

INDEX DATA	RPS INFORMATION
Scheme Title A1(M) Redhouse - Ferrybridge Improvement	Details Archaeological Study.
Road Number A1(M)	Date September 1994.
Contractor RPS.	
County Yorkshire	
OS Reference	
Single sided ✓ Double sided A3 6 Colour 6	

THE OLD BARN
DEANES CLOSE
STEVENTON
ABINGDON
OXON OX13 6SY
TEL: 0235 821688
FAX: 0235 820351

**A1(M) REDHOUSE TO
FERRYBRIDGE IMPROVEMENT**

**ARCHAEOLOGICAL STUDY
REVISED STAGE 1 REPORT**

Alan Williams, Project Lead

SEPTEMBER 1994

Copy sent YHCPD on 10/11/94

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

tc670/v4/1986

ENVIRONMENTAL PLANNERS
AND SCIENTISTS
LANDSCAPE ARCHITECTS
AND MANAGERS
ARCHITECTS

CONTENTS

Page no.

SUMMARY

1. INTRODUCTION	1
2. NATIONAL POLICIES	3
3. LOCAL POLICY CONTEXT	9
4. THE ARCHAEOLOGY OF THE STUDY AREA	11
5. THE ARCHAEOLOGY OF THE ROUTE OPTION	19
6. GEOTECHNICAL TRIAL PITS	22
7. DISCUSSION	24
8. CONCLUSIONS	32

APPENDIX 1: ABBREVIATIONS

APPENDIX 2: GAZETTEER OF SITES IN STUDY AREA

APPENDIX 3: OWEN WILLIAMS AP SITES IN STUDY AREA

RPS 1 LOCATION PLAN OF SCHEME

RPS 2-6 ARCHAEOLOGICAL FEATURES

SUMMARY

This stage 1 report has been revised to consolidate all of the archaeological studies undertaken to this stage, including the revised Eastern bypass proposal north of the Went Valley.

Additional archaeological information has therefore been incorporated into this version of the report, which supersedes RPS Clouston's *A1 (M) Redhouse to Ferrybridge Improvements Archaeological Study*, December 1993.

Local and national policies for the protection of the cultural heritage are summarised, and the archaeological background to the study area is explained.

The archaeological implications of the proposal are examined, by reference to the data presented.

Areas where uncertainty exists, regarding the age, extent, or significance of the archaeological evidence, are indicated.

The route passes through, or close to, a number of archaeological sites, mainly cropmark complexes revealed by aerial photography. While it is possible to date sites tentatively, only work on the ground will enable an accurate assessment of the form, function and extent of preservation of such features.

It is concluded, therefore, that a programme of further survey work should be initiated, in order to define future mitigation requirements.

1 INTRODUCTION

- 1.1 This report has been produced by RPS Clouston on instructions from Owen Williams Ltd, Consulting Engineers to the Department of Transport (DOT) for the A1(M) Redhouse to Ferrybridge Improvement. It provides an initial assessment of the archaeological implications of the route corridor, and corresponds to a stage 1 Study, as set out in the DOT's Design Manual for Road and Bridges Vol. 11 (DMRB), issued in 1993. This recommends that a study be undertaken to identify the archaeological constraints associated with particular broadly defined routes or corridors.
- 1.2 The scope of this report is based upon an initial study of the archaeology carried out by RPS Clouston in 1992, comprising a survey of existing information available from national and local sources. Additional studies were undertaken in 1994, in response to route amendments north of the Went Valley. The data was collected from:
- o RCHM(E) National Library of Air Photographs;
 - o Cambridge University Aerial Photographic Committee;
 - o English Heritage Scheduled Monuments (SMs) Lists;
 - o North Yorkshire, South Yorkshirc and West Yorkshire Sites and Monuments Records (SMRs)
 - o walkover survey
 - o geotechnical trial pit observation
 - o aerial photographs held by Owen Williams Ltd

General recommendations for further work based upon this study are set out in Section 8 and are in accordance with the (DMRB).

- 1.3 On the basis of these studies the following elements are reported on here:-
- o identification of archaeological sites which may be affected by the proposed route under consideration from the SMR and aerial photographs (APs);
 - o a walk-over survey of part of the proposed route (see 1.4);
 - o geotechnical Trial Pit (TP) information
 - o an assessment of the possible effects, direct and indirect, of the proposed route on the archaeology;
 - o recommendations for further action.
- 1.4 A walkover survey of the revised northern route corridor was not undertaken because of the state of the crops at the time.
- 1.5 The study is based on the route as notified to RPS Clouston in September 1994. The Study Area includes an area of up to 1 km on both sides of the proposed route to provide a context for the sites which could be affected by the proposal.

2 NATIONAL POLICIES

Scheduled Monuments (SMs)

- 2.1 Statutory protection for archaeology is principally enshrined in the *Ancient Monuments and Archaeological Areas Act* of 1979, amended in 1983 by the *National Heritage Act*. Nationally important sites are listed in a Schedule of Monuments which is maintained by the Secretary of State for National Heritage. There are currently some 13,000 SMs in England, but a 10 year review (the Monuments Protection Programme) is in progress which will lead to a substantial increase, possibly 5 fold, in the total.
- 2.2 Proposals which would affect SMs must be approved by the Secretary of State prior to works commencing. The works which require the consent of the Secretary of State are any which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up the monument. A proposal which would have an effect of the setting of a SM does not require SM consent but may be a relevant planning requirement. The Historic Buildings and Monuments Commission for England, known as English Heritage (EH), advises the Secretary of State on scheduling and other archaeological and historic building matters.
- 2.3 The only SMs in the Study Area are the Roman fort near Robin Hood's Well (South Yorkshire SM 1222), the medieval motte at Cromwell's Battery, Skellow (South Yorkshire SM 1219), Roman Ridge, Adwick Le Street (South Yorkshire SM 1179A) and Castle Hill, Hampole (South Yorkshire SM 1175). The route proposals have no direct impact on any of these sites.

- 2.4 The route option may have an indirect impact on the setting of Roman Ridge and the Roman fort at Robin Hood's Well. The route would not affect the setting of Cromwell's Battery or Castle Hill. Scheduled Monument consent is not required if only the setting of a SM is affected, although such an effect may be a material consideration in planning matters. EH would expect to be consulted in such cases.

English Heritage

- 2.4 English Heritage is the official body incorporated by the National Heritage Act 1983 with responsibility

"so far as is practicable to secure the preservation of ancient monuments and historic buildings in England".

- 2.5 EH advises the Secretary of State for National Heritage upon SM consent applications. EH may also be called upon to advise on archaeological matters even if they do not affect SMs, and it monitors the working of the 1979 Act and the Planning Policy Guidance on Archaeology and Planning (PPG 16 see para. 2.8-2.13). It would expect to be consulted on the impact of the present scheme.
- 2.6 EH published Roads for Prosperity: The Archaeological Impact in September 1990, in response to the Government's White Papers Roads for Prosperity published in 1989 and Trunk Roads, England: Into the 1990's, published in February 1990.
- 2.7 Although it has no statutory or mandatory force Roads for Prosperity: the Archaeological Impact is a succinct statement of EH thinking in relation to road construction. The study summarises its conclusions concerning the national road programme as follows:

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

The A1(M) Redhouse to Ferrybridge programme of archaeological study to date is part of the work recommended in Roads to Prosperity: The Archaeological Impact.

DoE Planning Policy Guidance (PPG 16)

- 2.8 The Planning Policy Guidance on Archaeology and Planning (PPG 16) published by the DoE in November 1990 consolidated advice to local authorities on the treatment of archaeology in the planning process. PPG 16 emphasises the importance of archaeology (paras 3-14) particularly in terms of the irreplaceability of the archaeological resource and its variety.
- 2.9 *PPG 16* also outlines the interaction of central government, EH and local authorities and the importance of the latter is emphasised. Development plans are identified as providing the policy framework for the protection, enhancement and preservation of sites of archaeological interest and their settings. The SMR is the primary source of data on such constraints. Applicants for planning permission are advised to consult the SMR and county archaeological officer at the earliest opportunity to make an assessment of the archaeological impact and put forward proposals for its mitigation prior to the determination of the application. This may require an evaluation of the site prior to determination to provide sufficient information to enable an informed decision to be made.

- 2.10 Conditions may be attached to the consent which require the applicant to "preserve by record" (excavate) sites which are not to be preserved in situ. These conditions should be fair, reasonable and practicable (DoE Circular 1/85).
- 2.11 The discovery of unsuspected archaeological remains in the course of development is considered to be a matter for informal agreement between the developers and archaeologists and attention is drawn to the British Archaeologists' and Developers' Liaison Group and EH as possible sources of advice.
- 2.12 The procedure adopted for the A1(M) Redhouse to Ferrybridge Improvement is in accordance with the advice in PPG 16.

Department of Transport (DOT)

- 2.13 The need to consider archaeological sites in the planning of certain developments follows from the European Community Directive (85/337) "on the assessment of the effects of certain public and private projects on the environment". The aspects of the environment to be considered include "material assets, including the architectural heritage, landscape and the inter-relationship between the [listed] factors" (Annex iii, 85/337). Parliament accommodated these requirements in the Town and Country Planning Act (General Development Order) no1199 1988.

- 2.14 The statutory framework for the DOT environmental studies is set out in the *Highways Act 1980*, sub-section 105 A(2). The requirements were published in *Statutory Instrument 1988/124* which states that the Secretary of State:

"shall publish not later than the date of publication of details of the project an environmental statement ... to the extent that he considers ... that (having regard in particular to current knowledge and methods of assessment) the information may reasonably be gathered" (105A(2))

- 2.15 The Government's policies for trunk roads were set out in *Trunk Roads England; into the 1990's* published in February 1990. Paragraph 1.8 emphasises that

"the requirements for road travel are met in as environmentally friendly a way as possible".

The paper goes on to point out that

"a great deal of effort already goes into assessing the environmental impact of potential schemes and designing them to fit as sympathetically as possible into the road programme and the Government intends to do even more".

