



Planning, Transport
and Environment

INDEX DATA	RPS INFORMATION
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Road Number A1.	Date April 2000.
Contractor Bullen.	
County Yorkshire.	
OS Reference	
Single sided <input checked="" type="checkbox"/> Double sided A3 6 Colour Q	

A1(M) Ferrybridge to Hook Moor

Archaeological Addendum on Proposed Route Changes

April 2000

89D263/001/A

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DISCLAIMER	

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1.0 INTRODUCTION

- 1.1 The Highways Agency propose to improve and convert to motorway standard the A1 London-Edinburgh-Thurso Trunk Road. The Ferrybridge to Hook Moor Scheme is one of nine similar projects in Yorkshire which form part of that conversion.
- 1.2 The Scheme would provide a new dual three lane motorway, approximately 16 kilometres in length. It would tie in to the existing A1 north of Darrington and proceed northwards to a point just south of the M1/A1 Link at Hook Moor.
- 1.3 An Environmental Statement has been issued in accordance with EC Directive 85-337 as applied by Section 105A of the Highways Act 1980.
- 1.4 This addendum concentrates on the proposed changes to the original plans that were issued, by the Consulting Engineers in September 1994, in which the A1(M) was to be constructed over the existing M62. However, it is now planned to construct the A1(M) under the M62 as shown in Figure 1. This would not change the route of the A1(M) or the corridor for the road only the depth of works.

2.0 METHODOLOGY

- 2.1 The Cultural Heritage implications of the A1 Motorway Improvements, Ferrybridge to Hook Moor Section, have been evaluated to a brief approved by West Yorkshire Archaeology Service and North Yorkshire County Council Archaeological Officers.
- 2.2 The Sites and Monuments Records (SMRs), aerial photographs (APs), Scheduled Monuments and Listed Building lists and the Register of Historic Buildings and Parks were used initially to locate areas of known cultural heritage interest, and to assess the potential of areas where there was little or no information.
- 2.3 Summary data were collected from a 2km wide Study Area (wider than the proposals corridor), in order that the cultural heritage context could be better understood. Detailed information, however, was collected for the proposal corridor only. The sources of the information were:
- the North Yorkshire County Council and west Yorkshire Archaeological Services Sites and Monuments Records (SMRs);
 - existing aerial photographs (APs) held at the national Library of Aerial Photographs and the University of Cambridge Air Photograph Library;
 - early maps;
 - geological maps;
 - published and unpublished documentary material;
 - English Heritage Scheduled Monuments (SM) records;
 - DoE Listed Building registers ("Green Backs"); and
 - English Heritage Register of Historic Parks and Gardens
- 2.4 Subsequent surveys were targeted on known or potential areas of archaeological significance with the 'blank' areas also further researched to establish the likelihood of any previous unknown potential.
- 2.5 This report is based on the information gathered during the Environmental Statement, as outlined above, as well as from a site visit on 19 April 2000.

3.0 RESULTS

Environmental Statement

- 3.1 The site reference numbers (e.g. Site 1) are those used in the RPS Clouston Initial Archaeological Site Assessment and reference is made, where appropriate, to SMR numbers (e.g. WY 1234 or NY 1234), AP numbers (e.g. AP 12345), walkover field survey numbers (eg Fld 1) and Geophysical Survey letters (e.g. Geo H).
- 3.2 Site 1 is in the area just to the 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. There is 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 proposed route appear of 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 (WY999,1000, 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 the 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

- 3.3 Immediately north of Spital Gap (Flds 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, possibly because it is not favourable to soil or crop mark production.
- 3.4 The route were 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 proposed 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.

Field Visit

- 3.5 A further site visit was made on 19 April 2000 in order to assess the site in the light of the new proposals. The M62 is at this point within a cutting with each side of the cutting sloping away into the surrounding countryside (Photo 1), although Longbutt Hill to the north of the proposed crossing point rises above the level of the embankment and then drops quite steeply down towards the Knottingley Road A645 (Photo 2).

- 3.6 The area to the south of the M62 is characterised by terraced arable fields, the terrace edges being more banked than vertical (Photo 3). The exact age of these terraces is unknown but certainly could be of archaeological interest.
- 3.7 The crop marks etc. noted at the south of this area are still extant, and look to extend further than those marked on any of the maps.

4.0 IMPACTS OF THE PROPOSED DEVELOPMENT

- 4.1 The route and corridor of the A1(M) will not change due to the proposed changes, only the depth of the cut that will have to be made. Thus, the archaeology affected is only that under the direct line of the original cut.
- 4.2 The A1(M) route is dividing a landscape which has been utilised and cultivated from the Romano-British period through to the current day. Thus the road is going to destroy some of this evidence, as highlighted in the Environmental Statement. The depth of the road cutting now, is likely to leave little, if any, archaeological deposits intact and as such anything that is to be destroyed should be recorded.

