 4 & 5 (centred SE 482 219)	8
4. Fields 6 & 7 (centred SE 478 233)	12
5. Fields 8-14, Sites 6 & 7 (centred 470 244)	14
6. Fields 15-18 (centred SE 470 252)	23
7. Field 19, Site 9, Fryston Park (centred SE 470 259)	25
8. Fields 20, 21 & 22, Site 43 Fryston Hall (centred SE 470 264)	28
9. Fields 23-36	30
10. Fields 37-45	30
11. Field 46 (centred SE 448 325)	31
12. Field 47 (centred SE 448 329)	32
13. Field 48 (centred SE 448 335)	33
14. Fields 49 & 50, Site 30 (centred SE 446 338)	34
15. Fields 51 & 52 (centred SE 440 341)	38
16. Fields 53 (centred SE 437 342) & 54, Site 34 (centred SE 438 347)	38
17. Fields 55-59	39
18. Field 60, part of Site 26 (centred SE 453 318)	39
19. Field 61, Site 27, Castle Hills (centred SE 449 322)	41
20. Summary of WYAS Advisory Service's recommendations for further work	43
21. Bibliography	44
22. Appendix 1	46

## **1. Introduction**

1.1 It is proposed to upgrade the existing A1 by constructing a new 16.5km long three-lane motorway. The route would be off-line between Darrington and Micklefield. From Micklefield to Hook Moor it would lie alongside the existing A1 which would be stopped up and landscaped.

1.2 The results of the various different elements of previous archaeological work are available in a number of reports, and although the 1995 Environmental Assessment brought some of these together, there is currently no single document which contains details of all the work including that undertaken in 2000. Whilst the WYAS Advisory Service recognises that a substantial amount of work has already been undertaken in an attempt to assess the likely archaeological impact of the proposals, much of this work was carried out at least six or seven years ago. Accepted standards in the level of work required in order to adequately assess such large projects have however changed since then, as have ideas with regard to what is now considered to be adequate mitigation. There have also been significant changes in our understanding of West Yorkshire's archaeology and the effectiveness of different evaluation techniques is better understood.

1.3 Recent discussions over how to deal with the archaeology to be encountered by the proposals have indicated a preference by the Highways Agency to make the DBFO contractor responsible for assessing the amount of archaeological work needed to be undertaken on the proposals (minus the area around Ferrybridge Henge) as well as to bear the risk of encountering previously unknown archaeological features during the construction phase. **The WYAS Advisory Service consider that the current level of knowledge of the likely impact of the proposals is not sufficient for an archaeological contractor to assess the quantity or level of work necessary to deal with the sites of known archaeological interest, nor to attempt to quantify the number of currently unknown sites of interest that may be encountered.**

1.4 In order to provide a more up-to-date level of information, the WYAS Advisory Service recommended that the Highways Agency conduct a re-appraisal of the available aerial photographs of the route, coupled with research into historic field names at a meeting of 12<sup>th</sup> September 2000. This desk-based assessment was undertaken by Alison MacDonald of Bullen Consultants in October-November 2000, and consisted of a re-appraisal of aerial photographs of the route held by WYAS Advisory Service (those taken since January 1<sup>st</sup> 1995) as well as an assessment of the historic field names which might indicate the presence of medieval and/or post-medieval features of interest. The re-appraisal of the aerial photographs identified new areas of archaeological interest in Fields 7, 19 and 51, whilst the field names survey suggested archaeological features may be found in Fields 7, 10, 19 and 61. The need for detailed geophysical survey was also identified for a further seven areas (200m long by 60m wide) during discussion of the initial results of the aerial photography re-appraisal, bringing the total area surveyed by this method on the route to c. 20 hectares. Archaeological Services, University of Durham surveyed these areas in December 2000. The results of this work are not available to date and are therefore not included in this document.

1.5 The WYAS Advisory Service consider it relevant to draw parallels with the results of the recent work on the M1-A1 Link Road to the north-west of the current scheme, across a landscape of a similar archaeological potential. The works, also a DBFO scheme, took place between the



Tingley Junction on the M62 and Bramham Crossroads on the A1 Trunk Road, along a total route distance of c. 30km. An initial assessment of the route identified 26 known areas of archaeological interest. Further field evaluations in 1994-5 in the form of geophysical survey (covering an area of c.35 hectares) and fieldwalking were undertaken. Following topsoil stripping, a total of 44 discrete sites were identified and investigated.

1.6 A number of contradictory statements regarding the archaeological significance of the known sites along the route of the proposed works, as well as the potential for previously unknown archaeological sites to be encountered have been made in the various documents produced in the assessment of the archaeological impact of the proposed scheme. The purpose of this document is therefore to bring together all the elements of the various surveys undertaken between 1992-2000 in order to identify those areas where further archaeological evaluation or open area excavation is thought necessary by the WYAS Advisory Service prior to the construction phase commencing, as well as to indicate the nature and level of other archaeological work required during the construction programme.

1.7 Field numbers referred to in the text have been taken from those used on drawings RPS2-7 in A1 Motorway, Ferrybridge to Hook Moor Section, February 1995, Environmental Statement, Volume 2, Cultural Heritage. The drawings have been included in this document as Appendix 1.

1.8 The assessment of the impact of the proposals is based on Figures 7-14 in the Highways Agency's A1 Motorway, Ferrybridge to Hook Moor Section, Statement of the Secretary of State's Case for proposing that the published Draft Orders be made, July 1995.

1.9 Bullen Consultants drawings A1 Darrington to Dishforth - Ferrybridge to Hook Moor, Digital OS General Arrangement with known Archaeology Overlain, Sheets 1-8 (received 16<sup>th</sup> January 2001) do not indicate any deviation from the route as indicated in A1 Motorway, Ferrybridge to Hook Moor Section, February 1995, Environmental Statement, Volume 2, Cultural Heritage.

## **2. Fields 1 & 2, Site 1, Millhill Fields (centred SE 485 208)**

### **2.1 Walkover survey, April 1992**

- 2.1.1 Field 1: No earthworks were visible in a field of well-grown cereals.  
Field 2: Two clear lynchet (?) banks were visible in an area of a cereal field that was pasture.

### **2.2 Magnetic Susceptibility Survey by Geophysical Surveys of Bradford, 1992**

- 2.2.1 "The transect chosen was too narrow and the 50m grid too large for any meaningful conclusions to be reached."

### **2.3 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.4, p. 22**

- 2.3.1 "Site 1B. In this area north of Darrington there is a complex of AP traces, more complex towards the west of the route in Mill Hill Fields, but there is a D shaped enclosure (Site 1A) to the east of the present A1, which suggests that the features may be continuous across the area. Plans to carry out geophysical survey here (Site H) were frustrated by access problems. The AP indications along the route itself appear to consist solely of linear features, probably agricultural boundaries, but elsewhere on the route such fields are interspersed with enclosures interpreted as settlements. Such a situation exists immediately to the west, in Mill Hill Field."

### **2.4 Proposals for further work from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 7.1, p. 30**

- 2.4.1 "Site 1. North of Darrington. Geophysical survey is still outstanding in this area."

### **2.5 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.10, p. 21**

- 2.5.1 "Site 1 (Fig RPS 2). This is in the area north of Darrington where there is a complex pattern of AP traces. These are more dense towards the west of the route in Millhill Fields outside the proposed corridor and include traces of tracks, enclosures and field boundaries, probably of iron age or Romano-British date. An enclosure (WY 1201) to the east of the present A1 and outside the proposed road line, which suggests that similar features may be continuous across the area. Plans to carry out geophysical survey here in 1992 were frustrated by access problems. The AP indications of features which would be affected by the route appear to consist solely of linear features, probably early agricultural boundaries and tracks, but nearby such fields are interspersed with enclosures interpreted as settlements. Such a situation exists immediately to the west, in Millhill Fields, outside the line of the proposed route (WY 999, 1000, 1200). The proposed route near here would be in cutting so any archaeological features in its path would be at risk. On the available evidence any potential archaeology is likely to be extensive agricultural features, so the impact of cutting through them would not be as great as it would be on smaller, more discrete, sites."

Site 1 Prehistoric agricultural features

Importance: Local  
Impact: Low  
Effect: Slight

**2.6 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, p. 27-28**

2.6.1 None. (This site is not included in the list of sites for which mitigation has been suggested)

**2.7 Archaeological potential from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, 4.22, p. 22**

2.7.1 Field 2:

“An extensive field system (OW\* 049, 054 and 010) with iron age/Romano-British enclosures (RPS 81, 82 and 83) have been identified in the area from AP traces. Field walking identified sherds of medieval and post-medieval pottery, two flint tools, and fragments of tile and brick. A park pale may surround Grove Hall (RPS 84). The route is at grade or in cutting and the complex earthmoving to create the junction slip roads would adversely affect the features.”

Site 049      Field system  
                  Importance: Minor  
                  Impact: Medium  
                  Effect: Moderate/Slight

\* refers to APs held by Sir Owen Williams and Partners Limited, Consulting Engineers to the Department of Transport for the A1(M) Redhouse to Ferrybridge Improvement

**2.8 Fieldwalking from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage, Stage 2 Report (Draft), July 1995, Appendix 2, 3.4**

2.8.1 Site 010/049

“This site lies in two fields, north and south of a track. Both fields had been recently sown with winter wheat and ground visibility was 90%. An independent grid was set up.

The following artefacts were recorded during preliminary fieldwalking:

Medieval pottery	1 sherd
Post-medieval/modern pottery	681 sherds
Brick/tile	80 fragments
Flint tools	2 items

Other material recorded on this site includes shell, slag, fragments of pipes and glass. There is a slight concentration of building material in the field north of the track. The two flint tools were

both observed at the south end of the fieldwalking area.” (The southern end of the fieldwalking area is Field 2).

## **2.9 Recommendations for Stage III work from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, 5.25 & 5.26, p. 25**

2.9.1 “No further assessment is required prior to construction work.”

## **2.10 Mitigation measures from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, 6.5, p. 26**

2.10.1 “Watching brief.”

## **2.11 Archaeological Field Names Survey by Bullen Consultants, January 2001**

2.11.1 No field names were identified by the survey.

## **2.12 WYAS Advisory Service comment**

2.12.1 The walkover survey notes the presence of earthworks in the form of two banks, although their location is not recorded. Their archaeological significance remains unknown. The need for further investigation of the cropmarks is recognised in the recommendation that further work in the form of a geophysical survey should be undertaken. Despite this work not being carried out, the mitigation strategy recommends a watching brief.

2.12.2 Aerial photographs of this area (WYAS ref.’s 44 42 80 37, 44 42 81 31 & 44 42 81 72) indicate that the road will pass through an area of known archaeological interest, and that there is a potential for both agricultural and settlement features to be encountered in this area

2.12.3 The archaeological field names survey has not identified any additional areas of archaeological interest.

## **2.13 WYAS Advisory Service proposed mitigation strategy**

2.13.1 It would be preferable to evaluate this area with trial trenching prior to placing the area within the DBFO contract, in order to characterise the nature of the archaeological features. Otherwise, the contractor will have to bid on the basis of a range of work that may extend from the rapid salvage excavation and recording of a small number of features, to a relatively large open area excavation. The two earthwork features should be investigated again to determine whether or not they are of recent origin and therefore of no archaeological significance.

2.13.2 In the absence of the above, topsoil stripping of Field 2 should be undertaken under archaeological supervision, and the machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with the WYAS Advisory Service.

2.13.3 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

2.13.4 No further work is required in Field 1 as the proposed works in this area are within the existing carriageway.

### **3. Fields 3, 4 & 5 (centred SE 482 219)**

#### **3.1 Walkover survey, April 1992**

3.1.1 No earthworks were visible in fields of well-grown cereals.

#### **3.2 Magnetic Susceptibility Survey by Geophysical Surveys of Bradford, 1992**

3.2.1 "The transect chosen was too narrow and the 50m grid too large for any meaningful conclusions to be reached."

#### **3.3 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.5, p. 22**

3.3.1 "Immediately north of Spital Gap (Fields 3, 4, 5) the geology of the route changes from Magnesian Limestone to Middle Permian Marl, which produces a rich soil. There are no features known from APs on this geology, probably because it is not favourable to soil or crop mark production."