Paragraph 4.6 notes that it has been standard practice to undertake an environmental assessment of trunk road schemes since the Leitch report in 1977.

DoE Circular *Departmental Standard HD 18/88*

- 2.16 This Standard defines the trunk road schemes requiring an environmental assessment in accordance with Part V A of the *Highways Act* 1980 and the composition of the Environmental Statements (ES) to be published with Draft Orders. Motorway construction is listed in Annex I of projects which automatically require an environmental assessment in the *EEC Directive 85/337*. Note is made of the requirement for the inclusion of data on the subjects listed in Annex III which may be significantly affected (para.2.7.2).

Department of Transport *Design Manual for Roads and Bridges*

- 2.17 The DOT *Design Manual for Roads and Bridges, vol 11 (DMRB)*, was issued in 1993 and superseded HD 18/88. Three stages of archaeological survey are described in the *DMRB*, each corresponding to the progress of the road proposals. They are as follows:

Stage 1 which is the collection of the available information over a wide study area at the Initial Study phase;

Stage 2 which is the checking of the Stage 1 data, a desk-top study, walkover survey if appropriate, and a review of potential impacts related to alternative options, including a view from English Heritage on the study; and

Stage 3 which is the collection of any further data (through the use of field evaluation techniques if necessary) which might be required to establish the impact of the preferred route option and to enable mitigation measures to be proposed.

- 2.18 The *Design Manual for Roads and Bridges*, Volume 11, Section 3, incorporates the precepts of PPG 16.
- 2.19 This report constitutes a Stage 1 assessment as recommended by the *DMRB*, supplemented by some walkover survey.

3 LOCAL POLICY CONTEXT

North Yorkshire County Council (NYCC)

- 3.1 The most recent approved North Yorkshire County Structure Plan is The *Written Statement* dated 1990. It includes the following relevant policy:-

Policy E5 **Development proposals which could result in damage to, or the destruction of, sites of archaeological importance will normally be refused**

- 3.2 The County Archaeological department has been consulted since the initial involvement of RPS Clouston and discussions concerning the processes and procedures to be followed have been carried out.

Selby District Council (SDC)

- 3.3 The route passes through part of SDC defined in the *Rural Areas Local Plan* (1980). There are no archaeological policies in the local plan.

West Yorkshire

- 3.4 West Yorkshire Archaeology Service (WYAS) has been consulted since before the initial involvement of RPS Clouston in early 1992. In October 1990 the WYAS produced a document entitled *A1(M) Redhouse to Ferrybridge, Preliminary Archaeological Evaluation*. This was a review of the known archaeological features in the road corridor.

The summary is reproduced below:-

A1(M) REDHOUSE - FERRYBRIDGE, Preliminary Archaeological Evaluation by West Yorkshire Archaeological Service [extract].

8. SUMMARY

A preliminary archaeological assessment of the A1(M) Redhouse to Ferrybridge corridor (West Yorkshire section) has led to the identification of:

- i) a number of sites which require further investigation by excavation if they are to be disturbed**
- ii) a requirement for further brief field evaluation of possible and certain upstanding monuments in areas to be disturbed; this could result in a need for further investigation either by detailed survey or excavation as required**
- iii) a requirement for further field evaluation of levelled areas by fieldwalking and geophysical survey in areas to be disturbed; this also could result in a need for further investigation by excavation and record.**

It is a clearly established principle that any onus for justifiable archaeological work ahead of development should lie with the developer. In particular, in this case where the full evaluation may not be accomplished until after the submission of an environmental assessment, any requirement for justifiable archaeological work resulting from the evaluation should be accepted in full by the developer.

- 3.5 South Yorkshire Archaeology Service has been consulted, and has responded with recommendation which have been incorporated into the Stage II proposal (see section 7)

4 THE ARCHAEOLOGY OF THE STUDY AREA

Geology and Topography

- 4.1 The known archaeology is related to the geology and topography of the area for two reasons: firstly, certain soils and relief patterns are more or less attractive economically, particularly to human settlement and exploitation; and secondly, some ground conditions and land uses are more conducive to preserving and revealing traces of human activity than others. It is likely that the lighter soils of the limestone upland would have been cleared and occupied early in the prehistoric period, whereas intensive woodland clearance of heavy wet clay areas probably took place during the later prehistoric period, although the scale of this is difficult to determine.

- 4.2 As to the visibility and survival of remains, the heavily ploughed limestone areas are likely to have lost most earthworks, but the same destructive ploughing will have revealed soil- and crop-marks, particularly to aerial photographic survey. In addition ploughed fields can be fieldwalked to recover artefacts. The unploughed pasture found on the heavier clay soils will tend to favour the preservation of earthwork sites but aerial photography may be less rewarding, and artefact collection more random and restricted in scope. These two factors tend to favour a pattern of known sites which is weighted towards the lighter, limestone upland areas, particularly for the prehistoric periods.
- 4.3 The region is divided topographically by a change in the geology east and west of a Magnesian Limestone ridge which runs roughly north - south. To the west are the Coal Measures while to the east are the Bunter and Keuper sandstones and marls. The solid geology of the study area is principally the Magnesian Limestone of the Permian, with a drift geology of Boulder Clay patches on upland areas and a little Alluvium in the valley of the River Went. There are areas of Middle Permian Marl north of Darrington. This geological situation means that for most of the route the conditions both for early occupation, and the visibility of the evidence as crop marks, are reasonably good, and this is borne out by the results of the initial survey. The absence of crop-mark or soil- mark sites does not necessarily mean that there is no archaeology in such areas, however, and the possibility that season, farming regime and weather conditions may not have been favourable at the time of any particular aerial photography flight should be borne in mind in assessing AP results.

- 4.4 The topography will also have had an effect on settlement. For instance, waterlogged valley bottoms and windswept heights are generally only settled if more favourable locations are unavailable, or dangerous. In the Study Area the topography is mainly a gently rolling plateau, with one river, the Went, occupying a steep valley. Other than this valley the route line is over arable farming land. The Boulder Clay patches are less tractable to arable farming, and are likely to have been wooded, or used for pasture in earlier periods, although they are now mainly under plough.

Archaeological review

- 4.5 The following summary is a very brief review of the current archaeological situation in the study area. It has been compiled from a study of the county SMRs and a brief review of published accounts, in particular the WYAS volumes *West Yorkshire: an Archaeological Survey to AD 1500* (1981) edited by Faull and Moorhouse. There is no comparable up-to-date survey of South and North Yorkshire archaeology, but the general situation related to the proposals is assumed to be very similar.
- 4.6 **Palaeolithic (up to c. 8,000 BC).** The glacial history of the area makes it possible that some palaeolithic material may survive *in situ* in the Study Area. Upper Palaeolithic hunters (c. 11,000 - 8,000 BC) may have moved into the Magnesian uplands, and the valley of the Went offers similar conditions to those found further south around Cresswell Crags where copious evidence of palaeolithic occupation has been found. There is no evidence of this yet, however, from the Study Area.

- 4.7 **Mesolithic (c. 8,000 BC - c. 4,000 BC).** Most of the flints characteristic of the hunter-gatherers of this period have been collected from the highlands to the west of the Study Area. There are, however, some finds in lowland locations from the Methley and Calder terraces and the terraces of the Aire at Thorpe Stapleton and Shipley and from Ferry Fryston, just to the north of the Study Area. There is little known mesolithic evidence on the Magnesian Limestone areas, which probably reflects a lack of activity there in this period. There is, however, a high potential for mesolithic sites along gravel terraces and small streams dissecting the limestone. The River Went valley is a potential area of mesolithic interest.
- 4.8 **Neolithic (c. 4,000 BC - c. 2,000 BC).** There is dearth of neolithic material from the Magnesian Limestone generally. Flint artefacts are, however, known from west of the study area, which may be evidence of extensive woodland clearance for farming. The Magnesian Limestone, despite its attractiveness to arable farmers, has produced only limited indications of settlement although pottery of the period has been found at Methley and Rombald's Moor. Neolithic features such as small pits or gullies have, however, proved extremely difficult to locate from cropmarks. Immediately north of the Study Area is the major neolithic/bronze age henge complex ritual monument at Ferrybridge, but occupation sites related to it have not yet been identified.

- 4.9 **Bronze Age (c. 2,000 BC - c. 600 BC).** Ritual sites are the best known features of this period. The henge at Ferrybridge probably continued in use into the early bronze age, and it is apparently surrounded by a ritual "zone" of some kind, in which a number of barrows were constructed. A possible barrow cemetery is known from Kirk Smeaton within the Study Area and adjacent to the proposed route corridor. Recent work north of Ledston (north of the Study Area) has identified possible bronze age ditched enclosures and barrows on the Magnesian Limestone, and this may prove to be a widespread pattern in similar topographical situations in the Study Area. The henge monument at Ferrybridge is likely to have been related to nearby settlements, and some of the complex cropmarks to the south of the monument, within the Study Area, may represent occupation in the bronze age.
- 4.10 **Iron Age (c. 600 BC - AD 71).** The iron age seems to have ushered in a period of intense agricultural activity in the Magnesian Limestone area. Many of the extensive cropmark sites visible on APs are interpreted as evidence of fields, tracks and enclosures interspersed with small settlements. Recent excavations near Ledston have revealed a major iron-age settlement identified initially from APs. Excavated features included a burial, four-post structures, ditched enclosures and storage pits. Similar activities were probably widespread over the Magnesian Limestone in the iron age. The Ledston excavations also indicated the erosion of prehistoric features by subsequent agricultural use, and this could mean that evidence in some areas, the tops and flanks of hills for instance, may have been destroyed, and that conversely, early features in valley bottoms have been buried by colluvium. Toward the northern part of Study Area, at Castle Hill overlooking Brockdale, is the only known hillfort in the vicinity, one of only four in West Yorkshire.