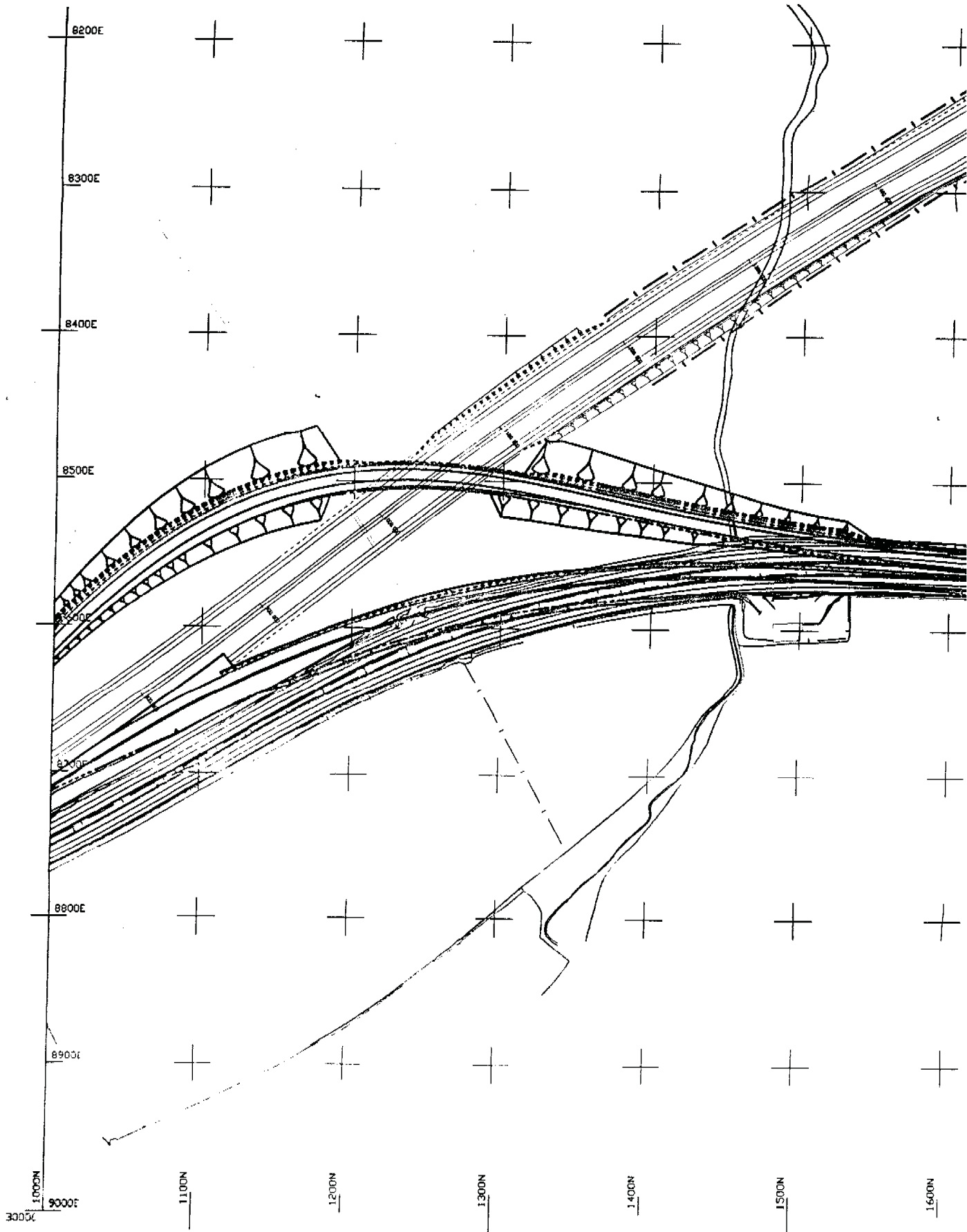
5.0 RECOMMENDATIONS FOR FURTHER INVESTIGATION

- 5.1 Geophysical Survey was to be undertaken in the area to the west of the current A1 and to the south of the current M62 during initial investigations of 1992. Whichever route is proposed this survey should be undertaken.
- 5.2 Investigations into the hedgerows should be undertaken to determine the exact age of these features and whatever the outcome they should be recorded on the SMR.