#### **3.4 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.11, p. 21**

3.4.1 "Immediately north of Spital Gap (Fields 3, 4, 5) the geology of the route changes from Magnesian Limestone to Middle Permian Marl, which produces a rich, but heavy fertile soil. There are no features known from APs on this geology, probably because it is not favourable to soil or crop mark production."

#### **3.5 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, p. 27-28**

3.5.1 None. (This site is not included in the list of sites for which mitigation has been suggested)

#### **3.6 Archaeological potential from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, 4.22, p. 22**

##### **3.6.1 Field 3:**

"An extensive field system (OW\* 049, 054 and 010) with Iron Age/Romano-British enclosures (RPS 81, 82 and 83) have been identified in the area from AP traces. Field walking identified sherds of medieval and post-medieval pottery, two flint tools, and fragments of tile and brick. A park pale may surround Grove Hall (RPS 84). The route is at grade or in cutting and the complex earthmoving to create the junction slip roads would adversely affect the features."

Site 010      Field system  
                 Importance:    Minor  
                 Impact:            Medium  
                 Effect:             Moderate/Slight

Site 054      Field boundary  
                 Importance:    Minor  
                 Impact            Low  
                 Effect:            Slight

Site 84        Park pale  
                 Importance:    Uncertain  
                 Impact:          Unknown  
                 Effect:            Potential

\* refers to APs held by Sir Owen Williams and Partners Limited, Consulting Engineers to the Department of Transport for the A1(M) Redhouse to Ferrybridge Improvement

### **3.7      Geotechnical Test Pits from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, Appendix 1, A3.13**

#### **3.7.1    "Possible park pale (RPS 84). TPs 557 and 560-564.**

The ploughsoil/subsoil is 0.3m thick above, respectively, a subsoil, boulder clay and the Upper Permian Marl. No archaeological features or finds were observed in the TPs."

### **3.8      Fieldwalking from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft ), July 1995, Appendix 2, 3.4**

#### **3.8.1    Site 010/049**

"This site lies in two fields, north and south of a track. Both fields had been recently sown with winter wheat and ground visibility was 90%. An independent grid was set up.

The following artefacts were recorded during preliminary fieldwalking:

medieval pottery	1 sherd
post-medieval/modern pottery	681 sherds
brick/tile	80 fragments
flint tools	2 items

Other material recorded on this site includes shell, slag, fragments of pipes and glass. There is a slight concentration of building material in the field north of the track. The two flint tools were both observed at the south end of the fieldwalking area." (The field north of the track is Field 3).

**3.9 Recommendations for Stage III work from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, 5.25 & 5.26, p. 25**

3.9.1 "No further assessment is required prior to construction work.."

**3.10 Mitigation measures from A1 (M) Redhouse to Ferrybridge Improvement, Cultural Heritage Stage 2 Report (Draft), July 1995, p. 26 & 27**

3.10.1 "Watching brief."

**3.11 Geophysical Survey (Gradiometer and Magnetic Susceptibility) by Archaeological Services, University of Durham, December 2000**

3.11.1 Field 4: The survey results have not yet been submitted to WYAS Advisory Service for comment.

**3.12 Archaeological Field Names Survey, January 2001**

3.12.1 No field names were identified by the survey.

**3.13 WYAS Advisory Service comment**

3.13.1 Despite the statement that underlying geology of the area fields 3, 4 & 5 was not conducive to the formation of cropmarks or soilmarks and that no features were visible on APs of the area, Drawing RPS2 (Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995) clearly shows the cropmarks in Field 2 continuing into Field 3 as well as further features in Field 5, one of which may be an enclosure. Aerial photographs taken in July 1994 (WYAS ref. 44 42 71 97) also show a rectangular enclosure (PRN 5770) c.200m to the west of the proposed route at grid ref. SE 479 217.

3.13.2 The possible Park pale around Grove Hall will not be affected by the proposals, as works in this area lie within the existing carriageway.

3.13.3 The archaeological field names survey has not identified any additional areas of archaeological interest.

**3.14 WYAS Advisory Service proposed mitigation strategy**

3.14.1 Field 3: topsoil stripping of this area should be undertaken under archaeological supervision, and the machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with the WYAS Advisory Service.

3.14.2 The WYAS Advisory Service is currently awaiting the results of the magnetometer and magnetic susceptibility surveys undertaken in Field 4 by University of Durham. Should these



results indicate that there are no potential archaeological features in the area of Fields 4 and 5 no further archaeological work will be required.

3.14.3 However should either of the surveys indicate that there is a potential for identified anomalies to be of an archaeological origin then the same level of work as outlined for Field 3 in section 3.14.1 above would be required for Fields 4 and 5.

3.14.4 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

#### **4. Fields 6 & 7 (centred SE 478 233)**

##### **4.1 Walkover survey, April 1992**

4.1.1 No earthworks were visible in cereal fields.

##### **4.2 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.6, p. 23**

4.2.1 "The route where it runs along the east side of the present A1 (M) (Fields 6,7) is on Magnesian Limestone, but there are no known features except a fragmentary linear feature on the alignment. To the west is a ring ditch (Site 3), but it appears to be an isolated feature."

##### **4.3 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.12, p.21**

4.3.1 "The route where it runs along the east side of the present M62 (Flds 6,7) would be on Magnesian Limestone, but there are no known features except a fragmentary linear feature on the alignment. To the west of the existing M62 is a ring ditch (WY 992) which appears on APs, but it seems to be an isolated feature, and would not be affected by the proposals."

##### **4.4 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, p. 27-28**

4.4.1 None. (This site is not included in the list of sites for which mitigation has been suggested).

##### **4.5 Geophysical Survey (Gradiometer and Magnetic Susceptibility) by Archaeological Services, University of Durham, December 2000**

4.5.1 Field 7: The survey results have not yet been submitted to WYAS Advisory Service for comment.

##### **4.6 Archaeological Field Names Survey, January 2001**

4.6.1 Field 6 – no field names. Field 7 contains the following fields: no. 300 Above Sowgate (1838) - no interpretation given, no. 301 Stony Flatt (1838) - interpreted as either "land with stoney soil, or from which stone was excavated or adjoining stone buildings" or "level piece of ground" or "land enclosed from a division of a common field", no. 307 High Swithin (1838) - interpreted as "(place) by a burnt clearing".

##### **4.7 WYAS Advisory Service comment**

4.7.1 An aerial photograph taken in July 1994 (WYAS ref. 44 42 73 83) clearly shows a double ditched feature, possibly part of a lane or trackway (PRN 5778) at grid ref. SE 477 233. Bullen Consultants drawings A1 Darrington to Dishforth - Ferrybridge to Hook Moor, Digital OS General Arrangement with known Archaeology Overlain, Sheet 2 of 8 indicates that this feature will be cut

by the proposals. Mention is made in the Environmental Statement of a ring ditch (PRN 992) to the west of the M62, indicating that archaeological features are known in the area, yet no mention is made of the cropmarks at Shidling Hill (PRN 5777) immediately to the east of field 6 at SE 483 228.

4.7.2 Depending on which interpretation of the field name is accepted, it is possible that buildings might be expected to be found in the vicinity of field 7. Alternatively this may just be a flat stony piece of agricultural land. Yet another interpretation is that the "stoney" element may point to the presence of a road.

4.7.3 The WYAS Advisory Service considers that the aerial photograph and field names evidence are sufficient to suggest a possible archaeological interest in Fields 6 & 7 which warrants further work.

#### **4.8 WYAS Advisory Service proposed mitigation strategy**

4.8.1 Topsoil stripping of Fields 6 and 7 should be undertaken under archaeological supervision, and the machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with the WYAS Advisory Service.

4.8.2 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

## **5. Fields 8-14, Sites 6 & 7 (centred 470 244) - Area around Ferrybridge Henge**

### **5.1 Walkover survey, April 1992**

- 5.1.1 Field 8: No earthworks or artefacts were visible in a ploughed field.
- Field 9: No earthworks or artefacts were visible in a cabbage field.
- Field 10: A stoney patch was recorded, but no earthworks, in a ploughed field.
- Field 11: No earthworks or artefacts were visible in a cabbage/cereal field.
- Field 12: No earthworks or artefacts were visible in a cabbage/cereal field.
- Field 13: No earthworks or artefacts were visible in a ploughed/cereal field.
- Field 14: A bank representing a 'parish boundary' was noted in a cereal field.

### **5.2 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 7 Site J (Field 12)**

5.2.1 The site was subdivided into two areas J(A) & J(B) to accommodate a steep sided gully. There was a high level of background noise due to surface ferrous debris. Large areas of burning in Site J(B) have rendered the data meaningless in this area. Clear ditch type responses were visible in Site J(A) as well as evidence for an old field boundary or trackway.

5.2.2 "The magnetometer survey of this area has proved successful in locating several anomalies of possible archaeological interest not visible in APs. However, the increased level of responses due to modern debris does complicate the interpretation. Whilst it was not possible to identify any anomalies in Site J(B), a series of possible ditches were located in J(A)."

### **5.3 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 8 Site K (Field 10)**

5.3.1 "The area is dominated by a series of ditches which appear to form part of a double ditched enclosure. The APs show these features quite clearly, forming part of a more extensive complex of cropmarks. The magnetic data suggest that the main enclosure is double ditched on only two of the sides, and this has been confirmed by reference to the APs. It is not possible to say whether more than one period of use is evident from the results, although the likelihood is that the majority of the anomalies are the product of a single phase. Whilst there are a number of possible pit-type anomalies within the data set, ferrous peaks hindered the identification of small scale features. There are several discrete areas of ferrous-type responses...which may be significant; possible representing areas of domestic or small scale industrial activity."

5.3.2 "The magnetic survey of this area has produced confirmatory results, suggesting the location of enclosure features largely apparent in aerial photographs of the area. It is possible that areas of domestic or industrial activity have been located, but given the presence of modern ferrous material across the site, such an interpretation is tentative."

### **5.4 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 9 Site L (Field 13)**

5.4.1 "The magnetometer survey of this area has produced a wealth of anomalies of archaeological interest, which also show clearly as cropmarks. The most prominent of these anomalies are the enclosure ditches. The differing strength of the anomalies perhaps suggest a

multi-period site especially as the lower magnitude anomalies do not appear to respect the higher magnitude ones. A series of linear responses orientated NW-SE are apparent across the site. It seems probable that these are in fact ploughing trends. "There are discrete areas of ferrous type responses which may be significant. Of particular interest is the area in the west which lies within the main enclosure. It is possible that this indicated domestic or industrial activity."

5.4.2 "Within the survey area are at least three enclosures, the largest of which contains a ring ditch. This enclosure is apparently subdivided by magnetically weaker ditch anomalies, although it is not certain if the subdivisions are from the same phase as the enclosure."

## **5.5 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 10 Site M (Field 11)**

5.5.1 The area was surveyed as two separate sites M(A) and M(B) due to the presence of fragile crops.

5.5.2 Site M(A). "There is a relatively dominant NNE-SSW trend in the data which is almost certainly ploughing effects. There are suggestions of several lengths of ditch type responses throughout the site. However, it is very difficult to distinguish between geological effects and anomalies of possible archaeological significance."

5.5.3 Site M(B). "The magnetic results in this area are severely distorted by the presence of pylons. Also the area of dumping and burning...has created an area of disturbance along the western edge of the survey area. Part of a ring ditch has been clearly detected in the south of the survey area. From the aerial photographs it appears that this is part of a complex of ring ditches apparent to the south of the survey area. To the east of the ring ditch there are several pit like responses which, given their location, may be archaeologically significant."

5.5.4 "Several clear anomalies, including a ring ditch, have been located by the magnetometer survey of this area. However, the level of disturbance across the site, both natural and modern, has severely hindered the interpretation of the results."

## **5.6 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.7-5.10, p. 23-4**

5.6.1 "Site 6. This is the RPS Clouston designation for the wider zone around the ritual area of the Ferrybridge Henge. Although not proven there is good AP and geophysical evidence to indicate that a series of pit alignments (SMR 994, 1294) and linear features demarcate an area around the henge itself which does not appear to have been encroached upon by field systems but which contains ring ditches and pits. This inner zone is designated Site 7. The area outside it, Site 6, is nonetheless rich in complex crop marks extending up to 1km to the west of the boundary but they appear to be similar in character to the traces interpreted as an agricultural landscape which can be found along much of the route. The junction of the motorway here will encroach on a substantial part of this landscape."