- 4.11 **Roman (AD 71 - c. AD 400).** In the early stages of the Roman occupation, the local tribe, the Brigantes, were apparently used by the Romans as a buffer between themselves and the northern tribes. The fort at Robin Hood's Well may be a testament to this early strategy. Excavation has provided details of the larger fortress at Castleford, including its history, and the ancillary *vicus* (an associated civilian settlement). No other Roman major settlements are known in the Study Area, although Pontefract appears to have been a centre of activity. In the countryside the *villa* was the main administrative unit, but only 4 are known from West Yorkshire, none in or near the Study Area. Known native settlements - farmsteads - are hardly more numerous in the Study Area, but there is evidence of a settlement on the edge of the Study Area at Ferry Fryston. Two buildings, ditches, coins and pottery suggest occupation from the early second to late fourth century AD. Some of the extensive early agricultural features may prove to be Romano - British in date. The Roman road from Doncaster (*Danum*) to Castleford (*Lagentium*) can be observed as a causeway in places from Adwick Le Street to Barnsdale Bar, where the proposal corridor diverges from it.
- 4.12 **British Post-Roman (c. AD 400 - 617).** Part of Yorkshire was included in the British kingdom of Elmet, whose borders in the 7th century were near that of modern West and North Yorkshire in the Study Area. To the east was the English (Anglo-Saxon) kingdom of Deira, to the west was another British kingdom - Craven. The Study Area appears to have been border country, with the Magnesian Limestone forming a defensible ridge between the British and the English. A battle was fought at *Winwaed* in AD654. Micklefield to the north of the Study Area is described as "in-Elmet", implying the need to establish its relationship with a nearby border. A district within Elmet was called "Loidis", which is preserved in the names Leeds, Ledston and Ledsham. The defensive dykes at Aberford north of the Study Area are thought to date, in part at least, to this period. There are no finds of the period in West Yorkshire except two coins.

- 4.13 **Early Anglo-Saxon (AD 617-867).** The defeat of the British of Elmet by the English of Deira at Catterick in 617 spelt the end of the British kingdom, as Celtic speaking people were forced west, or, more likely, taken over, by the English speaking Saxons. The area was disputed between the kingdoms of Northumbria in the north and Mercia to the south, finally being incorporated into Northumbria after the defeat of King Penda in 654. Place names such as Knottingley (- inga/ingas = the place of) and Ledsham (- ham = homestead) indicate settlement by Saxons. Burials of this date are known from Pontefract and Ferry Fryston, the latter from a barrow on the site where the power station stands today. Very few artifacts of this date are known in the region.
- 4.14 **Pre-Norman Conquest (AD 867-1066).** The history of the area before the Norman Conquest is very turbulent, with incursions from the Danish settlers to the east, and rapidly fluctuating political fortunes. Very little material has been found related to this period, but a fine gold ring belonging to Queen Aethelswith of Mercia was found at Aberford. The Great North Road (the A1) was the principle north-south route, and in 948 there was a battle between the armies of Eadred, the Saxon king of Northumbria, and Eric Bloodaxe, the Danish King of York, at Castleford, as Eadred made his way home from campaigning. Tanshelf (Pontefract) was apparently a royal estate, and a pagan burial from a sand pit there suggests settlement at least as early as the 7th century. Place names indicate Scandinavian settlers moving into an Anglo-Saxon speaking area, such as Skellow where the Danish *sk* sound replaces the Anglo-Saxon *sh*. The settlers seem to have occupied the prime land in an already fully exploited landscape.

- 4.15 **Medieval (AD 1066-1500).** The typical medieval *vill*, or township, contained sufficient woodland, common and pasture, to sustain a balanced local economy. The light soils of the Magnesian Limestone would have encouraged a basically agrarian regime, with large fields set out around the hamlets, subdivided to provide strips in each field for the inhabitants. The hamlet locations in the Study Area do not seem to have moved significantly since they were recorded in Domesday Book in 1086 or other early medieval documents. The townships along the route are Darrington, Little Smeaton, Thorpe Audlin, Stapleton, Norton, Hampole, Burghwallis and Adwick Le Street. Pontefract was a major town with a feudal castle, lying close to the Great North Road. Two smaller castles survive at Castle Hill, Hampole, and Cromwells Battery, Adwick Le Street. A deserted village appears on APs east of Skelbrooke. Medieval boundaries were often ditches and banks, and documentary references indicate that ditches and banks were frequently created and levelled again, an activity which should leave traces in the archaeological record, particularly on APs. This should be borne in mind when interpreting AP evidence. A medieval deer park may have existed north east of Darrington.
- 4.16 **Post-Medieval (AD 1500 onwards).** A major post-medieval development in the landscape is the establishment of parks. There were none in the Study Area but Fryston Park, Pontefract Park and Cridling Park are the nearest to the road corridor. Quarrying, a long established industry, became more extensive in the post-medieval period. Some new settlements have been built, and many medieval villages have been extended, such as Skellow and Adwick Le Street. The major routeway through the area remains, in effect, the Great North Road, now the A1.

5 THE ARCHAEOLOGY OF THE ROUTE OPTION

The route corridor

(see RPS plans 2-6).

- 5.1 The sites mentioned below are shown on RPS plans 2-6. Numbers are those given by RPS Clouston, except in the case of Scheduled Monuments, which are given their SM number. RPS Clouston's numbering is in 2 series, one derived from the SMRs (RPS 1, etc) and the other from an interpretation of Owen Williams APs (OW 1, etc). On the plans RPS numbers are in black, OW numbers are in red, and SM numbers in blue. The trial pits observed in the study are also shown on the plans (red dots) and their numbers are prefixed by 'TP' in the following text.
- 5.2 South of the Redhouse Junction is the Roman Ridge (SM1179A), part of a Roman road, now the boundary of a new estate. It continues north of the junction on the line of the present A1(T). In the south western quarter of the clover leaf junction are AP traces of probable Romano-British (R-B) features (RPS 4). Other possible R-B enclosures are visible on APs to the west (RPS 1,2,6), to the north (RPS 5, OW 099, OW 114), and to the east (OW 169, OW 170).
- 5.3 North of the Redhouse junction the A1(T) follows the Roman road, and in places the remains of the agger (causeway) of the road survives to the east of the modern carriage way. Trial pits 44 - 45 were observed but no archaeological features were revealed despite AP traces of enclosures and field boundaries near the northern sliproad (RPS 5, OW 099). About 1km to the west is the medieval motte of Castle Hill, Hampole (SM 1175) while about 800m east is the castle at Cromwell's Battery (SM 1219).

- 5.4 North and south of Green Lane the agger of the Roman road is visible to the east of the A1(T) embankment. Further east are traces of enclosures and tracks (RPS 8, 9, OW 148) visible on APs, although they are too far from the road to be affected by the scheme. To the north of Robin Hoods Well (47) is a Scheduled Roman fort (RPS 10, SM 1222, OW 147) which has produced finds of coins and a brooch. Further material associated with the site might be affected by the proposals. The trial pits to the west of the A1(T) opposite the site were observed (TPs 89, 91, 92, 93) but no evidence of any archaeological features was seen. The well itself is 18th century, and although it is within the proposed route corridor, it would not be affected. A little to the north is the site of the Bishops Tree (RPS11), an oak documented in medieval times.
- 5.6 North of New Close Lane is a possible R-B hut circle (RPS 15) and other features known from APs (OW 143). The area between them and the A1(T) has been quarried and backfilled as the observation of TPs 108 and 111 confirmed. South and east of Barnsdale Bar are two enclosures (RPS 22, OW 140) and a track (OW 141) known from APs, one of which is within the route corridor. Tracks are also visible on APs to the west of the A1 (T) (OW 141).
- 5.5 At Barnsdale Bar the Roman road (RPS 49) diverges from the line of the A1(T) and can be seen as a well-defined causeway to the west before it becomes the line of the A639. North of the Barnsdale junction there is an area of enclosures visible on APs (RPS 26) to the west and east (OW 131), and a possible barrow cemetery to the east (RPS 27), all of which impinge on the route corridor. The barrow cemetery, if confirmed, is of considerable interest in view of the scarcity of bronze age features from the region, and the association of at least 15 separate features would make it a high priority for preservation. The trial pits TP 164 - 168 were observed in this area but no archaeological features were noted. A trackway is visible from AP traces also (OW 132).

- 5.7 A dismantled railway in cutting passes east to west adjacent to the Crab Tree Lane service area, but north of this there are no further known sites until near Upper Wells Farm, where there are several AP traces of unidentifiable features (OW 072). They appear to form part of a wide prehistoric landscape which stretches from Went Edge for over a kilometre south (RPS 36, OW 071, 069). On APs further details of this landscape are visible adjacent to the Went Edge Road southern slip road (RPS 40, OW 068).
- 5.8 Immediately north of the junction is the Wentbridge Viaduct over Brockadale. On a spur to the east of the Wentbridge Viaduct, outside the route corridor, is an iron age defended enclosure (RPS 50). The Went Valley itself is a potential palaeolithic site (RPS 51), in parallel with sites in Derbyshire in comparable situations. To the west of the viaduct are the sites of a mill (RPS 52) and a chapel (RPS 53). On the north bank the proposed route corridor diverges to the east of the present A1(T), impinging on part of an extensive prehistoric landscape (RPS 55 - 59).
- 5.9 The route corridor turns north at Went Bridge, passing through an enclosure with linear ditches (RPS 57) and close by other associated sites (RPS 58, 59; OW 023), abutting Kirkdyke Plantation.
- 5.10 Two further cropmark enclosures, north-west of Stapleton Park, lie close to the route (RPS 63, 64). A similar farmstead site (71), lies to the west. Aerial photography shows numerous other features to the east of these enclosures and indicates an extensive and complex settlement pattern in this area (RPS 87-91).

- 5.11 Crossing Bank Wood Road, the route turns north-west impinging upon enclosures and a trackway (RPS 75, 76) and ridge and furrow (AP 011) at Hodgewood Lane. The enclosure (RPS 83) lies directly in the route west of Hodgewood Farm.
- 5.12 Finally, the route and ancillary works pass through a number of field system elements (RPS 82, OW 010, 049) before joining up with the Ferrybridge - Hook Moor section.