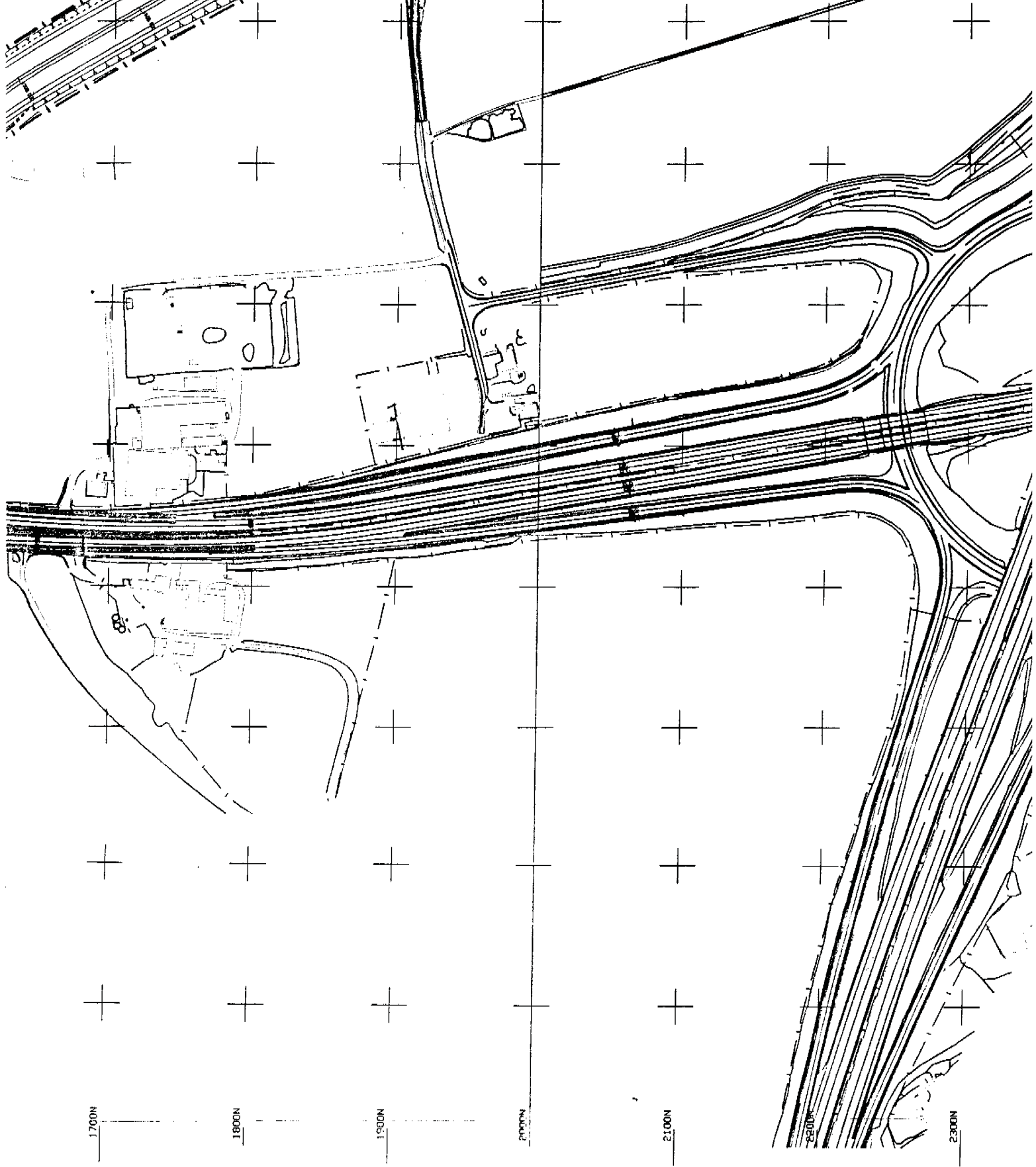
BIBLIOGRAPHY

RPS Clouston, 1995, Environmental Statement, A1 Motorway Ferrybridge To Hook Moor Section.
Volume 2 Cultural Heritage.

FIGURES



89D263. A1 MOTORWAY : FERRYBRIDGE TO HOOK M
 GENERAL ARRANGEMENT FOR A1(M) UNDER M62 DPT
 FOR LAND & ENVIRONMENTAL ASPECTS. DSS-29/03



JOR.