5.6.2 "The site of two enclosures located on APs will be directly affected by the slip road layout. They were surveyed using geophysics (Sites K and L), which confirmed the presence of major prehistoric features, probably associated with settlement and/or industrial activity."

5.6.3 "A further area of this Site 6 complex was surveyed (Site J), to the NW of the henge. Here the APs suggested a ring ditch (J(B)) but large burnt areas rendered the geophysical results meaningless in some parts. Part of the site to the north (J(A)), however, did reveal features not visible on APs. Sites M (A) and M (B) were set out in an attempt to clarify confusing AP traces, but no clear pattern emerged."

5.6.4 "Site 7. This is interpreted as the "ritual zone", including the henge and an area up to 300m wide around it, marked by ditches and pit alignments (994, 1294). In this zone are several ring ditches (995, 996, 997, 1297, 1298). It is a highly sensitive zone, and the area affected by road should be fully excavated in advance of construction. The geophysical surveys carried out by WYCC and Bradford Geophysics (Site M), together with previous excavations by WYCC indicate a complex area of activity, although it is not clear how far north it extends."

## **5.7 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.13, p. 21-23**

5.7.1 "Site 6 (Fig RPS 3) There is an extensive pattern of sites in the vicinity of the Ferrybridge Henge, south-west of the power station. The areas has been divided into inner and outer zones on the basis of the probable functions of the various sites. The inner zone is designated site 7 and the outer zone is designated Site 6. This outer zone is rich in complex crop marks extending up to 1km to the west of the boundary, but they appear to be similar in character to the traces interpreted as the later prehistoric or Romano-British agricultural landscape which exists along much of the corridor. The evidence of the APs and geophysics has identified two almost certain occupation sites of considerable interest in the outer zone (Figure RPS 7 Site 6B, Site 6C, Figure RPS 3, Geo K and Geo L). There is also a Roman burial (WY 1289) known from just west of the proposed improvements. The proposed route, slip roads and landscaping would encroach on a substantial part of this landscape. Some of the new roads would be on embankment, although this would not necessarily mitigate all aspects". For further comment on the Roman burial see 7.8.3.

### Site 6A Linear feature (WY 993)

Importance: Local  
Impact: Low  
Effect: Slight

### Site 6B Enclosure and track (WY 1291, Figure RPS 3, Geo K)

Importance: County  
Impact: High  
Effect: Severe

Site 6C Multiple enclosure and tracks (WY 981, Figure RPS 3, Geo L)

Importance: County  
Impact: High  
Effect: Severe

Site 6D Circular and linear features (WY 1295, Figure RPS 3, Geo J (B))

Importance: County  
Impact: High  
Effect: Severe

Site 6E Miscellaneous features (PRN 1285 Figure RPS 3, Geo MA)

Importance: Uncertain  
Impact: High  
Effect: Potentially severe

5.7.2 "Site 7 (Figs RPS 3 and RPS 7) There is convincing evidence from excavation, APs and geophysics to indicate that a series of pit alignments (WY 994 & 1294) and linear features that demarcate an inner zone around the henge itself which does not appear to have been encroached upon by field systems and which contains ring ditches and pits (WY 995, 996, 9967, 1300, 1303). The Ferrybridge Henge Scheduled Monument (SM 720) is visible as slight earthworks, recognisable to the trained eye. The proposals would not encroach upon the scheduled areas. Its setting is already visually affected by the Ferrybridge power station, the M62, nearby housing and Stranglands Lane. Setting is usually an issue with upstanding monuments or buildings. In this case the monument is hardly visible, and its setting already impaired, but nonetheless the proposed road would affect the one open view which remains. Part of the landscaping proposal is to enhance the visual effect here, including features which refer to the heritage values of the area."

Site 7A Henge (Figure RPS 7, WY 1304)

Importance: National  
Impact: Low  
Effect: Slight

5.7.3 "An area up to 300m around the Henge is marked by ditches and pit alignments (WYAS 994, 1294, 1299). In this inner zone are several ring ditches and pits (WYAS 995, 996, 997, 1297, 1300, 1303). The geophysical surveys carried out by WYAS and Geophysical Surveys of Bradford (Geo M), together with previous excavations by WYAS indicate a complex area of activity, although it is not clear how far north it extends. These sites in the area around the Ferrybridge Henge itself are designated 7B-7D (See RPS & for locations). Although these features are not scheduled they are considered to be of national importance."

Site 7B Linear features and pit alignment (WY 994)

Importance: National  
Impact: Medium  
Effect: Severe



**Site 7C** Ring ditches and pit alignments (WY 995, 996, 997, 1294 & 1300)

Importance: National  
Impact: High  
Effect: Maximum

**Site 7D** Possible extension to pit alignment (WY 1294)

Importance: National  
Impact: High  
Effect: Potentially Maximum

**5.8 A1 Motorway, Ferrybridge to Hook Moor Section, Statement of the Secretary of State's Case for proposing that the published Draft Orders be made, July 1995, Cultural Heritage 4.3.25, p.54**

5.8.1 "The most important site of cultural heritage in the scheme area is the Ferrybridge Henge, a Scheduled Monument. This site is surrounded by a zone of interest which includes ditches, trackways, small sites of settlement and agricultural activity. This area has been extensively investigated using geophysical techniques to confirm the location and character of the outlying sites."

**5.9 Archaeological Field Names Survey, January 2001**

5.9.1 Fields 8 & 9 are known as Lowside Pontefract Gate, no. 321 - 1838) and Low Side Pontefract Gate, no. 322 (1838) – which has been interpreted as possibly being associated with the road. Field 10 contains the fields known as Skipton Close , no. 318 (1838), meaning a "sheep farm" or "enclosure", Myson Chair, no. 319 (1838), – no interpretation, Burrows, no.'s 323 & 336 (1838) meaning "land on or by a mound" and Long Old Field, no. 337 (1838) interpreted as meaning "names which sometimes commemorate occupation by an elderly person, but sometimes refer to an insignificant piece of land". Field 11 contains the fields Oldfield, no. 360 (1838), and Stone Bridge, no. 369, (1838) – no interpretation given. Field 12 contained fields known as Oldfield, no.'s 341 & 359 (1838), which has been interpreted as meaning "names which sometimes commemorate occupation by an elderly person, but sometimes refer to an insignificant piece of land". Fields 13 & 14 – no field names were identified in the survey.

**5.10 Previous Archaeological Work**

5.10.1 Two sites were excavated in 1989, one of c. 3500m<sup>2</sup> to the west of Ferrybridge Infants School and the other of c. 3100m<sup>2</sup> to the west of the cemetery. Both areas lie on the northern side of the Pontefract road immediately to the east of Field 8.

5.10.2 The area to the west of the school site contained two post-hole circles, of a closely similar diameter (15.6-16.1m). The northern of the two circles seems to have been composed of two semi-circles of different diameters and centre points. Both surrounded a large central post-pit. No reliable dating evidence was found in the post-settings, but they are likely to have been prehistoric.



5.10.3 Cropmarks and geophysical survey results of the area to the west of the cemetery site indicated that a pit alignment and ditch ran through the site. The pits of the alignment averaged c. 2m long by 1.5m wide and survived to a depth of about 1.5m. A number of unassociated pits were also present in the area between the pit alignment and ditch, of which one contained a crouched inhumation in a poor state of preservation. A deviation in the line of the ditch suggests that the burial might have been covered by a barrow which was extant and still respected when the ditch was cut. Two four-post structures were also identified.

5.10.4 Initial analysis of the results suggested that the pit alignment formed an irregular enclosing oval of c. 210-350m diameter around the Henge. This may have enclosed an area between the water courses of Fryston Beck to the west and the River Aire to the north-east. The ditch was apparently constructed in segments and subsequently recut several times. No conclusive dating evidence was forthcoming from the burial, but the deviation of the ditch around the presumed barrow makes a Beaker or Bronze Age date likely. However, the presence of the two four-post structures suggests that the unassociated pits and post-holes belong to an Iron Age phase of activity, and the burial may also be Iron Age in date.

5.10.5 In 1991 two trenches were excavated across the Henge bank and ditches (Field 10) to assess levels of survival and erosion.

5.10.6 Preliminary results showed that parts of the bank have already been entirely destroyed, while other areas of bank survive up to almost 1m high. The discovery at the bottom of the inner Henge ditch of an Iron Age sword scabbard of the third century BC, indicates that the monument was still a significant landscape feature at this time. The scabbard is constructed with an iron back-plate and a decorated bronze front-plate. The style of the incised decoration has parallels with four known scabbards from East Yorkshire and also examples in Ireland. The scabbard had been deliberately bent and broken. Other finds show that the ditch was largely left open until the medieval period. The discovery of an outer ditch to the Henge was also a significant addition to knowledge of the monument.

5.10.7 Proposals to lay a water pipeline, the Castleford Additional Supplier Scheme, in 1992 along an 800m stretch on the northern side of the M62 between Pontefract Road and Holmfield Lane were the subject of geophysical survey. Access problems limited the survey to the first 120m of the route starting from Pontefract Road. Linear anomalies, the remnant affects of medieval ploughing, were encountered as well as possible evidence for two ditches.

5.10.8 An archaeological watching brief in July 1992 encountered a ditch, a ring ditch containing two inhumations and two pits (one of them a grave pit). Excavation revealed them to be of Late Neolithic or Early Bronze Age date. Six known boundary ditches were located and excavated. Of these two were shown to be of medieval or post-medieval date whilst the remainder produced no dating evidence. A known trackway was located and shown to have either segmented ditches or two pit alignments delineating it. This trackway was in use until at least Roman times. Three additional enclosures were located but found to have no dating evidence. The enclosure lay to the north of the pipeline and medieval ploughing obscured any possible associated features. Medieval ridge and furrow plough marks running north-east to south-west were found along much of the

trench. Finds included Peterborough ware, Beaker pottery, Roman, medieval and post-medieval pottery, clay pipe, glass, animal bone, a worked flint and a whetstone.

5.10.9 The excavation of two barrows to the north of Stranglands Lane, by Canon Greenwell in 1866 (PRN 1297) and more recently by A.L. Pacitto in 1962 (PRN 1298) encountered evidence for Bronze Age inhumations, cremations, food vessels and a flint knife as well as later Saxon burials.

**5.11 Further work from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 7.1, p. 30**

5.11.1 "Site 6(K) Zone around Ferrybridge Henge ritual area. Geophysics indicates occupation enclosure; excavation in advance of construction recommended."

5.11.2 "Site 6(L) Zone around Ferrybridge Henge ritual area. Geophysics indicates complex occupation enclosures and circular feature; excavation in advance of construction recommended."

5.11.3 "Site 7 Ferrybridge Henge ritual area. Sufficient is known to recommend full excavation of all of the area within this zone which will be threatened by the route."

**5.12 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 6.3, p. 27**

5.12.1 "The impact on the sites in the area of the Holmfield Junction (Figure RPS 7, Sites 6A, 6B, 6C, 6D, 7B, 7C, 7D) has been assessed, and mitigation measures agreed in principle. The assessment indicates that the potential effects on the proposals would be severe on 6 out of the 8 sites. *Mitigation measures to avoid the impact, such as burying under embankments are not an option for these sites, which are affected by the road scheme where it is in cutting or at-grade. This would leave areas of potential interest which would be severed from their context and difficult to study later, when and if the embankments were demolished. This area is therefore to require extensive excavation prior to the construction of the road.* This would be a two-level exercise, with the areas of known importance excavated intensively, and the remaining area stripped and sampled as appropriate. Trial trenching here would refine this mitigation strategy, and enable a precisely costed mitigation to be proposed. The area involved is complex and extensive and a trenching programme will be devised in consultation with the regulators. It is proposed that the evaluation of this area be deferred until after a line order is made, but prior to the construction itself."