6 GEOTECHNICAL TRIAL PITS

- 6.1 The geotechnical ground survey was carried out by Soil Mechanics, on behalf of Owen Williams, in June and July 1992. Following a meeting with representatives of the DOT the county authorities requested that certain trial pits in sensitive areas should be observed by archaeologists in order to establish depths of soils and to check for any archaeological material. The trial pits specified were in the following areas:

44,45,47,49 Romano-British enclosure (RPS 5)
 89,91,92,93,94,97,99 Roman fort vicinity (RPS 10)
 108,109,111 hut circle (RPS 15)
 164,165,166,167,168 ?barrow cemetery (RPS 27)
 198,199,201,202,204 prehistoric landscape (RPS 35)
 278,279,280,282 Romano-British rect. enclosure (RPS 57)

- 6.2 **Romano-British enclosure (RPS 5). TPs 44,45,47,49.**

There were no archaeological remains detected in any of these pits. TPs 44 and 45 had a 0.3m thick layer of ploughsoil over solution hollows up to 0.6m below the surface. Tps 47 and 49 were at the bottom of the slope and exhibited alluvial clay at about 1m, and limestone was reached at 3.4m

6.3 Vicinity of Roman fort (RPS 10). Tps 89,91,92,93,94,97,99.

There were no archaeological features in these pits. The rock was approximately 0.5m below the surface in TP 89 (casual observation of Tps 83 and 85 were the same although in both of the latter there were solution hollows about 0.5m deep). TPs 91,92 and 93 had a layer of orange clay of natural origin below the plough soil to a depth of 2m. TP 93 also had a linear solution hollow trending SW-NE. TP 94 was in woodland and was disturbed by tree roots. It was not possible to observe TPs 97 and 99.

6.4 Vicinity of hut circle (RPS 15). TPs 108,109,111.

There were no archaeological features in these pits, which were located in an area of a quarry recently filled with domestic waste and rubble.

6.5 Barrow cemetery (RPS 27). TPs 164 - 168.

There were no archaeological features or artifacts from these pits.

6.6 Prehistoric landscape (RPS 35). TPs 198,199,201,202,204.

There were no archaeological features observed in these pits. TP 199 had layers of natural clay beneath the ploughsoil down to rock at 2.9m. TPs 198,201,202 and 204 had ploughsoil over a red clay with yellow clay between 0.5m and 0.8m and rock at 1.6m to 2m.

6.7 Romano-British rectangular enclosure (RPS 57). TPs 278,279,280,282

There were no archaeological features observed in these pits.

There were no archaeological features observed in these pits.

- 6.8 The trial pits did not reveal any new information about the archaeological features seen on APs in their vicinity. They did show the variability of the soil depths and composition, and the presence of natural hollows and channels in the rock. The 1992 APs taken for Owen Williams show extensive areas of geological features interpreted as gullies, solution channels, etc.

7 DISCUSSION

- 7.1 This section describes the known and potential archaeological features which would, or could be, encountered along the proposed route. The data from the SMRs, walk over survey and geotechnical trial pit observations are combined to produce this assessment. Where data is inconclusive or incomplete an assessment has been made of the likely presence, type and extent of potential archaeological features.
- 7.2 An assessment has also been made of the significance of the archaeological features. This is based upon the EH criteria used to assess monuments for SM designation. The features considered here are not necessarily of the quality which would qualify them as SMs but the criteria are useful guidelines for assessing the significance of any site using professional judgement. The EH criteria are:
- i) **Period: all types of monuments that characterise a category or period should be considered for preservation.**

- ii) **Rarity:** there are some monument categories which in certain periods are so scarce that all surviving examples which still retain some archaeological potential, should be preserved. In general, however, a selection must be made which portrays the typical and commonplace as well as the rare. This process should take account of all aspects of the distribution of a particular class of monument, both in a national and regional context.
- iii) **Documentation:** the significance of a monument may be enhanced by the existence of records of previous investigation or, in the case of more recent monuments, by the supporting evidence of contemporary written records.
- iv) **Group Value:** the value of a single monument (such as a field system) may be greatly enhanced by its association with related contemporary monuments of different periods. In some cases, it is preferable to protect the complete group of monuments, including associated and adjacent land, rather than to protect isolated monuments within the group.
- v) **Survival Condition:** the survival of a monument's archaeological potential both above and below ground is a particularly important consideration and should be reassessed in relation to its present condition and surviving features.

- vi) **Fragility/Vulnerability:** highly important archaeological evidence from some field monuments can be destroyed by a single ploughing or unsympathetic treatment; vulnerable monuments of this nature would particularly benefit from the statutory protection which scheduling confers. There are also standing structures of particular form or complexity whose value can again be severely reduced by neglect or careless treatment and which are similarly well suited to protection by scheduled monument legislation, even if these structure are already listed historic buildings.
- vii) **Diversity:** some monuments may be selected for scheduling because they possess a combination of high quality features, others because of a single important attribute.
- viii) **Potential:** on occasion, the nature of the evidence cannot be specified precisely, but it may still be possible to document reasons anticipating its existence and importance and so to demonstrate the justification for scheduling. This is usually confined to sites rather than upstanding monuments.

These criteria have been used where possible to prioritise the archaeological features as of low, medium or high importance. It is not possible in many cases to arrive at a final judgement of priority as further evaluation is required of some sites.

- 7.3 This assessment considers each area where archaeology is known or could be reasonably expected, commencing at the south. The reference numbers are those used in the RPS Clouston Gazetteer (Table 1) where cross references are given to County SMR numbers.

7.4 Roman road (RPS 3), Scheduled Monument 1179. High importance

The Roman Road is scheduled south of Redhouse junction (SM 1179). The proposals will not impact upon this section. Elsewhere the Roman road survives as a causeway alongside the A1(T) south of Barnsdale where it is unscheduled. The proposals could impact upon these fragments.

7.5 Enclosure and field boundaries west of Redhouse (RPS 4). Medium Importance

The junction cutting would impact on an enclosure and associated field boundaries.

7.6 Field boundaries (RPS 5). Low importance.

There are AP traces of boundaries in this area, but TP observation revealed no occupation evidence.

7.7 Field boundaries north-west of Redhouse (OW 114). Low importance.

There are AP traces of field boundaries here, but TP observation revealed no occupation evidence.

7.8 Robin Hood's Well (RPS 47). High importance.

The masonry structure would not be affected directly by the proposals.

7.9 Roman fort (RPS 10), Scheduled Monument 1222. High importance.

The fort site has produced Roman artefacts, and there may be outlying parts of it which would be affected by the proposals. Although the proposals would not require Scheduled Monument consent the proximity of the fort may be a material consideration.

7.10 Rectangular enclosure (RPS 22). Low/Medium importance.

The proposal corridor impinges on the AP traces of an enclosure and track, which would be directly affected by the proposals.

7.11 Roman road (RPS 3, 49). High importance.

The Roman road separates from the line of the A1 at the Barnsdale Bar junction, where it survives as a causeway. The Bannister Lane Diversion would cut this.

7.12 Field boundaries (RPS 26, OW 131, 132). Low importance.

AP traces of field boundaries show up to the west and east of the existing A1, and would be affected by the proposals.

7.13 ?Barrow cemetery (RPS 27). High? importance

The route alignment passes immediately to the west of the AP traces of a possible barrow cemetery. The identification and limit of these features is currently unclear.

7.14 Field boundaries/enclosures (RPS 36: OW 072, 071). Medium importance

As a part of an extensive prehistoric landscape these features are of more significance than isolated field boundaries.

7.15 Field boundaries /enclosures (RPS 40, OW 069, 068). Low/Medium importance.

These AP traces are probably part of a wider prehistoric landscape (RPS 36) and the route alignment would be expected to impinge on significant elements of it.

7.16 Wentbridge mill, site of, (RPS 52). Medium importance.

The precise site of the mill is unclear, but the proposed viaduct widening works apparently would not affect it.

7.17 Potential palaeolithic sites (RPS 51). Low importance.

The valley sides and floor were thought to be possible areas of palaeolithic occupation, but recent geophysical survey has shown that there is little potential here.

7.18 Ditched rectangular enclosure (RPS 57). Medium/High importance.

The enclosure and trackways suggest that this may be a settlement site. It partly lies in the path of the proposals. There are similar features on both sides of the proposed route alignment.

- 7.19 **Linear Ditch with associated small rectangular enclosure (RPS 58: OW 023). Medium importance.**

Possible extrapolation of RPS 57. Minimal effect from proposal.

- 7.20 **Part of sub-rectangular enclosure and associated rectangular enclosures and linear ditches (RPS 59, OW 23). Low/Medium importance.**

Minimal effect from proposal.

- 7.21 **Enclosure (RPS 63). Medium importance.**

Iron Age/Romano-British enclosure, visible from air photographs. One of a number of such features in the Stapleton Park area. These are all likely to be interconnected (see sites 87-91 and associated cropmark features [RPS 5]).

- 7.22 **Enclosure (RPS 64). Medium/High importance.**

As RPS 63 above.

- 7.23 **Linear ditches, small square enclosure of uncertain nature (RPS 71). Medium importance.**

The proposal should not affect this site.

- 7.24 **Field system/enclosure (RPS 76). Medium importance.**

The route corridor would partially affect this AP trace which may possibly indicate an occupation site.

7.25 Possible bronze age barrow (RPS 75). Medium importance.

The proposal corridor would avoid this feature, which shows as an AP trace.

7.26 Field system (RPS 82: OW 010, 049) Low/Medium importance.

The northern edge of the extensive field system impinges on the route corridor.

7.27 Small sub-rectangular enclosure (RPS 83). Medium/High

Lies adjacent to proposed route corridor.