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'00

2400N

2500N

2600N

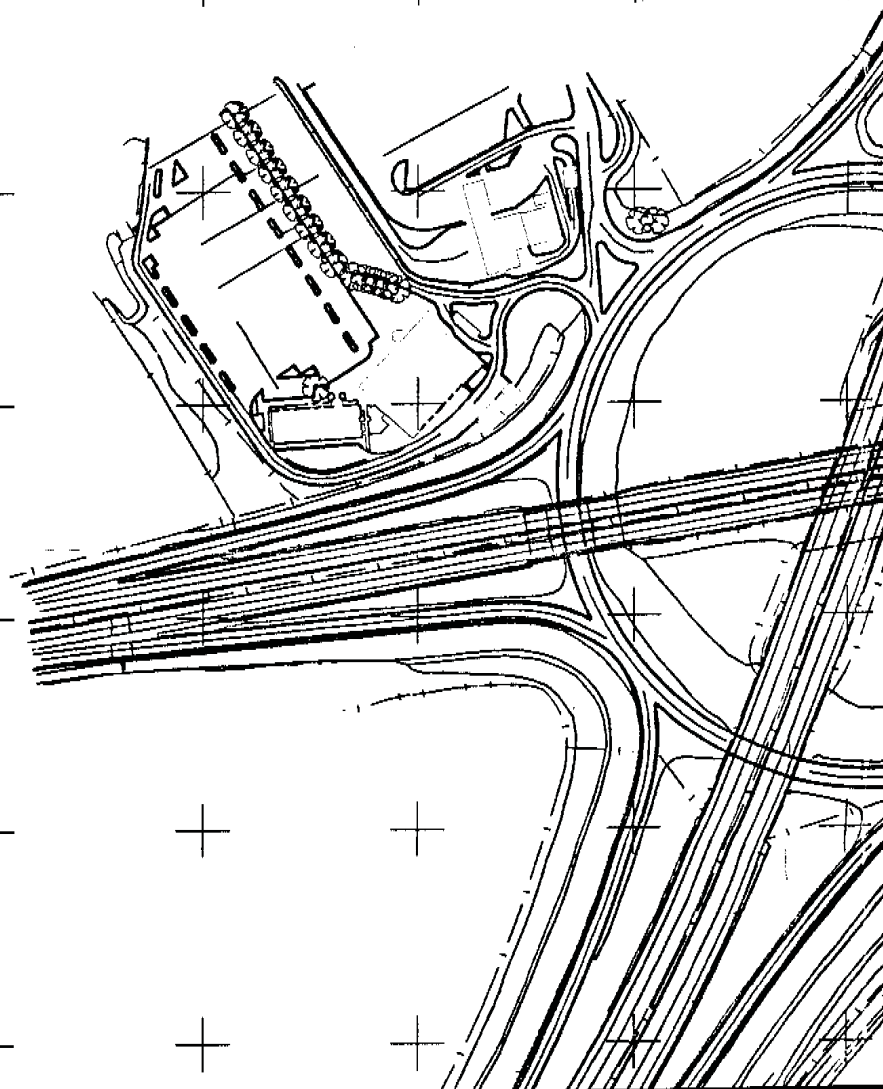
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