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A63 SELBY BYPASS

**REVIEW OF
ARCHAEOLOGICAL
INFORMATION**

FIRST DRAFT

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A63 SELBY BYPASS, NORTH YORKSHIRE

REVIEW OF ARCHAEOLOGICAL INFORMATION

EXECUTIVE SUMMARY

In January 1999 BHWB Environmental Design and Planning were commissioned to review and update the archaeological information gathered for the above scheme. A condition survey of the proposed road improvement corridor was also carried out, to assess current cropping regimes and to formulate an appropriate level of Stage 3 archaeological field assessment as defined in volume 11 of the Department of Transport's "Design Manual for Roads and Bridges".

Two new archaeological sites were identified as part of the condition survey, and information was gathered on several of the other previously recorded sites. The impacts of the proposals on these sites have been re-assessed, and recommendations have been made for some initial non-intrusive fieldwalking and geophysical survey, followed by limited trial trenching as appropriate; additional work is dependant on the results of other archaeological fieldwork currently being undertaken for other developments.

At present, initial fieldwalking on a total of 27.5 hectares is recommended, together with three hectares of geophysical survey, all targeted to those areas affected by the proposed construction route. In all cases, the "window of opportunity" in which a survey could take place with minimal disruption to cropping regimes and survey techniques, is late summer. Provisional costs are estimated to be £3,800, excluding contract and supervisory fees. However, additional work is likely to be recommended at a later date, once the results of other archaeological fieldwork become available.

It should be stressed that the work as recommended represents the first stage of a phased mitigation strategy, and trial excavations to assess any fieldwalking and geophysical survey results may be required at a later date. However, the nature, date and importance of eight of the 15 identified sites is such that no pre-construction evaluation is required, and any archaeological recording in these areas can be accommodated by a watching brief during initial groundworks.

1 INTRODUCTION

- 1.1 In January 1999 BHWB Environmental Design and Planning were commissioned by North Yorkshire County Council and the Highways Agency to review and update, where necessary, the archaeological information gathered for the above scheme. A condition survey of the proposed bypass corridor was also required, to assess current cropping conditions and to formulate an appropriate level of Stage 3 archaeological field assessment, in line with the requirements of volume 11 of the Design Manual for Roads and Bridges (DMRB; DOT 1994). This work was undertaken by Ed Dennison, archaeological consultant to BHWB.

2 SUMMARY OF EXISTING ARCHAEOLOGICAL INFORMATION

- 2.1 The known archaeological resource has been summarised in a previous Supplementary Archaeological Survey produced by BHWB in May 1995 (BHWB 1995). The information contained in this report was gathered from a 1991 archaeological study undertaken by the Lancaster University Archaeological Unit (LUAU 1991), and a limited programme of field visits carried out in March 1995.
- 2.2 A total of 17 archaeological sites were identified within or adjacent to the proposed road corridor in the 1995 report; 14 of these were recorded in the LUAU report and an additional three sites were identified as a result of the BHWB site visits.

- 2.3 A summary of the sites can be given as follows:

Site 1	Remnants of field system, south of Hagg Lane
Site 2	Former field boundary, north of Field Lane
Site 3	Area of possible Mesolithic activity, Brayton Barff
Site 4	Former field boundary and possible track, southeast of New Farm
Site 5	Field boundary, west of Burn Bridge
Site 6	Cropmark features, east and west of Doncaster Road
Site 7	Dismantled railway and field boundary, south of Brayton Hall
Site 8	Cropmark features, east and west of Bawtry Road
Site 9	Field system (cropmarks), south-east of Staynor Hall
Site 10	Unclassified earthworks, Staynor Wood
Site 11	Cropmark features and earthwork, north East Common Lane
Site 12	Cropmark features, north-west of Newlands Farm
Site 13	Parish boundary, north and south of Carr Lane
Site 14	Area of palaeoenvironmental potential, Ouse valley
Site 15	Disused army camp (ruins), south-west of Brayton Barff
Site 16	Boundary banks, lynchet and gravel pit, south and west of Brayton Barff
Site 17	Field boundaries and tracks (cropmarks), southwest of Brayton Bridge

3 UPDATED ARCHAEOLOGICAL INFORMATION

3.1 Introduction

- 3.1.1 In order to update the existing information, the previous LUAU and BHWB reports and their associated archives were consulted, and the North Yorkshire County Sites and Monuments Record was re-visited (NYSMR). New information was obtained from the National Archaeological Record (NAR) held by the RCHME in Swindon. Available aerial photographs held by the NYSMR were also re-checked.
- 3.1.2 A condition survey of the proposed road improvement corridor was also carried out, with the permission of all landowners, in February 1999. This recorded the current cropping regimes and determined the suitability or otherwise for a suite of Stage 3 evaluation works.

3.2 Archaeological Sites

- 3.2.1 Two new sites were identified as a result of reviewing the existing records and undertaking the condition survey, as follows:

Selby Canal (SE609301 centered)

- 3.2.2 The proposed road corridor crosses the line of the Selby Canal to the south of Brayton Bridge, at the above grid reference. The canal was designed by William Jessop for the Aire & Calder Navigation Company and cost some £20,000 to construct. Work started in 1775 and the canal was opened in April 1778. It was 3 feet 6 inches deep, which was regarded as a deficiency in a report of 1796, but the Company refused subsequent requests to deepen it. As a result of the increased trade brought by the canal, Selby became a major transshipment centre for all goods except coal. The canal continued to be used until the Knottingley to Goole Canal was opened, also by the Aire & Calder Company, in the 19th century (Hadfield 1972, 33-37 & 148-149). The canal is still water-filled and is used by pleasure craft. No features of archaeological interest were observed at the proposed bypass bridging point.