CONCLUSIONS

- 8.1 The sites of the known archaeological features have been established, through the study of available records, APs, a walk-over survey and the observation of selected geotechnical trial pits.
- 8.2 There remains some uncertainty concerning the extent, date, status and survival of the known sites, and there is the possibility that the pre-iron age, and iron age/R-B remains are more extensive than is apparent from APs.
- 8.3 It is recommended that further survey work is undertaken to establish these aspects sufficiently for a programme of mitigation to be worked out.
- 8.4 The techniques for such an evaluation are progressive. This report constitutes the preliminary desk top study (Stage 1). It should be followed by a more detailed documentary study and non-destructive survey techniques to refine and confirm the conclusions. These would include the geophysical survey (probably magnetometry) of targeted areas of sensitivity or potential (Stage 2). Certain areas may require systematic field walking. Using the results of these studies it may then be necessary to carry out trial trenching (Stage 3).

APPENDIX 1

ABBREVIATIONS

Abbreviations

AD	Anno Domini
AP	Aerial Photography
BC	Before Christ
DoE	Department of the Environment
DOT	Department of Transport
EH	English Heritage (Historic Buildings & Monuments Commission)
ES	Environmental Statement
IA	Iron Age
NYCC	North Yorkshire County Council
PPG16	DoE <i>Planning Policy Guidance no. 16 on Planning and Archaeology</i> November 1990
R-B	Romano-British
RCHM(E)	Royal Commission on Historical Monuments (England)
SDC	Selby District Council
SM	Scheduled Monument
SMR	Sites and Monuments Record
SYAS	South Yorkshire Archaeology Service
TP	Trial Pit
WYAS	West Yorkshire Archaeology Service

APPENDIX 2

GAZETTEER OF SITES IN STUDY AREA

GAZETTEER OF SMR SITES IN STUDY AREA

Map No	RPS No (in black)	SMR/County Reference No	Description	Affected By Route
2	1	0041 (South Yorks)	Enclosures and field boundaries (seen from AP) (IA/R-B)	No
2	2	0042 (South Yorks)	Enclosure (seen from AP) (IA/R-B)	No
2	3	3039 (South Yorks)	Roman road, "Roman Ridge" (Roman) earthwork. SM 1179	No
2	4	2510 (South Yorks)	Cropmark (seen from AP) (IA/R-B)	Yes
2	5	0043 (South Yorks)	Enclosure (seen from AP) (IA/R-B)	No
2	6	2509 (South Yorks)	Cropmark (seen from AP) (IA/R-B)	No
2	7	0044 (South Yorks)	Field system (seen from AP) (IA/R-B)	No
2 & 3	8	0051 (South Yorks)	Enclosure and field boundaries (seen from AP) (IA/R-B)	No
2 & 3	9	2525 (South Yorks)	Cropmark, AP (IA/R-B)	No
2 & 3	10	0046 (South Yorks)	Roman fort, with coins, brooch, pottery finds. SM 1222	No
3	11	0302 (South Yorks)	"Bishops Tree" site of oak (Medieval)	No
3	12	0032 (South Yorks)	Enclosure (seen from AP) (IA/R-B)	No
3	13	2910 (South Yorks)	Site of Deserted Medieval Village	No
3	14	0035 (South Yorks)	Enclosure (seen from AP) (IA/R-B)	No
3	15	0045 (South Yorks)	Hut circle (seen from AP) (IA/R-B)	No

Map No	RPS No (in black)	SMR/County Reference No	Description	Affected By Route
3	16	0252 (South Yorks)	Cropmark (IA/R-B)	No
3	17	1804 (South Yorks)	Earthwork long mound (U/D)	No
3	18	2522 (South Yorks)	Cropmark (IA/R-B)	No
3	19	0037 (South Yorks)	Enclosure (AP) (IA/R-B)	No
3	20	0036 (South Yorks)	Enclosure (AP) (IA/R-B)	No
3	21	0038 (South Yorks)	Enclosure (AP) (IA)	No
3 & 4	22	0048 (South Yorks)	Enclosure (AP) (IA/R-B)	Yes
3 & 4	23	0049 (South Yorks)	Enclosure (AP) (IA/R-B)	No
3 & 4	24	0047 (South Yorks)	Enclosure (AP) (IA/R-B)	No
4	25	9169 (North Yorks)	Trackway and enclosures (AP)	No
4	26	9172 (North Yorks)	Ditched field boundaries (AP)	Yes
4	27	9170 (North Yorks)	Round barrow cemetery(?), cropmarks (AP)	?
4	28	0040 (North Yorks)	Disused railway	Yes
4	29	9168 (North Yorks)	Enclosures, field boundaries, cropmarks (AP)	No
4	30	9173 (North Yorks)	Enclosures? cropmarks (AP)	No
4	31	9188 (North Yorks)	ring ditch and track (AP)	No
4	32	(North Yorks)	[to be completed]	No

Map No	RPS No (in black)	SMR/County Reference No	Description	Affected By Route
4	33	9171 (North Yorks)	Enclosure, field system? cropmarks (AP)	No
4	34	9189 (North Yorks)	Enclosures, field boundary, cropmarks (AP)	No
4	35	9190 (North Yorks)	Enclosure, trackway, cropmarks (AP)	No
4	36	9191 (North Yorks)	Extensive enclosure complex with enclosures, trackways and ditched field systems, cropmarks (AP)	Yes
4	37	(North Yorks)	Enclosure, field boundaries, cropmarks (AP)	No
4	38	(North Yorks)	[to be completed]	No
4	39	9192 (North Yorks)	Trackway, cropmarks (AP)	No
4	40	9167 (North Yorks)	enclosure? (AP)	No
4	41	9193 (North Yorks)	complex of enclosures, trackways, field boundaries (AP)	No
4	42	9164 (North Yorks)	double curved ditch, enclosure? Cropmark (AP)	No
5	43	0029 (West Yorks)	Sub-rectangular enclosure, AP (? IA/R-B)	No
5	44	0038 (West Yorks)	Plough lynchets of uncertain date on hillside generally south east of Wentbridge Lane	No
2	45	(South Yorks)	Castle Hill, Hampole. SAM	No
2	46	(South Yorks)	Cromwells Battery, medieval motte & bailey castle. SAM	No
2	47	(South Yorks)	Robin Hoods Well. 18th Century structure	No
5	48	9194 (North Yorks)	Complex and extensive cropmarks	No
2	49	(South Yorks)	Roman road, Barnsdale Bar	Yes

Map No	RPS No (in black)	SMR/County Reference No	Description	Affected By Route
5	50	9164/5000	Castle Hill enclosure.	No
5	51	-	Magnesian Limestone gorge, poss. palaeolithic sites	Yes
5	52	0037 (West Yorks)	Site of Wentbridge Mill and associated waterworks (dam, leat, etc) documented from 13th century	No
5	53	0036 (West Yorks)	Site of former chapel of Wentbridge	No
5	54	28 (West Yorks)	Two concentric ring ditches, probable round barrow. This form unique in West Yorkshire (BA)	No
5	55	25 (West Yorks)	D-shaped enclosure and associated linear ditch (? IA/R-B)	No
5	56	24 (West Yorks)	Part of small rectangular enclosure (? IA/R-B)	No
5	57	26 (West Yorks)	Multiple ditched square enclosure with associated linear ditches (IA/R-B)	Yes
5	58	27 (West Yorks)	Linear ditch with associated small rectangular enclosure (IA/R-B)	No
5	59	21 (West Yorks)	Part of sub-rectangular enclosure and ? associated rectangular enclosures and linear ditches (? IA/R-B)	No
5	60	23 (West Yorks)	Part of two rectangular enclosures; associated linear fields with small curvilinear enclosure and tracks, much Roman pottery and quern fragments from western enclosure (Roman)	No
5	61	22 (West Yorks)	Sub-rectangular enclosure complex (IA/R-B)	No

Map No	RPS No (in black)	SMR/County Reference No	Description	Affected By Route
5	62	20 (West Yorks)	Track, part of field system and three associated small enclosures (IA/R-B)	No
5	63	(North Yorks)	Enclosure (IA/R-B)	?No
5	64	(North Yorks)	Enclosure (IA/R-B)	?No
5	65	18 (West Yorks)	Irregular enclosure with part of associated rectilinear field system (prehistoric)	No
5	66	17 (West Yorks)	Rectilinear ditches with associated small enclosure (IA/R-B)	No
5 & 6	67	15 (West Yorks)	Two adjoining sub-rectangular enclosures with associated linear ditches (prehistoric)	No
5 & 6	68	16 (West Yorks)	Rectilinear ditches with associated small curvilinear enclosure (? IA/R-B)	No
5 & 6	69	14 (West Yorks)	Small ring ditch, possible round barrow (BA) Large sub-rectangular enclosure with associated linear ditches (IA/R-B)	No
5 & 6	70	13 (West Yorks)	Small sub rectangular enclosure with associated lane and part of field system (IA/R-B)	No
5 & 6	71	11 (West Yorks)	Linear ditches small square ? enclosure of uncertain nature (IA/R-B)	No
6	72	35 (West Yorks)	Curtilage of Darrington Hall, possible former manorial site	No
6	73	32 (West Yorks)	Darrington church and churchyard, church in existence 1086	No
6	74	33 (West Yorks)	Field name 'Kirk Dyke'	No

Map No	SMR No (in block)	SMR/County Reference No	Description	Affected By Route
6	75	8 (West Yorks)	Small ring ditch, possible round barrow (BA)	No
6	76	9 (West Yorks)	Part of field system containing rectangular enclosure (IA/R-B)	Yes
6	77	10 (West Yorks)	Square enclosure with ? associated small paddocks, linear ditches and lane (? IA/R-B)	No
6	78	5 (West Yorks)	Irregular enclosure complex with track and associated linear ditches (IA/R-B)	No
6	79	6 (West Yorks)	Sub-rectangular enclosure, part double-ditched and associated ditches (IA/R-B)	No
6	80	7 (West Yorks)	Sub-rectangular enclosure abutting lane (IA/R-B)	No
6	81	4 (West Yorks)	Complex of small sub-rectangular enclosures at junction of tracks, extensive field system to east (IA/R-B)	Yes
6	82	2 (West Yorks)	Two adjoining sub-rectangular enclosures associated linear ditches and track (IA/R-B)	No
6	83	3 (West Yorks)	Small sub-rectangular enclosure (? IA/R-B)	No
6	84	3 (West Yorks)	Group of field names in 'park' outlined of medieval or later park. <u>Solid outline</u> refers to field name 'dyke', referring to either a natural stream line or possible park pale	? No
6	85	1 (West Yorks)	Double ditched, sub-rectangular enclosure (? IA/R-B)	No