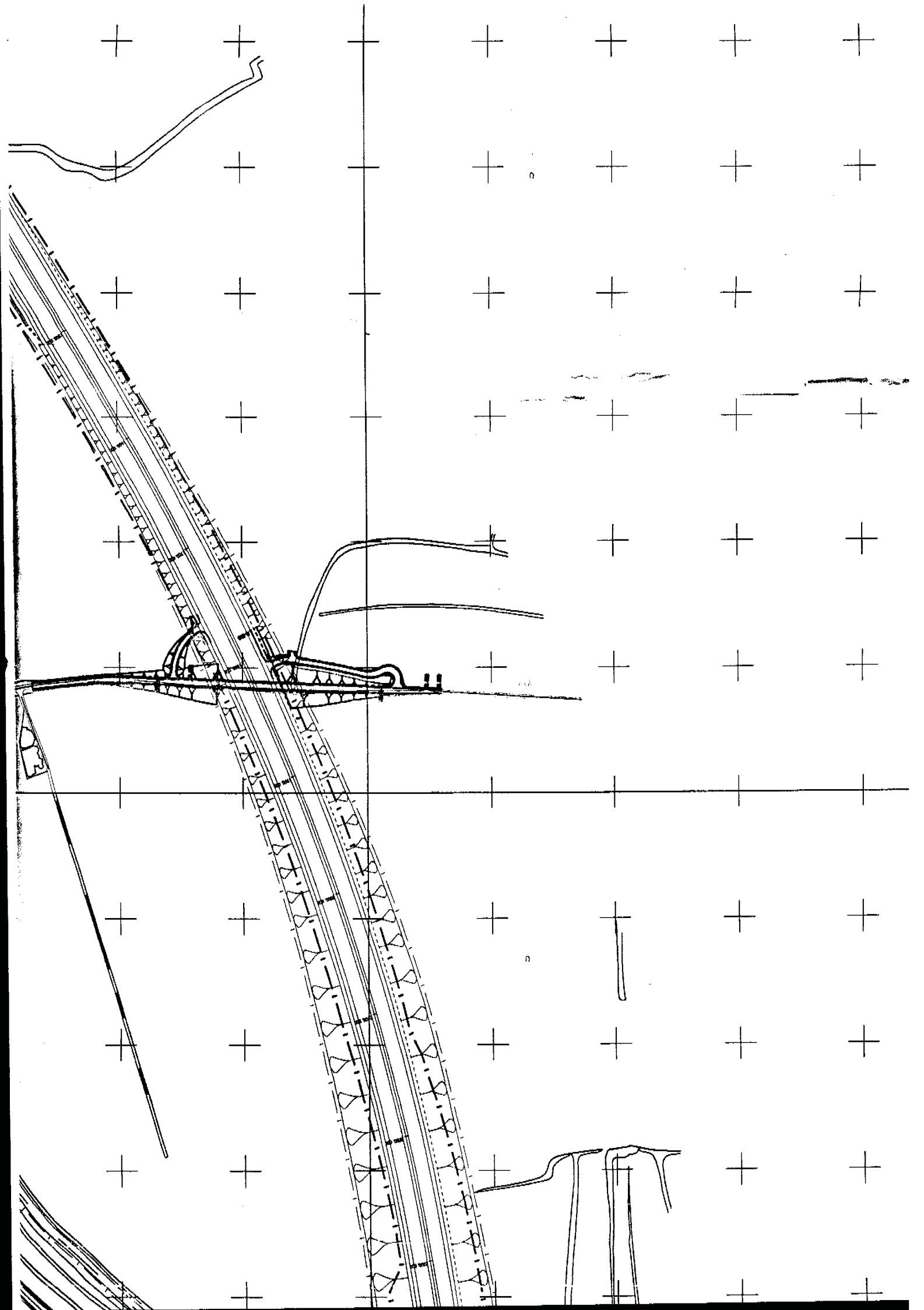
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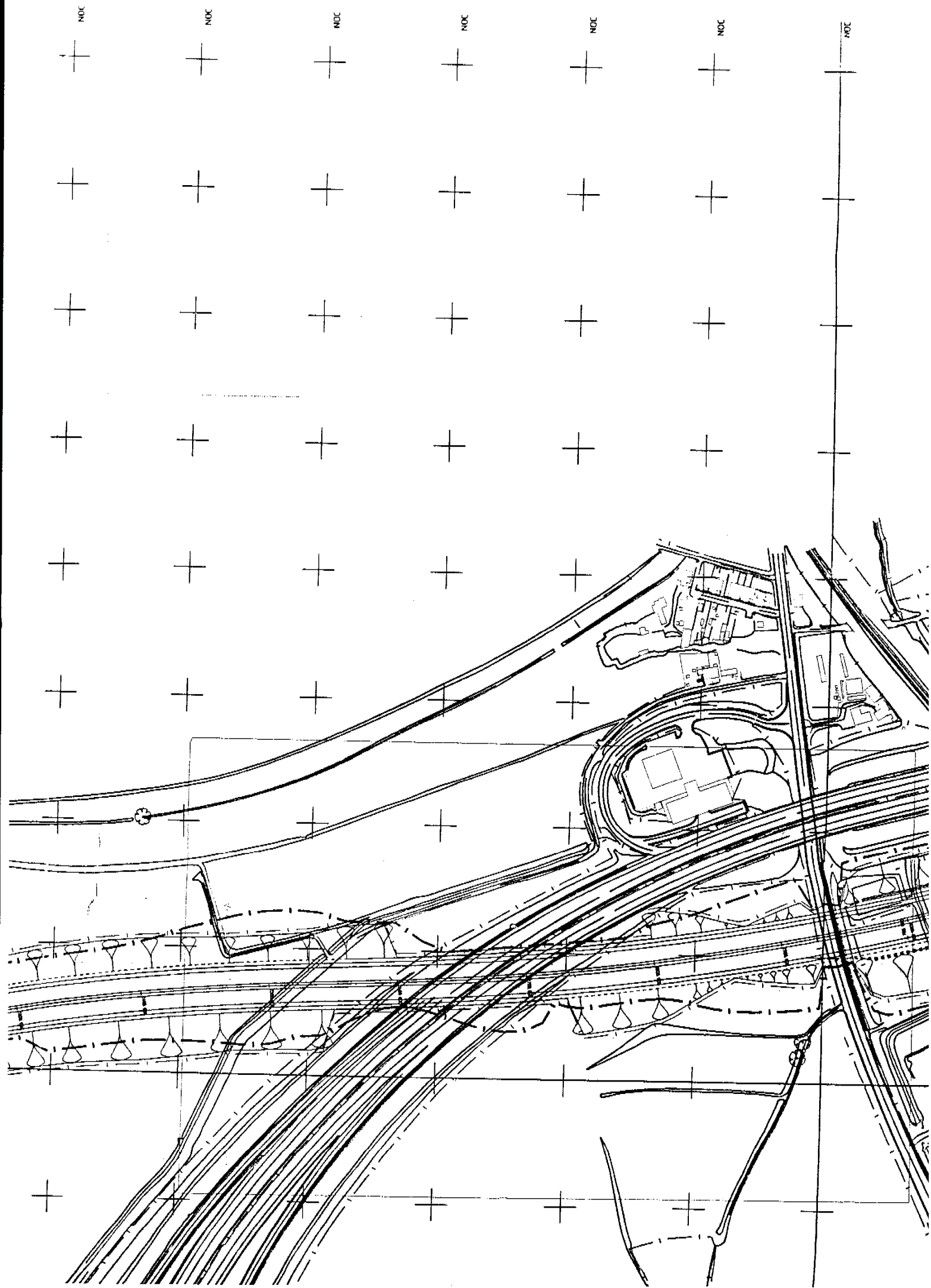
2900N