**5.13 Proposals for mitigation from 5.4 A1 Motorway, Ferrybridge to Hook Moor Section, Statement of the Secretary of State's Case for proposing that the published Draft Orders be made, July 1995, Cultural Heritage 4.3.29, p.55**

5.13.1 "The proposed route has been aligned to avoid the Scheduled Monument at Ferrybridge Henge, although some of the associated outlying features would be significantly affected by the construction of Holmfield Interchange. Excavation prior to road construction and recording of sites, recovery of artefacts and post excavation analysis and archiving would be carried out for the

sites which are peripheral to the Henge and which would be disturbed by the scheme. Areas of known importance would be excavated extensively and the remaining area stripped and sampled as appropriate. The mitigation strategy would be refined by trial trenching and agreed with English Heritage and the County Archaeologists of North and West Yorkshire.”

5.13.2 “The central area of the Scheduled Monument would not be directly affected by the proposals although the proximity of the proposed motorway and interchange would adversely affect its setting. The extensive disturbance, excavation and loss of some of the sites surrounding the Henge and associated with it could adversely affect the setting of the Henge.”

#### **5.14 WYAS Advisory Service comment**

5.14.1 The reported Parish boundary is a township boundary and not a parish boundary. Many township boundaries preserve lines known to have existed in the medieval period, and it has been suggested that they may have been laid out in the late Saxon period and may in fact perpetuate much earlier Roman or pre-Roman land divisions.

5.14.2 The excavations undertaken at the School and Cemetery sites in 1989, the investigations at the Henge in 1990, as well as the archaeological watching brief undertaken in 1992, have amply demonstrated that archaeological contractors should expect to find numerous previously unknown archaeological features and that a significant amount of post-excavation analysis of finds is also likely to form a large component of the work.

5.14.3 Field 10 contains three fields that may be of archaeological interest. Two fields called the Burrows may indicate the presence of a now ploughed out tumulus or burial mound, and it should be noted that another three fields immediately to the east, on or adjacent to the site of the Henge, are also called Burrows. The field called Skipton Close may indicate the presence of a sheep farm.

#### **5.15 WYAS Advisory Service proposed mitigation strategy**

5.15.1 The WYAS Advisory Service agrees with the statement in the February 1995 Environmental Statement quoted above (5.12.1). We note that the possibility of preserving areas in situ was discussed in the meeting of December 2000. If preservation in situ is to be considered, the road builders will need to demonstrate not only that the nature of any archaeological remains underneath embankments will be physically preserved, but also that construction of structures proposed for this area is possible whilst leaving areas of ground undisturbed by heavy plant and machinery.

5.15.2 If this can be established, the intellectual desirability of only excavating parts of the site, dictated by construction demands rather than a reasoned archaeological strategy, will have to be considered. Recording areas that will be severed from their context and be difficult to study in the future would not be good practice and certainly could not be justified on purely archaeological grounds.

5.15.3 The WYAS Advisory Service would therefore recommend, subject to the above, that the area comprising fields 8, 9, 10, 11, 12, 13 & 14 be the subject of a complete topsoil strip with a view to conducting open area excavation of areas of settlement, ritual activity, burial and industrial activity, coupled with selective sample investigation of boundary features such as the township boundary and those delineating the field system.

## **6. Fields 15-18 (centred SE 470 252)**

### **6.1 Walkover survey, April 1992**

6.1.1 Field 15: No earthworks were visible in a field of mown grass.

Field 16: No features were visible in a wooded copse.

Field 17: No features were visible in a cereal field.

Field 18: Fryston Park boundary (a ditch and bank) was noted along the northern side of this field, as well as a boundary bank on the eastern side. Lightly wooded and scrub.

### **6.2 Magnetic Susceptibility Survey by Geophysical Surveys of Bradford, 1992**

6.2.1 "The transect chosen was too narrow and the 50m grid too large for any meaningful conclusions to be reached."

### **6.3 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.11, p. 24**

6.3.1 "The area to the west and north west of Ferrybridge Power Station (Fields 15, 16, 17, 18) revealed no traces in APs (44427522), nor in the walk over survey, although it is less than a kilometre away from the Ferrybridge henge complex. It is on Magnesian Limestone, and was probably utilised in the prehistoric period, but all traces may have been eroded, or conditions were not favourable for the detection of features."

### **6.4 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.16, p. 23**

6.4.1 "The area to the west and north west of Ferrybridge Power Station (Figure RPS 3, Flds 15, 16, 17, 18) revealed no traces in APs (7522), nor in the walkover survey, although it is less than a kilometre away from the Ferrybridge henge complex. It is on Magnesian Limestone, and was probably utilised in the prehistoric period, but all traces may have been eroded."

### **6.5 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Moor Section, February 1995, p. 27-28**

6.5.1 None. This site is not included in the list of sites for which mitigation has been suggested.

### **6.6 Archaeological Field Names Survey, January 2001**

6.6.1 Field 15, 16 & 18 – no field names were identified in the survey. Field 17 is known as Low Engine Flatt, no. 418 (1838), which has been interpreted as meaning a "level piece of ground" or "land enclosed from a division of common field".

## **6.7 WYAS Advisory Service comment**

6.7.1 The Environmental Statement (see 6.4) incorrectly states that no features were visible in the walkover survey, whereas the survey notes the presence of the Fryston Park boundary in Field 18 in the form of a ditch and bank.

6.7.2 A number of features visible on aerial photographs (WYAS ref.: 44 42 75 22) of this area are thought to be of recent origin, probably associated with the Power Station.

6.7.3 The archaeological field names survey has not identified any additional areas of archaeological interest, although the interpretation of the field name "Low Engine Flatt" appears to ignore the element "Engine".

## **6.8 WYAS Advisory Service proposed mitigation strategy**

6.8.1 An earthworks survey of the ditches and banks on the northern and eastern sides of Field 18 to be undertaken prior to construction work commencing. An archaeological watching brief to be maintained to record the bank and ditches during works for the construction phase.

6.8.2 No further work is considered necessary for fields 15, 16 & 17.



## **7. Field 19, Site 9, Fryston Park (centred SE 470 259)**

### **7.1 Walkover survey, April 1992**

7.1.1 No features were visible in a cereal/ploughed field.

### **7.2 Magnetic Susceptibility Survey by Geophysical Surveys of Bradford, 1992**

7.2.1 "The transect chosen was too narrow and the 50m grid too large for any meaningful conclusions to be reached."

### **7.3 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.12-13, p. 24**

7.3.1 "Site 9. Fryston Park, as shown in 19<sup>th</sup> and early 20<sup>th</sup> century maps, was pasture with trees disposed in picturesque locations, including an avenue (now mostly under the power station tip) and a Ha-Ha, - a deep ditch, with one vertical side, designed to keep out livestock without interrupting the view. There was also a ditch and bank around the park, and vestiges of this remain on the south side in the area of the route option (Fields 18 and 19)."

7.3.2 "In the park itself, which is currently under cereal crop, the APs show the Ha-Ha clearly, as well as traces of ridge and furrow on the west side. The walk over survey and the geophysical survey (Site G) located the ha-ha, and traces of another linear feature, possibly a former (pre-park) field boundary. There is no evidence of settlement activity at the southern end of the park. Landscaping has taken place at the north end."

### **7.4 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 6 Site G**

7.4.1 "The survey is dominated by the response from a Ha-Ha which is visible on APs and on the ground. Throughout the survey area there are several strong linear responses running approximately east-west, which are almost certainly cultivation trends. There is a hint of an east-west aligned ditch in the north of the survey area. The aerial photographs of the area indicate several such linear features. It is possible that the anomaly detected here indicates a former field division."

7.4.2 "The survey has detected some responses of possible archaeological significance, although the presence of cultivation trends in the data hinder the interpretation."

### **7.5 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.17, p. 23-24**

7.5.1 "Site 9 (Fig RPS 3) Fryston Park, as shown in 19<sup>th</sup> and early 20<sup>th</sup> century maps, was pasture with trees disposed in picturesque groups, as well as an avenue (mostly under the power station complex) and a Ha-Ha, - a deep ditch, with one vertical side, designed to keep out livestock without interrupting the view. There was also a ditch and bank around the park, and vestiges of this remain on the south side in the area of the proposed route (Flds 18 and 19). The park s not

included on the E.H. Register of Historic Parks and Gardens. In the area of the park itself, which is currently under cereal crop (1992), the APs show the Ha-Ha clearly (AP 6577), as well as traces of ridge and furrow on the west side. The walkover survey and the geophysical survey (Geo G) located the ha-ha, and traces of another linear feature, possible a former (pre-park) field boundary. There is no evidence of settlement activity at the southern end of the park, although bronze age finds have been made near the western boundary (WY6518). Landscaping has taken place at the north end and power station coal stocks have buried the eastern part.”

#### Site 9 Park

Importance: Local  
Impact: Medium  
Effect: Slight

#### **7.6 Further work from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 7.1, p. 30**

7.6.1 “Site 9 (G) Fryston Park. No evidence of any occupation; no further work recommended.”

#### **7.7 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 6.4, p. 27**

7.7.1 “Site 9 Fryston Park. No further work.”

#### **7.8 Geophysical survey (Gradiometer and Magnetic Susceptibility) by Archaeological Services, University of Durham, December 2000**

7.8.1 The survey results have not yet been submitted to WYAS Advisory Service for comment.

#### **7.9 Archaeological Field Names Survey, January 2001**

7.9.1 Although not discussed in the Archaeological Field Names Survey, the survey has identified three fields, two called Town End Closes (1766) and one called Townend Close (1766), which may point to settlement associated with Ferry Fryston that pre-dates the Park extending into it. The location of Townend Close, shown as an unnumbered green square in the Park, has been plotted slightly to the south-east of its actual position. Its north-western corner will actually be crossed by the road.

7.9.2 A number of Park features, such as plantations and a pond are also named, but nearly all of these lie within the grounds of the Power Station on the eastern edge of the Park.

#### **7.10 WYAS Advisory Service comment**

7.10.1 Despite the fact that Geophysical Surveys of Bradford’s 1992 survey has indicated that there are potential features of archaeological significance, no further work was recommended for this area.



7.10.2 The February 1995 Environmental Statement, 4.16, p. 14, states that Fryston Park was formed during the Post-medieval period yet there is no discussion of this.

7.10.3 Aerial photographs taken in July 1995, and July and August 1996 (WYAS ref. 44 42 65 77) show a number of features visible as soilmarks or cropmarks including: PRN 982 - a possible Iron Age square barrow, PRN 4596 - Park pale, PRN 6755 - an undated enclosure, PRN 6756 - an unidentified feature and PRN 6757 - an undated enclosure.

7.10.4 The Park pale (PRN 4596) and an undated enclosure (PRN 6757) will be directly affected by the proposals as they lie on the proposed route of the road.

7.10.5 The archaeological field names survey has identified that the settlement of Water Fryston may once have extended into the current area of Fryston Park, as well as naming a number of features associated with the Park.

7.10.6 The notation Stone Coffin in Gothic script immediately to the north-east of Fryston Hall refers to a stone coffin found in 1822 at Paper Mill Garth, Spittal Hardwick (see PRN 1289 on Drawing RPS 3 of Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995), and which was subsequently removed to Fryston Hall. It is now kept at Pontefract Castle. The coffin contained a male skeleton with the skull between the legs, leading to speculation that it was the burial of Thomas, Earl of Lancaster. It is tentatively taken to be a Roman burial, and if so may relate to the cropmarks which surrounds it (see 5.3.1).

#### **7.11 WYAS Advisory Service proposed mitigation strategy**

7.11.1 Further investigation of the formation and development of Fryston Park should be undertaken in conjunction with the background research into Fryston Hall (see 8.6)

7.11.2 Topsoil stripping of this area should be undertaken under archaeological supervision, and the machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with the WYAS Advisory Service.

7.11.3 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

7.11.4 The possible Iron Age square barrow (PRN 982) has been plotted on Bullen Consultants drawings A1 Darrington to Dishforth - Ferrybridge to Hook Moor, Digital OS General Arrangement with known Archaeology Overlain, Sheet 4 of 8, as lying c. 10m to the west of the route. Care will need to be taken to ensure that this area is not disturbed during the construction phase. This area should be identified on the ground, and fenced off to avoid the possibility of damage during construction.

## **8. Fields 20, 21 & 22, Site 43 Fryston Hall (centred SE 470 264)**

### **8.1 Walkover survey, April 1992**

- 8.1.1 Field 20: No earthworks or artefacts were visible in a cereal field.  
Field 21: Farnyard.  
Field 22: Waste tip.