Map No	RPS No (in black)	SMR/County Reference No	Description	Affected By Route
6	86	30 (West Yorks)	Medieval hospital of Foulsnap, probably located within area shown	No
6	87	6054900000 (North Yorks)	Irregular enclosure	No
6	88	North Yorks	Field system/?periglacial features	No
6	89	916500001 (North Yorks)	Unclassified	No
6	90	919402500 (North Yorks)	Enclosure	No
6	91	6055300000 (North Yorks)	Enclosures and trackway	No

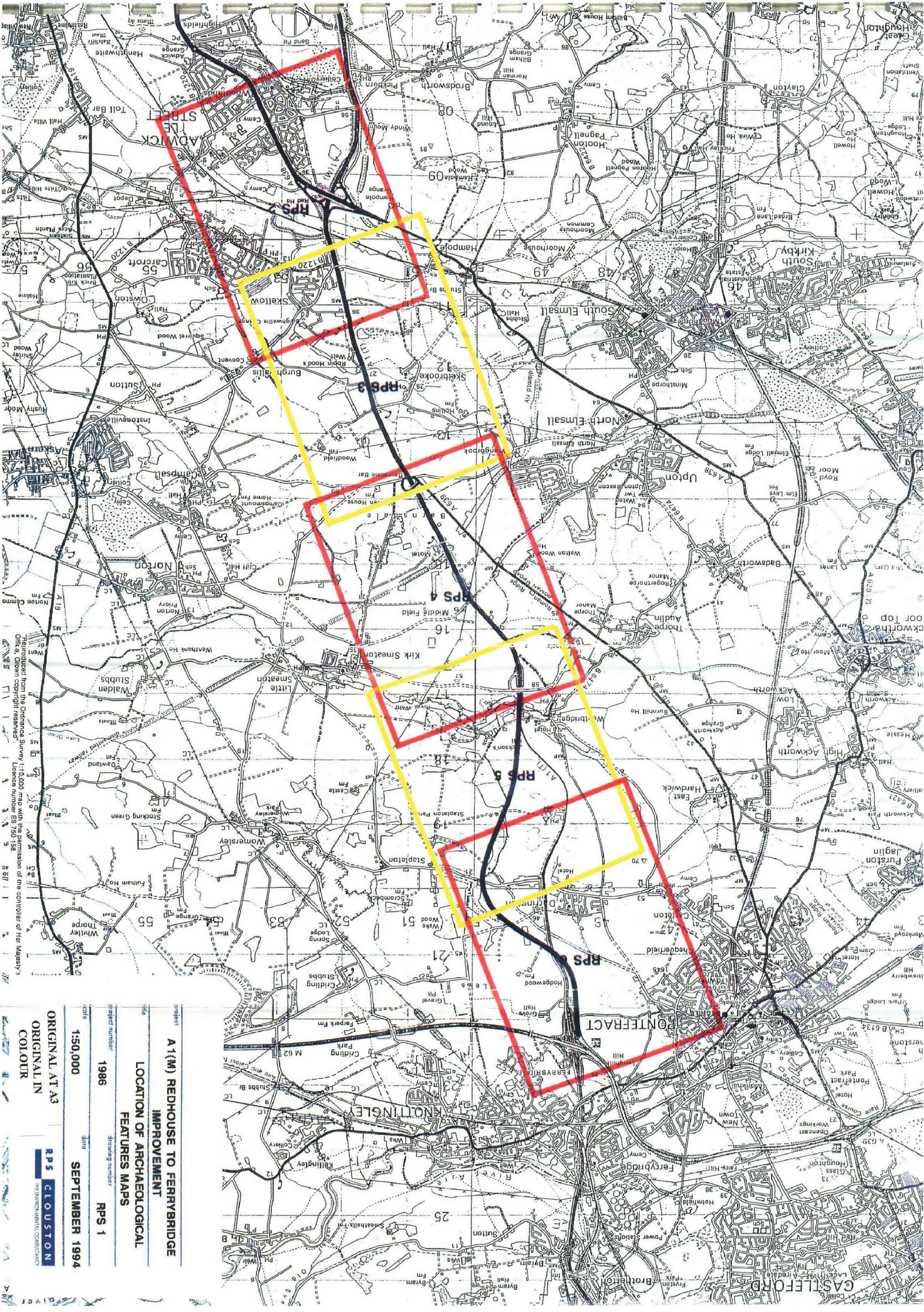
APPENDIX 3
OWEN WILLIAMS AERIAL
PHOTOGRAPHY SITES IN STUDY AREA

OWEN WILLIAMS AP SITES IN STUDY AREA, MAPPED FROM SOUTH TO NORTH--

Map No	OW AP Site No. (in red)	Description	Affected by Route
2	104	Linear ditches	No
2	100	Linear ditch	?No
2	160	Rectilinear enclosures	No
2	168	Linear ditches	No
2	169	Linear ditches	No
2	170	Enclosure	?No
2	099	Linear features [see RPSs 4 and 5]	Yes
2	009	Linear ditch	No
2	172/3	Enclosures [see RPS 6]	No
2	114	Linear features	Yes
2	115	Enclosures [see RPS 7]	No
2	116	Ridge and furrow	?Yes
2	117	Linear feature [see RPS 45]	No
2	120	Linear feature (?geological)	No
3	148	?Trackway and enclosures [see RPS 8]	?No
3	147	Roman Fort [see RPS 10]	?No
3	123	?Trackway/enclosure	No
3	125	Deserted medieval village [see RPS 13]	No
3	126	Enclosures, ridge and furrow [see RPS 19]	No
3	143	Linear features [see RPS 15]	Yes
3	141	Trackways and enclosures [see RPS 22]	Yes
3	127	Enclosure	No
3	128	Enclosure	No
3	129	?Geological feature	No

Map No	OW AP Site No. (in red)	Description	Affected by Route
4	140	Enclosure (IA/R-B) [see RPS 22]	Yes
4	139	?Pit alignment	No
4	131	Enclosures [see RPS 26]	Yes
4	132	Linear features [see RPS 27]	Yes
4	076	Enclosures [see RPS 33]	No
4	074	?Trackway	No
4	072	?Trackway	No
4	071	Enclosures and field system [see RPS 36]	No
4	069	?Field system	No
5	023	Rectilinear enclosures, field boundaries	Yes
5	038	Trackway, field boundaries	No
5	040	Field boundaries, rectangular and circular enclosure	No
5	018	Rectilinear boundary ?enclosure, circular enclosure, ridge and furrow	No
5	042	Field boundaries, small square enclosure	No
5	043	Trackways, field boundaries, enclosures (round and irregular)	No
6	013	Field boundaries	No
6	011	Ridge and furrow square enclosure	Yes
6	049 048 010	Extensive field system with trackways and irregular enclosures and double enclosures	Yes No Yes
6	054	Field boundaries	?Yes
6	004	Trackways and boundaries	No

Map No	OW AP Site No. (in red)	Description	Affected by Route
6	057	Field boundaries, ridge and furrow	No