3000N

3100N









PLATES

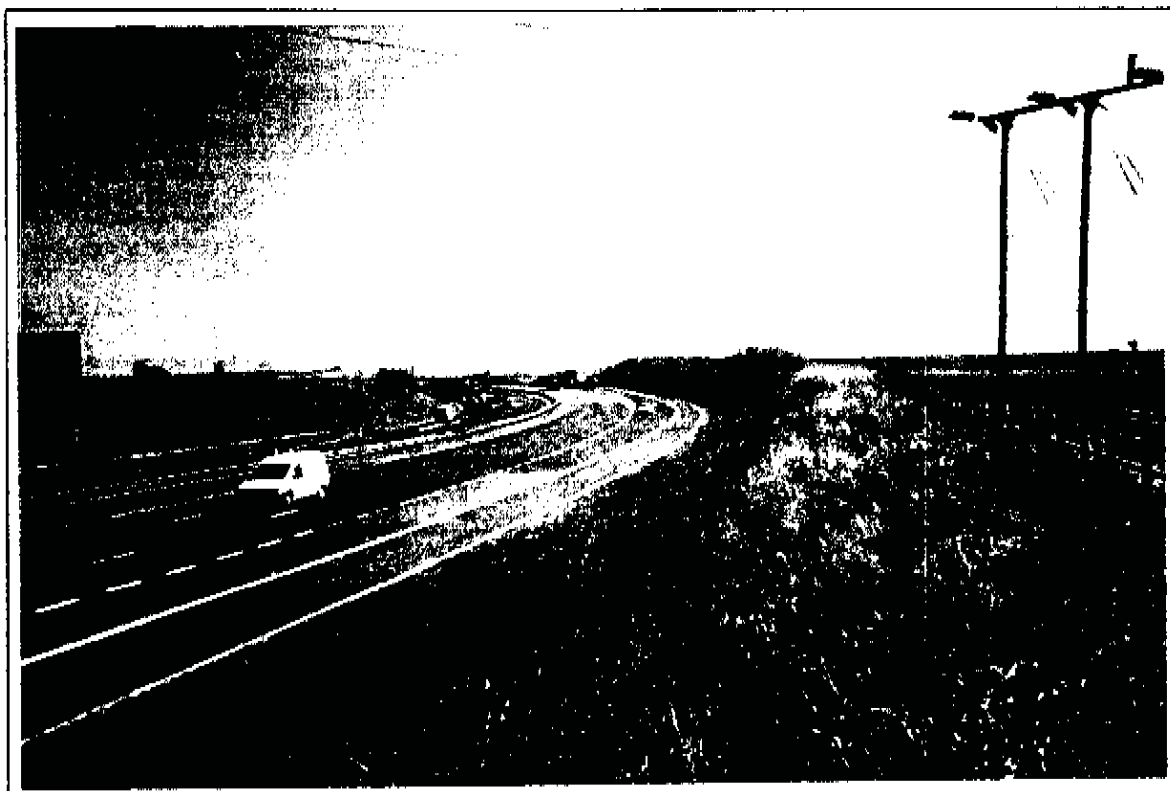


Photo 1: M62 is a cutting

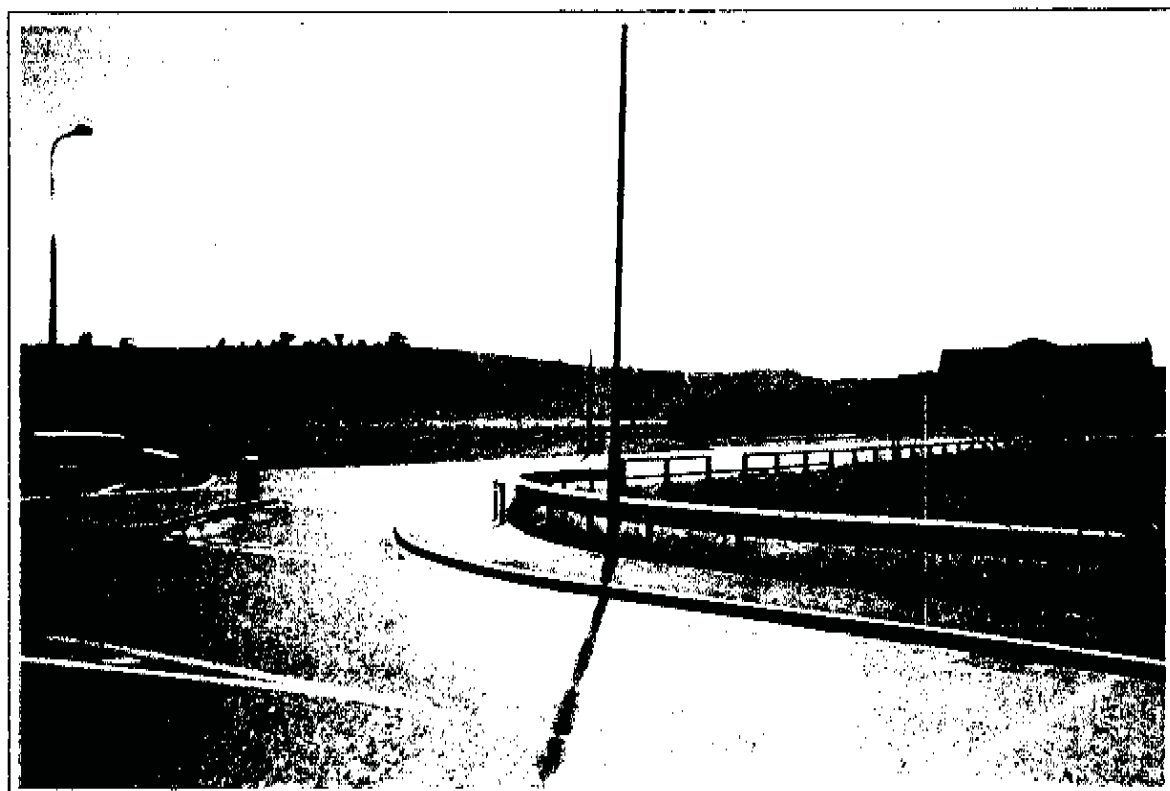


Photo 2: Longbutt Hill with M62 in