### **8.2 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.14, p. 25**

8.2.1 "Site 43 Fryston Hall. The house standing in the early 20<sup>th</sup> century has been demolished, and its site is now occupied by a farm yard (Field 21). It was not possible to examine the site as it was covered with stored hay. The route option crossed the Hall site, probably also the site of the medieval manor house. There may have been a larger medieval settlement associated with the manor. The present Water Fryston settlement is situated to the north west of the manor site, and this may have been the location of any earlier settlement, but equally it may not have been. Emparking was sometimes the agency for removing medieval villages and hamlets which, in the Lord's view, were inconveniently sited."

8.2.2 "The area to the north east (Field 22) is unlikely to be the site of any significant historic settlement as it appears on early maps to have been very low lying (a channel with a levee is shown extending half-way to the Hall from the river bank). It is now covered with waste from the power station."

### **8.3 Further work from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 7.1, p. 30**

8.3.1 "Site 9 (F) Fryston Hall. Field walking and trial trenching recommended."

### **8.4 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.18, p. 24**

8.4.1 "Site 43 (Fig RPS 3) Fryston Hall which was standing in the early 20<sup>th</sup> century, has been demolished and its site is now occupied by a farmyard (Field 21). The proposal crosses the Hall site, the northern part of which may have been the site of the medieval manor house. Trial trenching on the manor site established that there were no surviving traces of medieval date. There may have been a larger medieval settlement with the manor and earthworks visible to the north of the Hall site outside the route corridor suggest that the former manorial lands may have been there. The present Water Fryston settlement is situated to the north west of the manor site, and this is the probable location of any earlier settlement. Emparking was sometimes the agency for removing medieval villages and hamlets which, in the lord's view, were inconveniently sited. The area to the north east (Fld 22) is unlikely to be he site of any significant historic settlement as it appears on early maps to have been very low lying (a channel with a levee is shown extending half-way to the Hall from the river bank). It is now covered with waste from the power station."

**Site 43** Fryston Manor

Importance: Unimportant (destroyed)

Impact: High

Effect: Zero

**8.5 From A1 Motorway, Ferrybridge to Hook Moor Section, Statement of the Secretary of State's Case for proposing that the published Draft Orders be made, July 1995, Cultural Heritage 4.3.28, p.55**

8.5.1 "Trial trenching was carried out at Fryston Park and at Micklefield and the Boot and Shoe area which indicated that no sites of archaeological significance would be affected by the proposals."

**8.6 Proposals for mitigation from Environmental Statement, Ferrybridge to Hook Moor Section, February 1995, 6.4, p. 28**

8.6.1 "Site 43 Fryston Hall. No further work."

**8.7 Archaeological Field Names Survey, January 2001**

8.7.1 Field 20 contains the field known as Little West Lawn, no. 483 (1838). Fields 21 & 22 are known as Hall Garth, no. 34D (1766), interpreted as "land attached to the hall, the property of the lord of the manor".

**8.8 WYAS Advisory Service comment**

8.8.1 Fryston Hall: A cursory examination of the West Yorkshire Archives has shown that there are a number of sources which deserve consultation, including Sales Particulars from 1830 which include the Hall and a map of the Mannor (sic) of Water Fryston surveyed in 1726, as well as a number of books.

8.8.2 Our records (a letter from RPS Clouston dated 20<sup>th</sup> July 1993) indicate that it was initially proposed to excavate three trial trenches across that part of the site of the former hall that lay within the limits of the proposed road. These trenches were not excavated but were replaced with a combination of smaller trenches and test pits which lay largely outside the footprint of the former house. The trial trenching report states "It appears likely, however, that the post-medieval and later house would have been constructed on or near to the site of the medieval manor house". Although test pits 4, 4a & 5 did locate deep cellars and stair wells, in the absence of any other trial trenches within the footprint of the former manor house, to indicate the extent of such disturbance, it cannot be stated with any degree of confidence that all earlier deposits have been totally removed from the site.

8.8.3 Byram Park, 3km due east of Fryston Hall, was extensively remodelled in the late 18<sup>th</sup> century to a design by John Carr. Robert Adam was employed to work on the interior and the park was laid out in 1782 by Capability Brown. It is known that Fryston Hall was sold in 1788 to Richard Slater Milnes, who added a bold classical front to the house. Given the close proximity of

the two houses, it is not inconceivable that Richard Slater Milnes may well have employed Carr, Adam and Brown to carry out works to Fryston Hall.

8.8.4 The WYAS Advisory Service considers that the conclusions of the report, that the proposed development is no threat to archaeological remains in this area, have not been satisfactorily demonstrated. It remains the WYAS Advisory Service's opinion that further work is still necessary in this area.

### **8.9 WYAS Advisory Service proposed mitigation strategy**

8.9.1 It is recommended that a thorough desk-based assessment be undertaken and the following sources should be consulted: Wakefield Archives (Newstead Road, Wakefield) to check the Heather Lawrence catalogue of all known pre-mid 19<sup>th</sup>-century estate maps for West Yorkshire (accession no. C.501), the Sheepscar Archive, Leeds, the Vavasour Collection (Leeds City Archives), Yorkshire Archaeological Society Archives (Clarendon Road, Leeds), the John Goodchild Collection, Wakefield and the National Monument Record to determine the architectural, archaeological and landscape significance of Fryston Hall and Park.

8.9.2 Any further archaeological work in Fields 20 & 21 will be based on the results of the desk-based assessment, but may take the form of further evaluation by trial trenching, open area excavation or a watching brief.

8.9.3 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

8.9.4 No further archaeological work is considered necessary in Field 22.

### **9. Fields 23-36**

9.1 No comment has been made on these fields as they lie within North Yorkshire.

### **10. Fields 37-45**

10.1 No comment has been made on these fields as they will not be affected by the proposals.

## **11. Field 46 (centred SE 448 325)**

### **11.1 Walkover survey, April 1992**

11.1.1 No earthworks or artefacts were visible in a cereal field.

### **11.2 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995**

11.2.1 Not discussed in the Environmental Statement.

### **11.3 Archaeological Field Names Survey, January 2001**

11.3.1 No field names were identified in the survey.

### **11.4 WYAS Advisory Service comment**

11.4.1 Drawings RPS5 & RPS6 clearly show a linear feature (PRN 1071) lies in this field and is crossed by the route. Aerial photographs (WYAS ref. 44 43 42 94) are blurred, but do seem to indicate the presence of possible features of archaeological interest (PRN 1071).

11.4.2 The archaeological field names survey has not identified any additional areas of archaeological interest.

### **11.5 WYAS Advisory Service proposed mitigation strategy**

11.5.1 The proposed route will clearly cut a linear feature PRN 1071 and there is a potential for further archaeological features to be encountered. Topsoil stripping of this area should be undertaken under archaeological supervision, and the machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with the WYAS Advisory Service.

11.5.2 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

## **12. Field 47 (centred SE 448 329)**

### **12.1 Walkover survey, April 1992**

12.1.1 No earthworks or artefacts were visible in a cereal field.

### **12.2 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995**

12.2.1 Not discussed in the Environmental Statement.

### **12.3 Geophysical Survey (Gradiometer and Magnetic Susceptibility) by Archaeological Services, University of Durham, December 2000**

12.3.1 The survey results have not yet been submitted to WYAS Advisory Service for comment.

### **12.4 Archaeological Field Names Survey, January 2001**

12.4.1 This field is numbered 106, which should read 106E. The gazetteer of field names does not include a name for this field.

### **12.5 WYAS Advisory Service comment**

12.5.1 Aerial photographs taken in July 1996 (WYAS ref. 44 43 52 27) indicate at least one feature, a ditch, visible in the field to the east (PRN 6695) and which appears to continue into field 47.

12.5.2 The archaeological field names survey has not identified any additional areas of archaeological interest.

### **12.6 WYAS Advisory Service proposed mitigation strategy**

12.6.1 The WYAS Advisory Service is still awaiting the results of the magnetometer and magnetic susceptibility surveys by University of Durham. Should these results indicate that there are no potential archaeological features in this area no further archaeological work will be required.

12.6.2 However, should either of the surveys indicate that there are anomalies of a possible archaeological origin, topsoil stripping of this area should be undertaken under archaeological supervision, and the machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with the WYAS Advisory Service.

12.6.3 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

**13. Field 48 (centred SE 448 335)**

**13.1 Walkover survey, April 1992**

13.1.1 No artefacts were visible in a ploughed field.

**13.2 Magnetic Susceptibility Survey by Geophysical Surveys of Bradford 1992**

13.2.1 "The transect chosen was too narrow and the 50m grid too large for any meaningful conclusions to be reached."

**13.3 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995**

13.3.1 Not discussed in the Environmental Statement.

**13.4 Archaeological Field Names Survey, January 2001**

13.4.1 This field is numbered 9C, which should read 99d. The gazetteer of field names does not include a name for this field.

**13.5 WYAS Advisory Service comment**

13.5.1 The archaeological field names survey has not identified any additional sites of archaeological interest.

**13.6 WYAS Advisory Service proposed mitigation strategy**

13.6.1 We do not consider that it is reasonable to request further archaeological work in Field 48.



## **14. Fields 49 & 50, Site 30 (centred SE 446 338)**

### **14.1 Walkover survey, April 1992**

14.1.1 Field 49: No artefacts were visible in a ploughed field.

Field 50: No earthworks or artefacts were visible in a cereal field.

### **14.2 Magnetic Susceptibility Survey by Geophysical Surveys of Bradford 1992**

14.2.1 Field 49: "The transect chosen was too narrow and the 50m grid too large for any meaningful conclusions to be reached."

### **14.3 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.27, p. 27**

14.3.1 "The option in the stretch of the A1(M) from south of New Micklefield to the limit of the works is close to the east side of the existing road. There is no known archaeological material until the area opposite Old Micklefield, where APs show an extensive landscape stretching for over a kilometre to the north. Linear traces on APs in field 49 and 50 were confirmed in the geophysical survey (Sites C(A) and C(B)). They appear to be agricultural in origin."

### **14.4 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 3 Site C**

14.4.1 The site was split into two areas C(A) and C(B) due to the fact that a track passes through the middle of the survey area.

14.4.2 Site C(B) = Field 49. "The magnetic disturbance generated by the track and bank are clearly visible. There are two clear ditches in the magnetic data set which are visible in APs, and are assumed to be associated with this seen in Site C(A). The most western of the ditches is thought to be a continuation of one of the ditches seen in Site C(A). There are suggestions of east-west orientated trends in the data which are almost certainly agricultural in origin."

14.4.3 Site C(A) = Field 50. "Site C(A) is dominated by two linear ditches possibly forming an enclosure. These are visible in aerial photographs, which suggest that the east-west orientated ditch in the north of the area is in fact continuous. The north-south aligned length of ditch in the north-west appears archaeological in nature, although it is not evident in the APs. There is a broad, diffuse magnetic response in the south of the area which may be archaeologically significant. There is AP evidence for a ditch that continues northward. It is possible, however, that this anomaly represents a track that existed prior to an A1 access bridge being built. There are hints of ditch like responses... which may be archaeologically significant."

14.4.4 The conclusions of the survey are: "The survey has proved successful in locating several major ditches visible in aerial photographs, together with anomalies of possible archaeological interest not visible in APs. The overall interpretation suggests an archaeological enclosure with possible associated pit and linear-type anomalies."



## **14.5 Trial trenching, RPS Clouston, October 1994**

14.5.1 Details of this work are not currently available to the WYAS Advisory Service.

14.5.2 Mention is made of the trial trenching of this site in the summary of Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995 which produced "no significant results", as well as in A1 Motorway, Ferrybridge to Hook Moor Section, Statement of the Secretary of State's Case for proposing that the published Draft Orders be made, July 1995, Cultural Heritage 4.3.28, p.55 that "Trial trenching was carried out at Fryston Park and at Micklefield and the Boot and Shoe area which indicated that no sites of archaeological significance would be affected by the proposals". The WYAS Advisory Service was informed by RPS Clouston in a letter in October 1994 of the intention to excavate two 25m long x 2.5m wide trenches.