**A1(M) REDHOUSE TO FERRYBRIDGE
IMPROVEMENT**

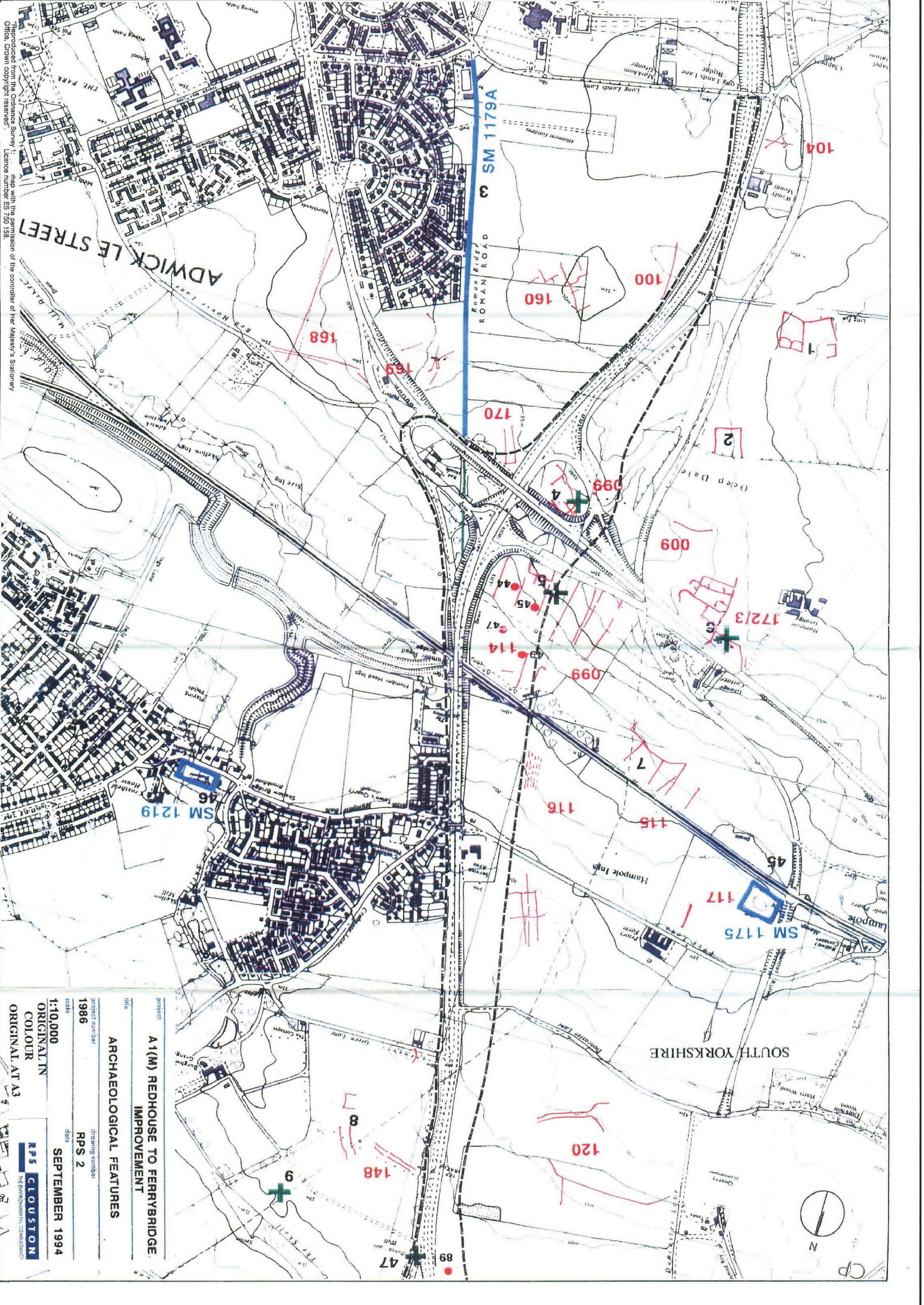
**LOCATION OF ARCHAEOLOGICAL
FEATURES MAPS**

Project number: **1986** Drawing number: **RPS 1**

Scale: **1:50,000** Date: **SEPTEMBER 1994**

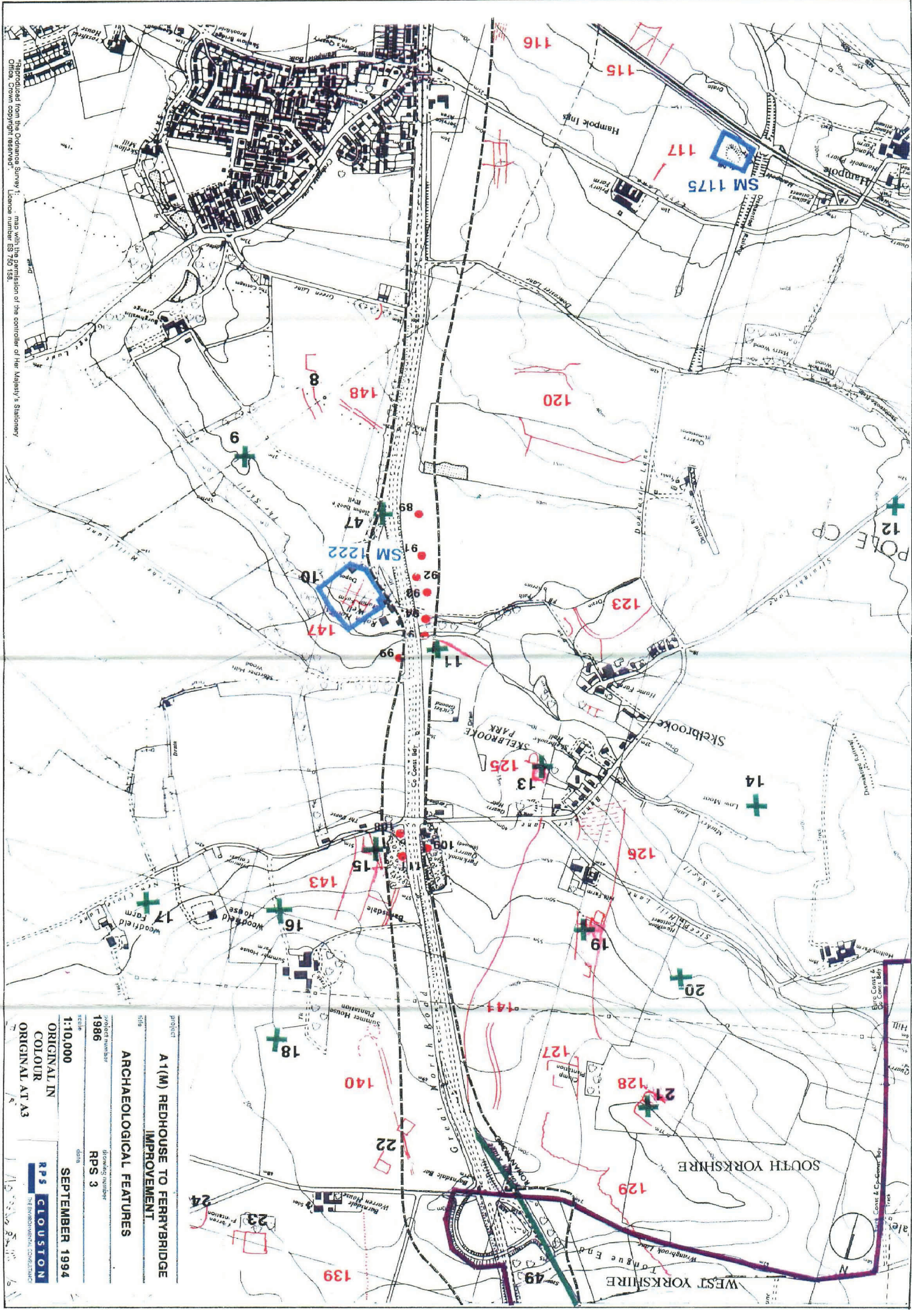
**ORIGINAL AT A3
ORIGINAL IN
COLOUR**





Reproduced from the Ordnance Survey 1:10,000 map with the permission of the controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence number CS 730 730

project: **A1(M) REDHOUSE TO FERRYBRIDGE IMPROVEMENT**
 title: **ARCHAEOLOGICAL FEATURES**
 drawing number: **RPS 2**
 project number: **1986**
 scale: **1:10,000**
 original in **COLOUR**
 original at **A3**
 date: **SEPTEMBER 1994**
RPS CLOUSTON
 THE ENVIRONMENTAL CONSULTANTS



Reproduced from the Ordnance Survey 1:50,000 map with the permission of the controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence number ES 756 138.

project
**A1(M) REDHOUSE TO FERRYBRIDGE
 IMPROVEMENT**

ARCHAEOLOGICAL FEATURES

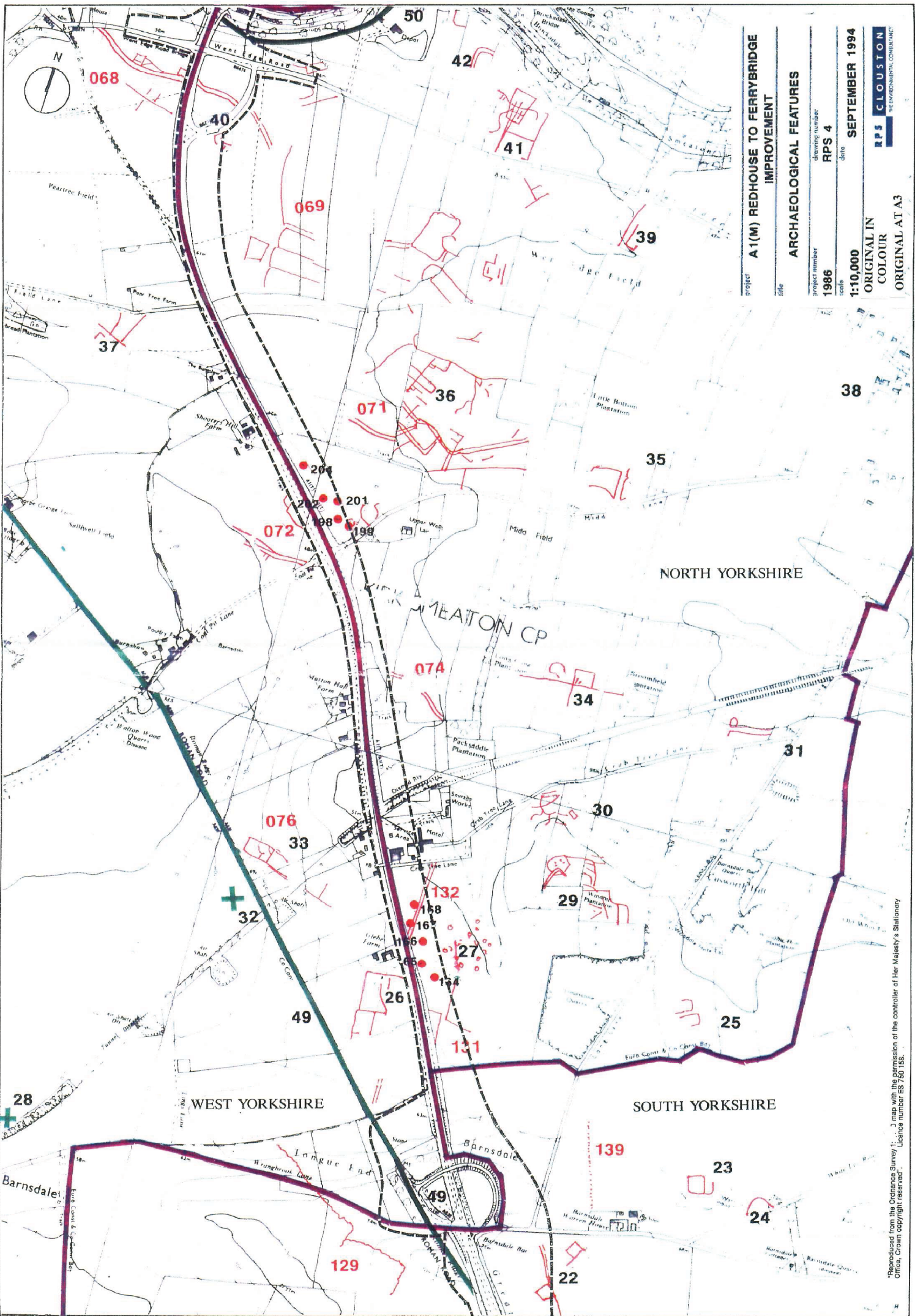
156
 1986
 1986
 RPS 3

scale
1:10,000

ORIGINAL IN
 COLOUR
 ORIGINAL AT A3

SEPTEMBER 1994

RPS CLOUSTON
 THE ENVIRONMENTAL CONSULTANTS



project **A1(M) REDHOUSE TO FERRYBRIDGE IMPROVEMENT**

file **ARCHAEOLOGICAL FEATURES**

project number **RPS 4**

scale **1:10,000**

date **SEPTEMBER 1994**

RPS CLOUSTON
THE ENVIRONMENTAL CONSULTANCY

ORIGINAL IN COLOUR
ORIGINAL AT A3

NORTH YORKSHIRE

MEATON CP

WEST YORKSHIRE

SOUTH YORKSHIRE

Reproduced from the Ordnance Survey 1:25,000 map with the permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. Licence number ES 750 158.