background and Knottingley Road in foreground

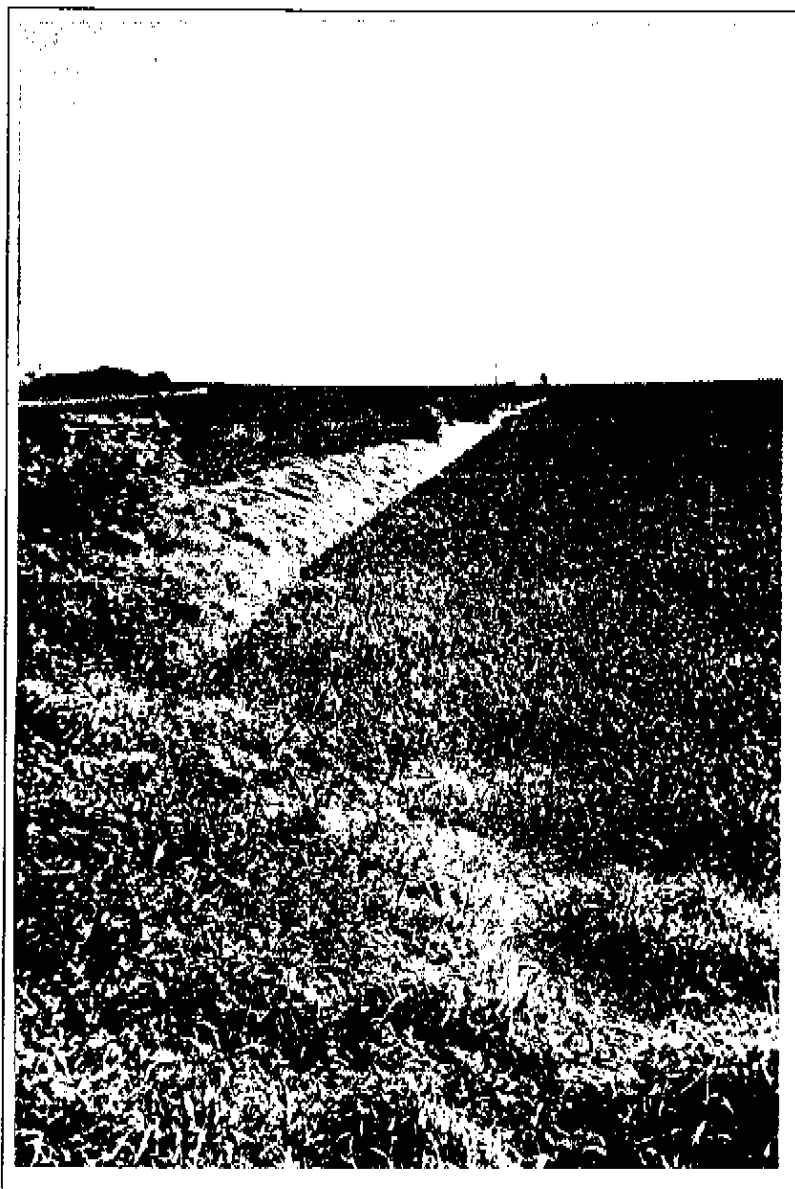


Photo 3: Extant Hedge lines acting as terraces



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Photo 