## **14.6 Further work from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 7.1, p. 31**

14.6.1 "Site 30 (C) Opposite old Micklefield. Agricultural boundaries confirmed; no further work recommended."

## **14.7 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.27, p. 26**

14.7.1 "Site 30 (Fig RPS 6) In the area opposite Old Micklefield APs (AP 4439) show an extensive landscape stretching for over a kilometre to the north. Linear traces on APs in fields 49 and 50 were confirmed in the geophysical survey (Geo C(A) and C(B)). Trial trenching revealed a number of features of archaeological origin, but of no clear function."

### Site 30 Field Boundaries

Importance: Local  
Impact: Medium  
Effect: Slight

## **14.8 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 6.4, p.28**

14.8.1 "Site 30 Possible archaeological features. Mitigation: Watching brief during construction."

## **14.9 Proposals for mitigation from A1 Motorway, Ferrybridge to Hook Moor Section, Statement of the Secretary of State's Case for proposing that the published Draft Orders be made, July 1995, Cultural Heritage 4.3.31, p.56**

14.9.1 "Other less important sites near the Boot and Shoe and Micklefield would be given a watching brief during construction."

#### **14.10 WYAS Advisory Service comment**

14.10.1 There are a number of enclosures visible on the aerial photographs of this area (WYAS ref. 44 43 43 39). Although the WYAS Advisory Service was informed of the location of two trial trenches proposed in this area, the report on the trial trenching undertaken has yet to be seen and details available are minimal. Despite the absence of this report, given that the Environmental Statement states that a number of archaeological features were encountered, albeit of no clear function, it would appear that the archaeological potential of this area has been proved.

#### **14.11 WYAS Advisory Service proposed mitigation strategy**

14.11.1 Topsoil stripping of this area to be undertaken under archaeological supervision. The machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with WYAS Advisory Service.

14.11.2 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

## **15. Fields 51 & 52 (centred 440 341)**

### **15.1 Walkover survey, April 1992**

- 15.1.1 Field 51: No artefacts were visible in a ploughed field.  
Field 52: No earthworks or artefacts were visible in a cereal field.

### **15.2 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995**

- 15.2.1 Not discussed in the Environmental Statement.

### **15.3 WYAS Advisory Service comment**

15.3.1 Archaeological work undertaken on the M1-A1 Link Road, between 1994-1998, (c. 1km) to the north-west at Roman Ridge encountered evidence for small-scale unenclosed settlement or ritual activity during the Late Neolithic or Early Bronze Age, as well as a Late Iron Age field system and enclosure which was cut by the construction of the Roman road from Castleford (Lagentium) to Tadcaster (Calcaria). A previously unknown series of Late Iron Age/Romano-British enclosures were also recorded c.1km to the north, immediately to the north of Dawson Wood.

15.3.2 Bullen Consultants drawings A1 Darrington to Dishforth - Ferrybridge to Hook Moor, Digital OS General Arrangement with known Archaeology Overlain, Sheet 8 of 8 shows several linear features in Field 51. These may be further agricultural field boundaries.

15.3.3 The WYAS Advisory Service considers that the above work is sufficient to demonstrate the potential for further archaeological features which may not be visible on aerial photographs to be encountered in this area.

### **15.4 WYAS Advisory Service proposed mitigation strategy**

15.4.1 Field 51: Topsoil stripping of this area to be undertaken under archaeological supervision. The machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with WYAS Advisory Service.

15.4.2 Field 51: The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

15.4.3 No further archaeological work is considered necessary in Field 52.

## **16. Fields 53 (centred SE 437 342) & 54, Site 34 (centred SE 438 347)**

### **16.1 Walkover survey, April 1992**

- 16.1.1 Field 53: No earthworks or artefacts were visible in a cereal field.  
Field 54: No artefacts were visible in a ploughed field.

### **16.2 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.28, p.26**

16.2.1 “Site 34 (Fig RPS 6) APs (AP3550) to the north-east of the A1 near the northern limit of works show 2 enclosures in a system of linear features (WY 1057). Another group of features is visible to the west of the road (WY 1035). Although none are visible close to the existing road in fields 53 and 54 it was considered prudent to carry out geophysical surveys to check for a continuation of the prehistoric landscape (Geo A and Geo B). Access to Site A, to the west, was not obtained, and the survey of Site B to the east, did not reveal any unequivocal features.”

#### **Site 34 Potential enclosure**

Importance: Uncertain  
Impact: Medium  
Effect: Possible significance.

### **16.3 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 6.4, p. 28**

16.3.1 “Site 34 North of Old Micklefield. No evidence (APs, geophysics) for well preserved prehistoric landscape. No further work.”

### **16.4 WYAS Advisory Service comment**

16.4.1 The Environmental Statement in the discussion of the site’s archaeological potential states that given the proximity of a number of linear features and enclosures visible on aerial photographs on both sides of the road, that it was thought prudent to undertake geophysical surveys to check for a continuation of the prehistoric landscape. Despite the fact that one of the two proposed geophysical surveys was not carried out the proposals for mitigation go straight to recommending no further work.

### **16.5 WYAS Advisory Service proposed mitigation strategy**

16.5.1 Given that the road rejoins the existing carriageway in this area it is not considered necessary for any further archaeological work to be undertaken in Fields 53 & 54. However should road widening, or a compound, be proposed at this point additional archaeological work would be necessary.

## **17. Fields 55-59**

17.1 No comment has been made on these fields as they lie within North Yorkshire.

## **18. Field 60, part of Site 26 (centred SE 453 318)**

### **18.1 Walkover survey, April 1992**

18.1.1 No earthworks were visible in a cabbage field.

### **18.2 Assessment of the route from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 5.26, p. 27**

18.2.1 "The APs show a trackway extending northwards towards the Highfield deserted medieval village site (Field 59). No traces were located in the walkover survey but the geophysical survey (Site O) revealed linear traces of prehistoric origins, probably part of the general complex of prehistoric activity on the Magnesian Limestone."

### **18.3 Gradiometer Survey by Geophysical Surveys of Bradford, 1992, 12 Site O**

18.3.1 "The disturbance caused by the bank (which separated the two fields surveyed) and a pipe are clearly visible... A linear anomaly running parallel to the bank has been detected and appears to coincide with a ditch visible in the APs. The length of ditch orientated NNE-SSW appears to correspond with a cropmark visible in the APs. The east-west orientated ditch to the east of the bank appears to be archaeologically significant. Its position in relation to the ditch discussed in 18.3.2 suggests a possible enclosure. However, although there is a linear feature visible on the APs in this area, there is no exact correlation with the AP. In the western half of the survey there are several pit like responses which may be significant. There are suggestions of two parallel ditches in the east of the survey area which may be significant. However, it is possible, given the lack of aerial photographic evidence that these are of modern agricultural origin."

18.3.2 The survey reaches the following conclusions: "The magnetic survey of this area has been successful in locating several features of archaeological significance. It is likely that the magnetic anomalies represent an archaeological enclosure, with appended ditches or trackway."

### **18.4 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.25, p. 25**

18.4.1 "Site 26 (Fig RPS 5) The APs (AP 5252) show a trackway extending northwards towards the Highfield deserted medieval village site (NY 1090, 1091). No traces were located in the walkover survey, but the geophysical survey (Geo O) revealed linear traces of probable prehistoric origins including an enclosure, part of the general complex of prehistoric activity on the Magnesian Limestone. Trial trenching revealed a number of features, of which at least one was of archaeological origin, and contained a fragment of quernstone." The WYAS Advisory Service is still awaiting details of the trial trenching.

**Site 26** Field boundaries and enclosure

Importance: Local  
Impact: Medium  
Effect: Slight

**18.5 Further work from A1(M) Ferrybridge to Hook Moor Improvement, Archaeological Field Study, June 1992, 7.1, p. 31**

18.5.1 "Site 26 (O) Alternative 6 Agricultural boundaries confirmed, and enclosure also revealed; trial excavation recommended."

**18.6 Proposals for mitigation from Environmental Statement, Cultural Heritage, Volume 2, Ferrybridge to Hook Moor Section, February 1995, 6.4, p. 28**

18.6.1 "Site 26 Possible archaeological features. Mitigation: Watching brief during construction."

**18.7 Archaeological Field Names Survey, January 2001**

18.7.1 No field names were identified in the survey.

**18.8 WYAS Advisory Service comment**

18.8.1 The Geophysical Survey of Bradford's 1992 survey Section 12.1.2 states that aerial photographs of this area show several linear ditches but they do not appear on drawing RPS5 of the Environmental Statement, February 1995. It is not clear whether this refers to APs of the settlement site to the north-west of field 60 or to a separate site.

18.8.2 The presence of a fragment of quernstone in the feature encountered during the trial trenching would suggest that an Iron Age/Romano-British settlement is to be found nearby, and that the feature may be part of an enclosure.

18.8.3 The archaeological field names survey has not identified any additional areas of archaeological interest.

**18.9 WYAS Advisory Service proposed mitigation strategy**

11.9.1 Topsoil stripping of this area to be undertaken under archaeological supervision. The machine must use a toothless ditching bucket. The stripped area will then be assessed and an appropriate excavation and recording strategy drawn up in agreement with WYAS Advisory Service.

18.9.2 The DBFO contractor should be aware of the fact that proposed landscape areas, which are to be planted up with trees, as well as compounds, must also be included within the area that it is proposed to carry out archaeological work.

## **19. Field 61, Site 27, Castle Hills (centred SE 449 322)**

### **19.1 Walkover survey, April 1992**

19.1.1 Woodland. A large ditch and bank (parish boundary) is traceable with a boundary stone in situ.

### **19.2 Archaeological potential from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 5.26, p. 25-26**

19.2.1 "Site 27 (Fig RPS 5). The proposal north of the Selby Road junction is close to the east side of the existing A1. It impinges on the woods at Castle Hills. The parish boundary between Ledsham and Micklefield is marked by a ditch and bank through the wood (Site 27) but is degraded at its western end. The proposed road would affect this western part of the boundary."

#### **Site 27 Parish boundary**

Importance: County

Impact: Low

Effect: Moderate

### **19.3 Proposals for mitigation from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995, 6.4, p. 28**

19.3.1 "Site 27 Parish boundary. Mitigation: Excavation and recording of earthwork in advance of construction."

### **19.4 Archaeological Field Names Survey, January 2001**

19.4.1 This field is called Castle Hill, no. 232 on the figure but no. 237 (undated) in the gazetteer, which has been interpreted as meaning "a name alluding to named castles or to prehistoric fortifications".

### **19.5 WYAS Advisory Service comment**

19.5.1 The Parish boundary is in fact both a Parish and a Township boundary. Many township boundaries preserve lines known to have existed in the medieval period, and it has been suggested that they may have been laid out in the late Saxon period and may in fact perpetuate much earlier Roman or pre-Roman land divisions. The Environmental Statement, drawing no. RPS 5, also indicates two boundary stones along this boundary.

19.5.2 The archaeological field names survey has confirmed the archaeological interest in this area.

19.5.3 Since the 1995 statement was prepared Castle Hills wood and the area of cropmarks to the east has become a Scheduled Ancient Monument (County Monument No. 31531). The monument includes a prehistoric field system with enclosed settlement and associated holloway, as well as



two medieval wood banks. These features are now recognised as being of national importance. The schedule entry goes on to say “The field system, enclosures, trackway and holloway 600m east of Newton Farm survive well and contribute to the study of late prehistoric settlement and land use. The wood banks survive well and contribute to the study of woodland management. The survival of the site in both cropmark and earthwork form is rare and, in addition, the cropmark features themselves are unique in the region”.

## **19.6 Mitigation strategy**

19.6.1 The road passes through the western edge of the Scheduled Ancient Monument known as prehistoric settlement, field system and medieval wood banks 600m east of Newton Farm. Any works in this area will therefore require Scheduled Monument Consent. Such consent is obtained from the Secretary of State for the Department of Culture, Media and Sport through consultation with English Heritage, and work cannot commence until such consent has been granted.

19.6.2 Initial discussions with English Heritage have identified the need for further information on the nature of the archaeological deposits that lie within the land take for the road. It has therefore been agreed to carry out a topographical survey of the site, in order to help quantify the possible need for any further evaluation work in the form of trial trenching. The nature and extent of the trial trenching, as well as any further excavation requirements, will then have to be agreed with English Heritage. The boundary stone will presumably be preserved in-situ if possible, or if not, removed to a safe place after recording, and re-instated on the correct line of the Township boundary after construction works have ceased, close to its original position.