project **A1(M) REDHOUSE TO FERRYBRIDGE
IMPROVEMENT**

site **ARCHAEOLOGICAL FEATURES**

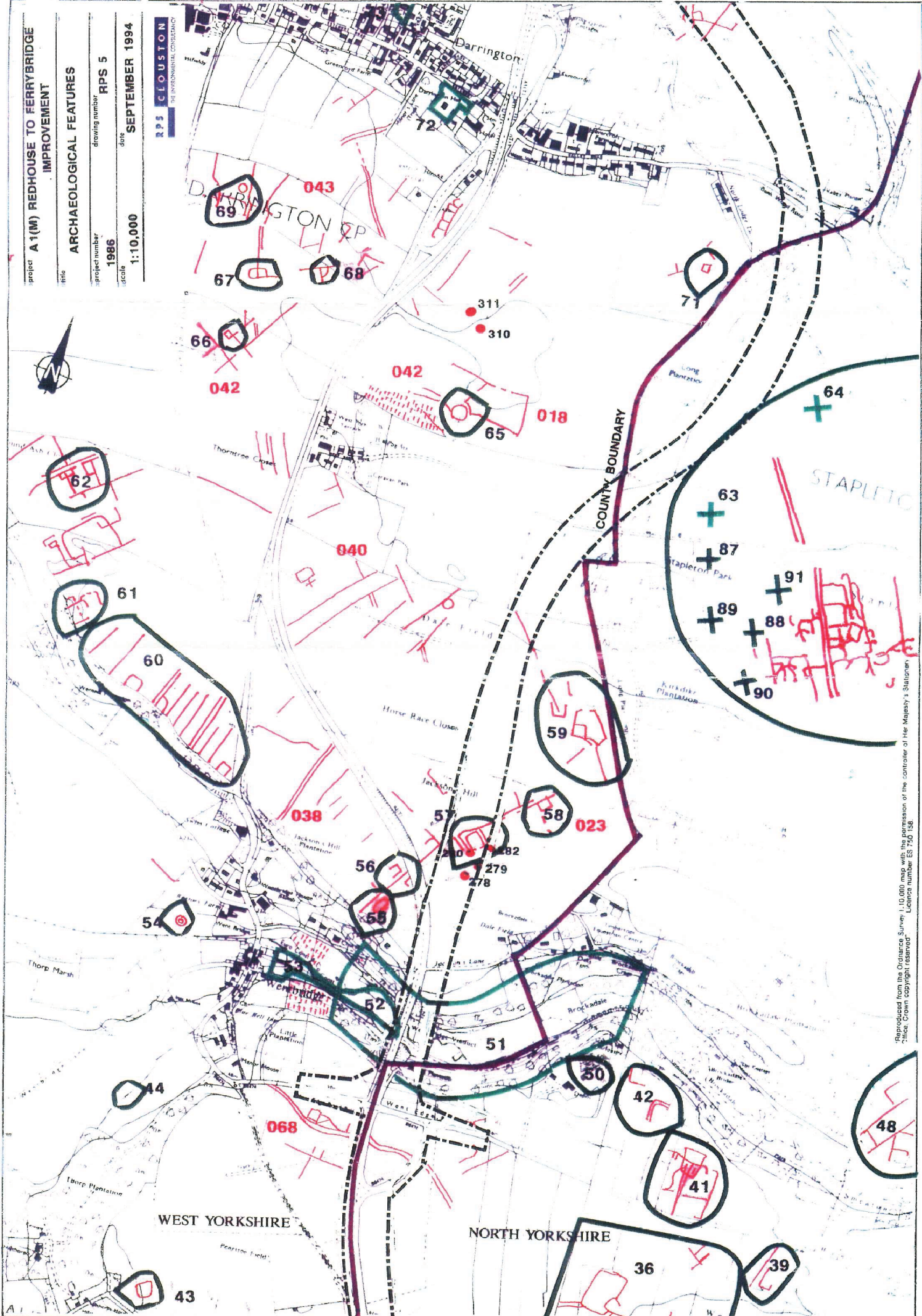
drawing number **RPS 5**

project number **1986**

date **SEPTEMBER 1994**

scale **1:10,000**

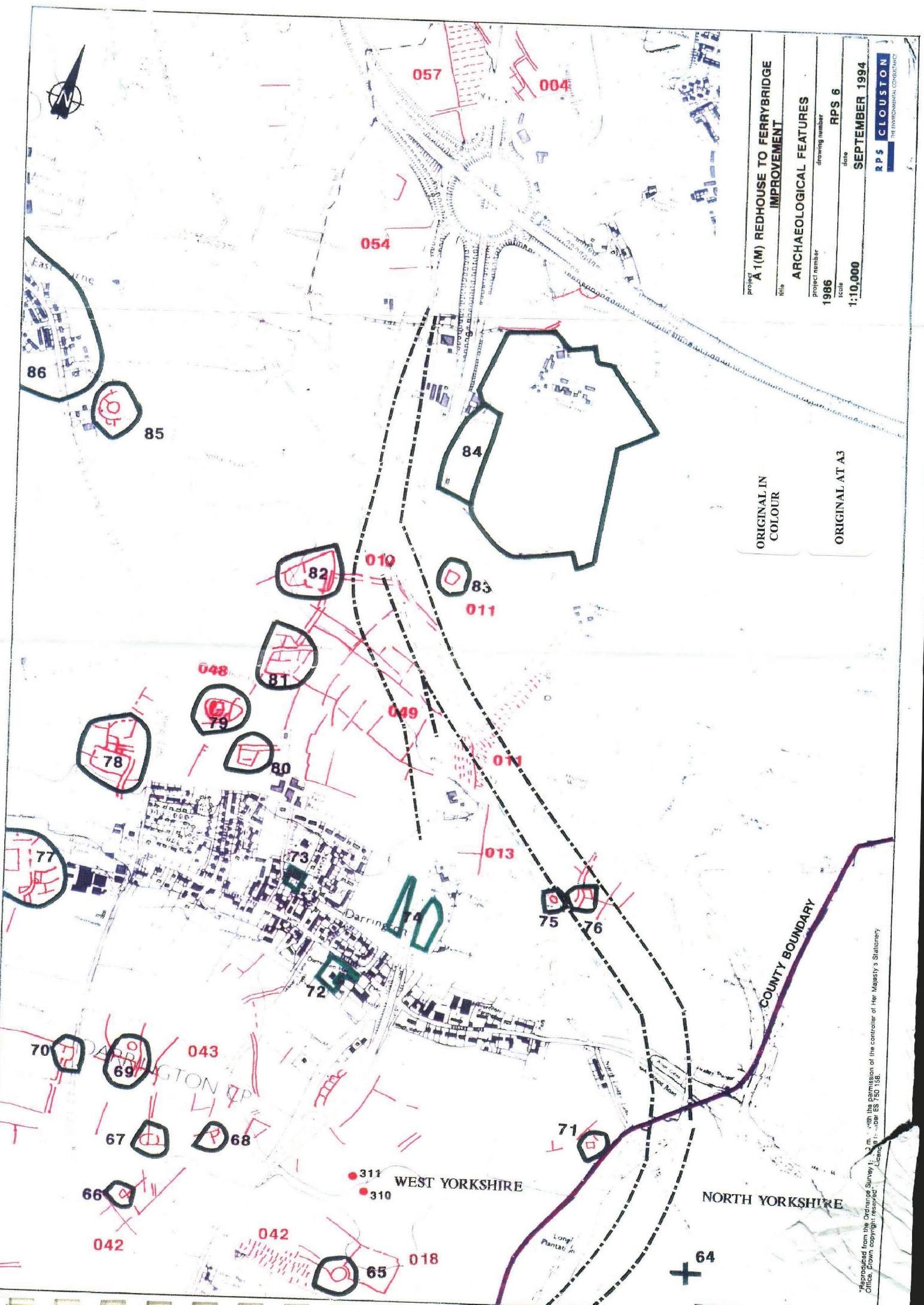
RPS CLOUSTON
THE ENVIRONMENTAL CONSULTANTS



Derived from the Ordnance Survey 1:10,000 map with the permission of the controller of Her Majesty's Stationery Office. Crown Copyright Reserved. Licence number ES 750 158



project **A1(M) REDHOUSE TO FERRYBRIDGE IMPROVEMENT**
 title **ARCHAEOLOGICAL FEATURES**
 drawing number **RPS 6**
 project number **1986**
 date **SEPTEMBER 1994**
 scale **1:10,000**
RPS CLOUSTON
THE ENVIRONMENTAL CONSULTANTS



ORIGINAL IN COLOUR

ORIGINAL AT A3

● 311
 ● 310
WEST YORKSHIRE

NORTH YORKSHIRE

COUNTY BOUNDARY

86

85

84

82

83

81

78

80

77

73

75

76

72

70

69

043

67

68

71

66

042

042

65

018

64

Reproduced from the Ordnance Survey 1:25,000 map with the permission of the controller of Her Majesty's Stationery Office. Crown copyright reserved. Licence No. 10001550158.