2: Longbutt Hill with M62 in background and Knottingley Road in foreground

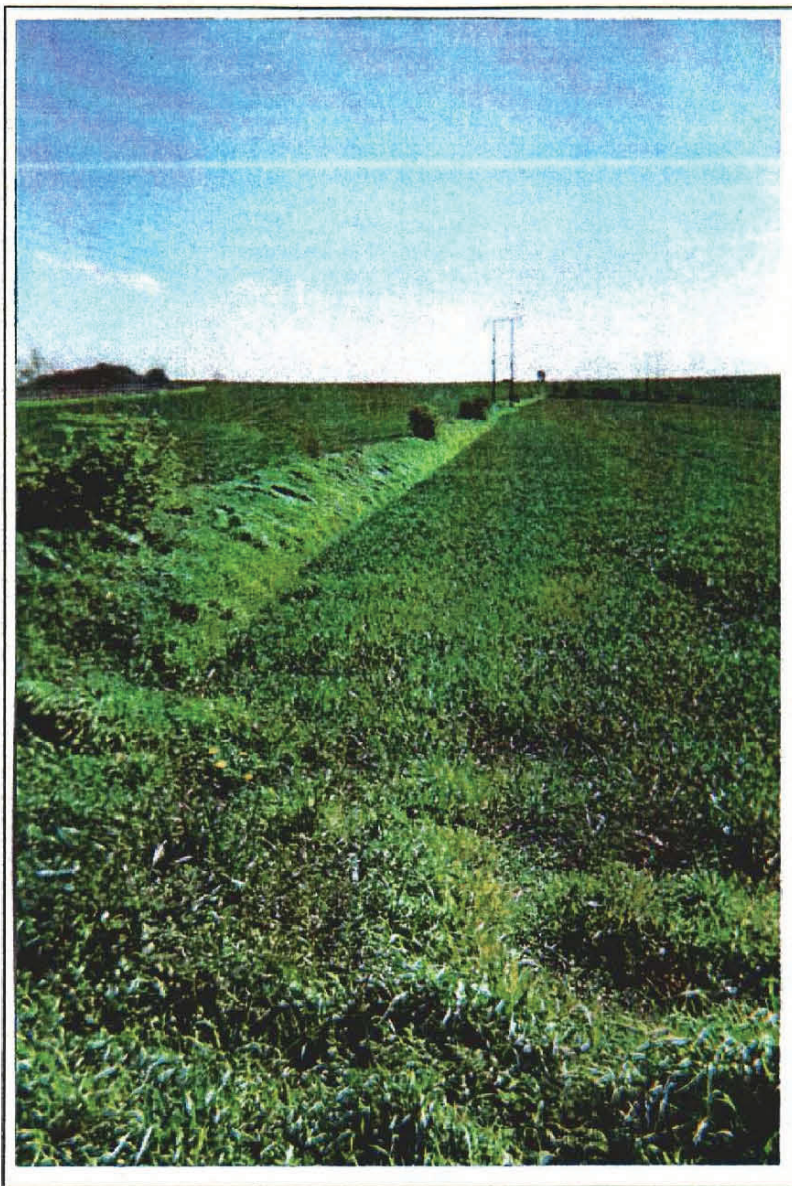


Photo 3: Extant Hedge lines acting as terraces