## **20. Summary of WYAS Advisory Service's recommendations for further work**

**20.1** Fryston Hall and Park (Fields 19-21) to be the subject of a separate desk-based assessment, in order that a more detailed consideration of the archaeological, architectural and landscape significance of the Hall and Park can be made. This work to determine the nature of any further archaeological excavation or photographic recording that may be necessary.

**20.2** Fields 8, 9, 10, 11, 12, 13, & 14 to require open-area excavation prior to the commencement of the construction phase. It is likely that English Heritage will require similar work to be undertaken at Castle Hills, Field 61.

**20.3** Earthwork surveys, prior to the commencement of the construction phase, to be carried out for Fields 2, 18, 19 & 61.

**20.4** Fields 2, 3, 4\*, 5\*, 6, 7, 18, 46, 47\*, 49, 50, 51 & 60 to be stripped of topsoil under archaeological supervision, using a machine with a toothless ditching bucket. Provision will be made for the appropriate level of archaeological salvage recording and post-excavation analysis (to be agreed with WYAS Advisory Service) of any features or finds identified by this work.

\* Depending on the 2000 University of Durham Geophysical Survey results.

**20.5** No further archaeological work is felt to be necessary in Fields 1, 15, 16, 17, 22, 48, 52, 53 & 54.

**20.6** No comments have been made with regard to fields lying within North Yorkshire.

**20.7** The finds and excavation records will be deposited with an appropriate Museum. This will need further discussion as the road line crosses three Districts (Wakefield, Selby and Leeds). Given the anticipated significance of the area around the Henge it is expected that the results of the work on the whole route will be published in a suitable academic journal or as a monograph. A more "popular" publication aimed at the general public will also be produced.

**20.8** The presence of a large open area archaeological excavation in the Ferrybridge area, lasting up to 12 months, is likely to generate considerable media and public interest. The archaeological contractor would be expected to provide a suitable member of staff to act as an Education Officer, whose duties will include conducting guided tours around the site to schools. Provision should also be made for information regarding the excavation work to be displayed either on the site or at a suitable publicly accessible venue close to the site.

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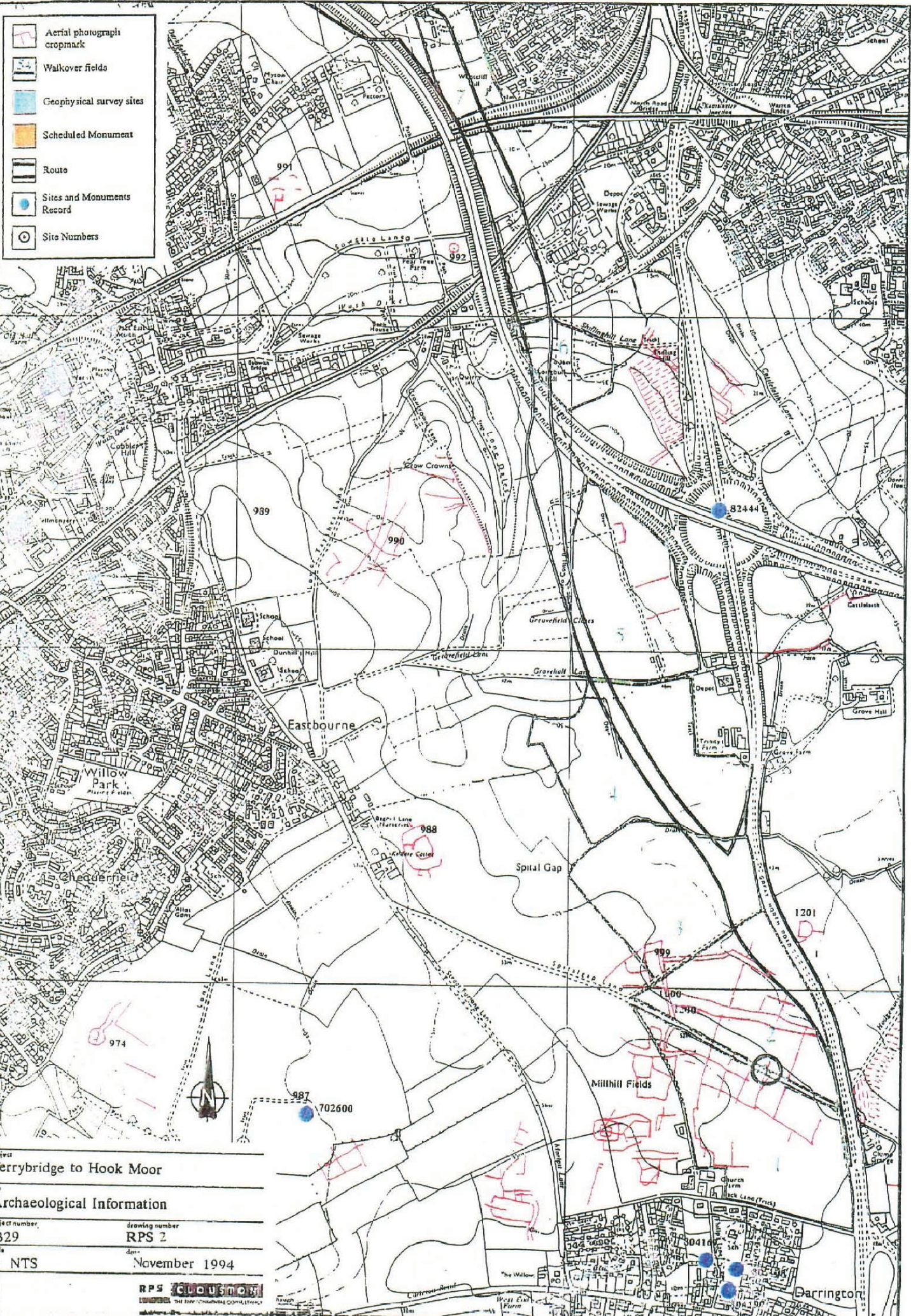
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
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## **22. Appendix 1**

Figures RPS2-7 from Environmental Statement, Volume 2, Cultural Heritage, Ferrybridge to Hook Moor Section, February 1995: Archaeological Information.





-  Aerial photograph cropmark
-  Walkover fields
-  Geophysical survey sites
-  Scheduled Monument
-  Route
-  Sites and Monuments Record
-  Site Numbers

Project: **Ferrybridge to Hook Moor**

Title: **Archaeological Information**








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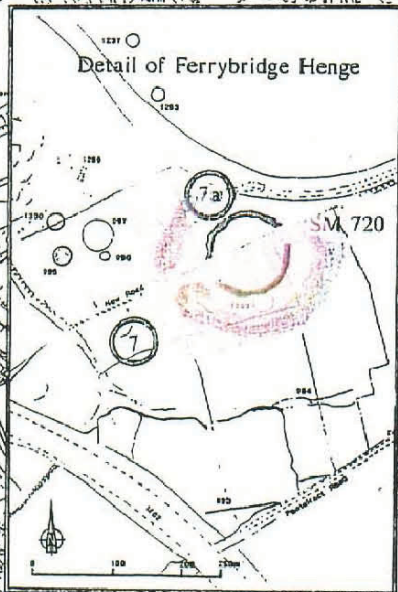
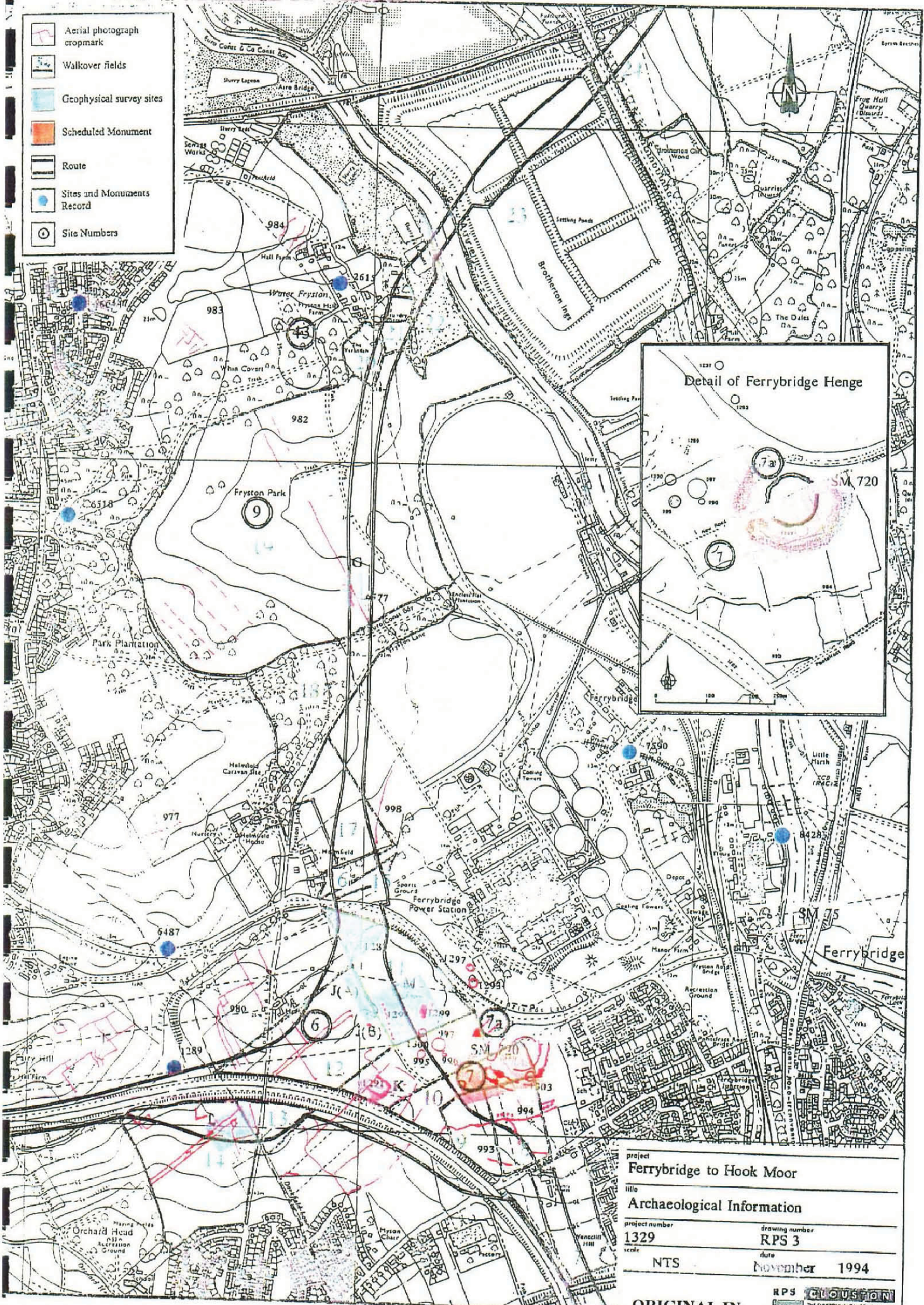
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**ORIGINAL IN COLOUR**



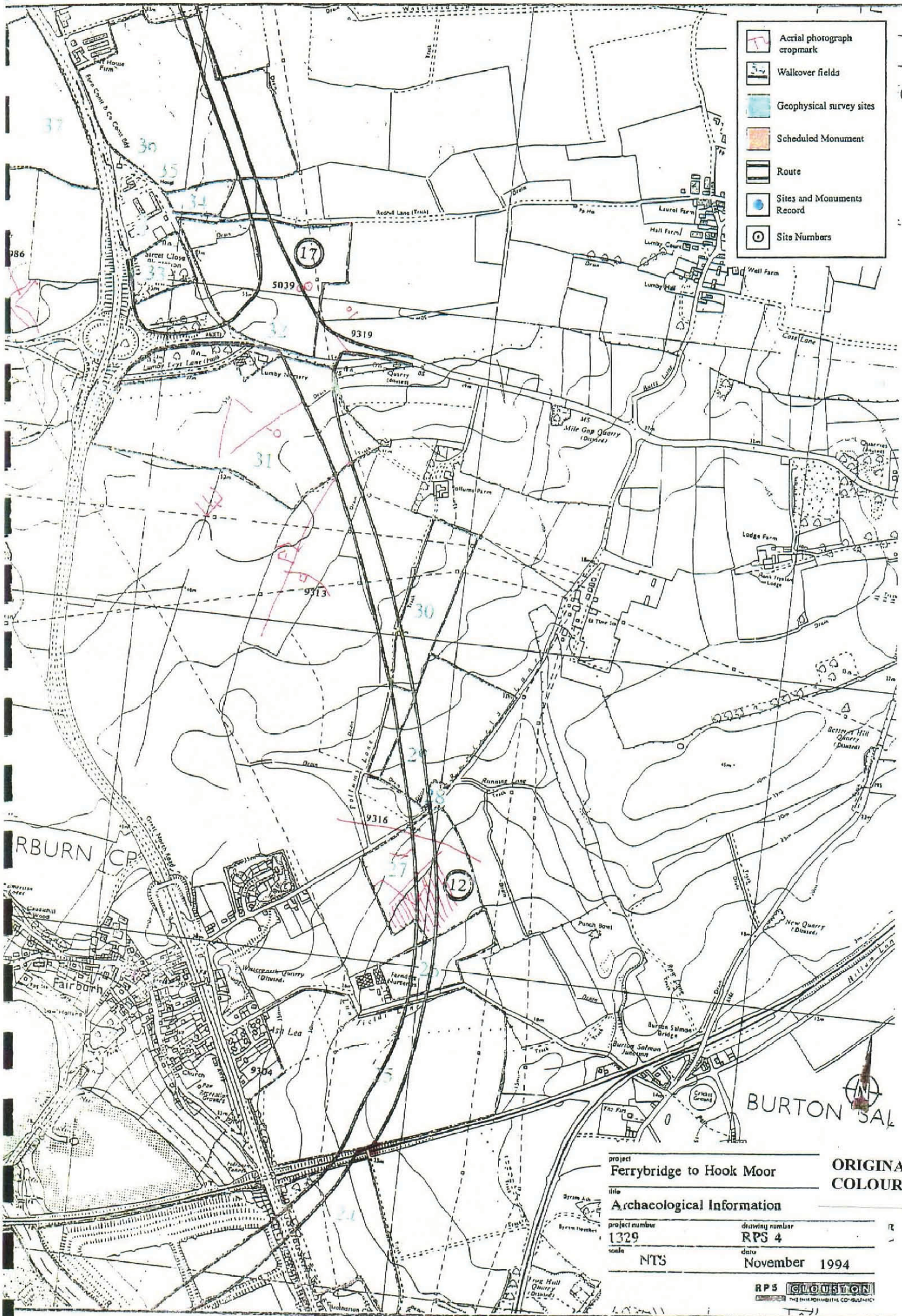
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-  Walkover fields
-  Geophysical survey sites
-  Scheduled Monument
-  Route
-  Sites and Monuments Record
-  Site Numbers










project	
Ferrybridge to Hook Moor	
title	
Archaeological Information	
project number	drawing number
1329	RPS 3
scale	date
NTS	November 1994
	

**ORIGINAL IN COLOUR**





-  Aerial photograph cropmark
-  Walkover fields
-  Geophysical survey sites
-  Scheduled Monument
-  Route
-  Sites and Monuments Record
-  Sites Numbers

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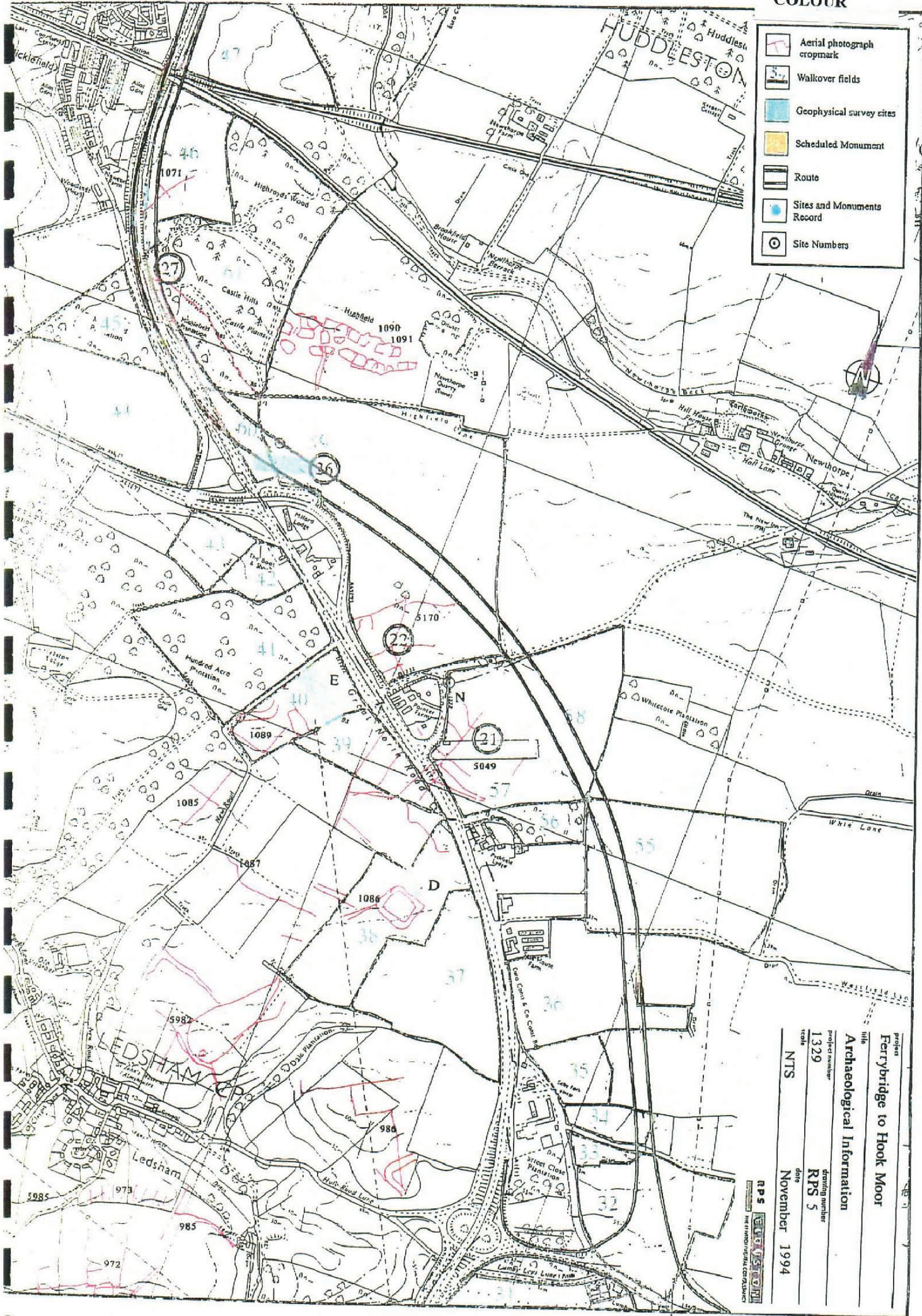
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RPS **GLOUSTON**  
THE ENVIRONMENTAL CO-ORDINATOR

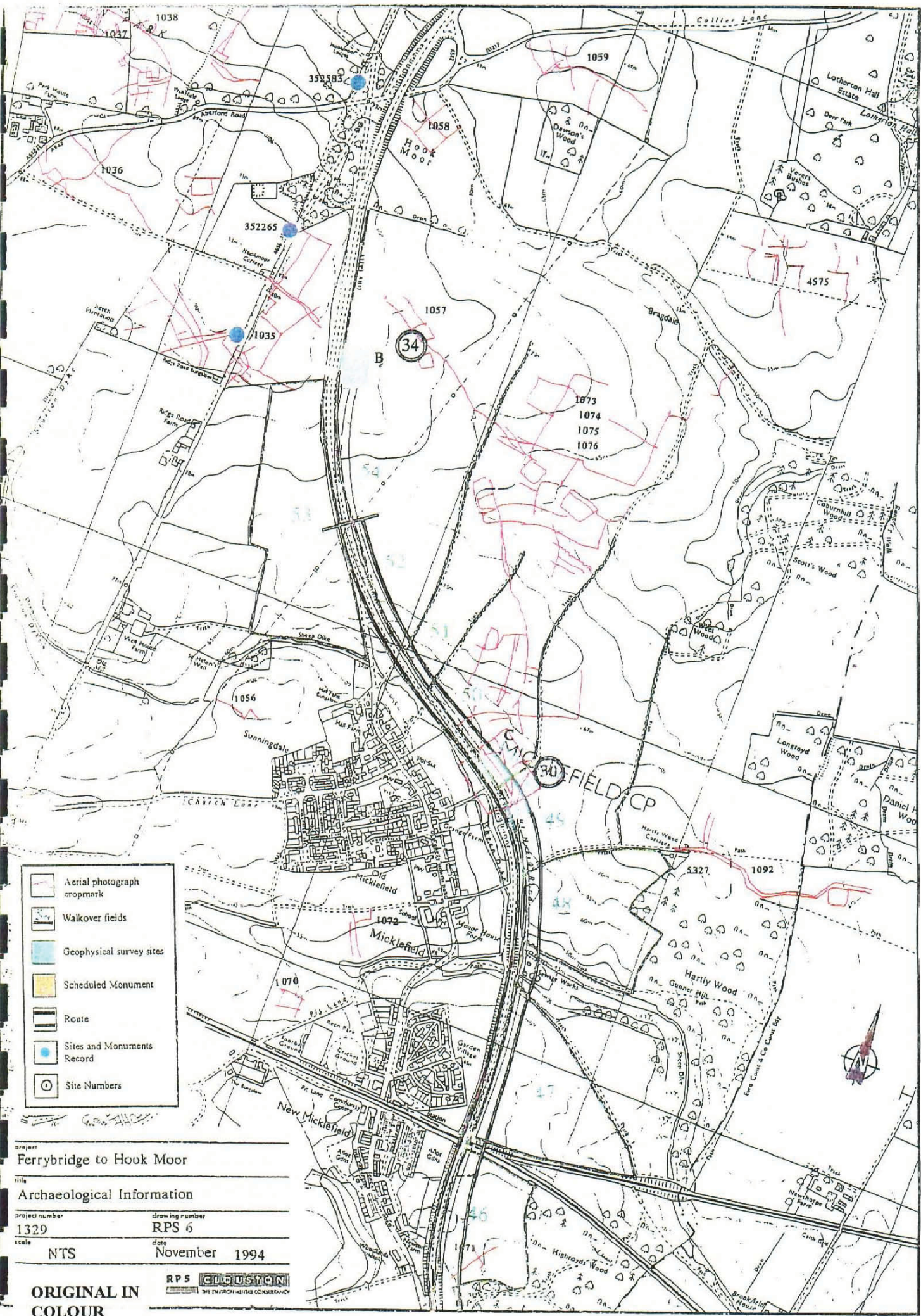




-  Aerial photograph cropmark
-  Walkover fields
-  Geophysical survey sites
-  Scheduled Monument
-  Route
-  Sites and Monuments Record
-  Site Numbers

project  
**Ferrybridge to Hook Moor**  
 title  
**Archaeological Information**  
 project number  
**1329**  
 RPS 5  
 scale  
**NTS**  
 drawing number  
**RPS 5**  
 date  
**November 1994**  
**rps**  
THE INFORMATION COMPANY





- Aerial photograph cropmark
- Geophysical survey sites
- Scheduled Monument
- Route
- Sites and Monuments Record
- Site Numbers
- Walkover fields

Project: Ferrybridge to Hook Moor

Title: Archaeological Information

Project number: 1329      Drawing number: RPS 6

Scale: NTS      Date: November 1994

**ORIGINAL IN COLOUR**

RPS **CLUBSTON**  
THE ENVIRONMENTAL CONSULTANCY



project  
 Ferrybridge to Hook Moor  
 title  
 Archaeological Information  
 drawing number  
 RPS 7  
 scale  
 As Shown  
 date  
 November 1994