Former munitions complex, south-west of Osgodby (SE635330 centered)

- 3.2.3 The large building complex towards the north end of the scheme is marked as a "Poultry Farm" and "Piggery" on the modern Ordnance Survey maps. However, the road leading to it from the west, which has been shortened by the construction of a new alignment of the A19 along the line of the former North Eastern Railway line, is called "Magazine Road" on the Ordnance Survey 1:10,000 map of 1982 (sheet SE63SW).

- 3.2.4 The 1907/08 Ordnance Survey 1:2,500 scale maps (sheets 7 and 8) do not name the complex but depict a large central building measuring 22m by 18m in the centre of a walled enclosure c.45m square. Beyond this central enclosure there are two detached houses in the north-west corner, several structures on the south side, and a range of buildings aligned along the east side, all linked by a network of railway lines. A railway siding extends from the main Selby to Hull railway line, and the whole c.120m square complex is surrounded by a wall and ditch. A total of 17 numbered boundary stones labeled "W D" (ie War Department) are depicted around the edge of the site, defining the extent of military land.
- 3.2.5 The subsequent 1938 1:2,500 edition maps, which only depict the east side of the complex, shows that the site had been enlarged with a total area of c.200m square enclosed. On the east side, within the new part of the complex, there are several isolated square and rectangular structures, joined to the internal railway network, and surrounded by individual embankments. It is clear that the site was a major munitions or explosives depot. There are insufficient buildings to suggest that it was a manufacturing complex, but this is always possible.
- 3.2.6 The site was unable to be accessed at the time of the February site visits, but the majority of the structures appear to survive relatively intact although they have been adopted to other uses; some of the internal walls seem to have been demolished. The houses in the northwest corner remain, apparently unoccupied, but few of the War Department boundary stones could be identified.
- 3.2.7 As with another former military site (see below), little appears to be known about this site. It is presumed that information would be held in the Public Record Office in London, but this research is beyond the scope of this study.
- 3.2.8 In addition to the above, some additional information was able to be gathered on some of the previously identified sites.

Sites 1, 2, 4, 5, 6 and 17: various cropmarks of former boundaries

- 3.2.9 The majority of these sites were recorded either as cropmarks or faint linear earthworks by the LUAU and previous BHWB surveys. In almost all cases, the features could be associated with former field boundaries as shown on 19th century maps of the area. These sites all lie within intensively farmed arable land, and few earthworks could be identified at the time of the recent site visits; in the area of Site 2 a faint linear ridge could be discerned in conjunction with two trees, representing the former field boundary, but most of the other previously identified earthworks had since been ploughed down.

Site 10 Unclassified earthworks, Staynor Wood (SE62953099 centered)

- 3.2.15 The earthworks identified by the LUAU report within the area of the present Staynor (previously Stainer) Wood (LUAU 1991, site 10) are, for the most part, former woodland divisions and drainage ditches; some of these are marked on the current Ordnance Survey 1:2,500 and 1:10,000 maps as well as the earlier 19th century maps. The latter also show that the wood was formerly much more extensive to the north, east and south of the existing woodland and surrounding scrub. In the north-west corner of the remaining area, which is rough scrub land rather than woodland proper, there are some short earthwork banks; these appear to be the result of dumping, probably associated with the clearance of drainage ditches, and do not seem to be of archaeological interest.

Sites 11, 12 and 13: cropmark features and parish boundary

- 3.2.16 The majority of these sites were recorded either as cropmarks or faint linear earthworks by the LUAU and previous BHWB surveys. As with the sites mentioned above, almost all the features could be associated with former field boundaries as shown on 19th century maps. These sites all lie within intensively farmed arable land, and few earthworks or other items of interest could be identified at the time of the recent site visits.

Site 14 Area of palaeo-environmental potential, Ouse valley

- 3.2.17 There is a significant potential for the discovery of palaeo-environmental and prehistoric evidence in the areas of the former lake shores, river courses and peat beds which occur in the area of the Ouse valley, either side of the present course of the river; these deposits could date anywhere between the mid 4th millennium BC and the mid 1st millennium BC. Previous test drilling undertaken at the same time as the LUAU 1991 survey revealed that the peat deposits were on average 5m deep on the north side of the river and between 3m-4m on the south (LUAU 1991, 28).
- 3.2.18 The palaeo-environmental potential of the whole of the Vale of York has recently been assessed by the Humber Wetlands Project, and the results of this extensive programme of investigation is due to be published in April 1999. It is likely that these findings will have a bearing on any deposits, which might be underlying, or associated with, the proposed bypass corridor.

**Site 15 Disused army camp (ruins), south-west of Brayton Barff
(SE58153015 centered)**

- 3.2.19 The former army camp at Brayton Barff is depicted on a range of recent Ordnance Survey maps, such as the 1:10,560 scale 1958 and 1966 editions (sheet SE53SE). As noted by the previous site visit made in March 1995 (BHWB 1995, appendix 3), the remains now comprises a large number of derelict and semi-demolished brick and concrete, mostly rectangular, structures which are becoming increasingly overgrown. A large central area of hardstanding, which was presumably a former parade ground, is currently being used as soil storage area. The majority of the site lies to the west of a footpath, although there are also a few structures and earthworks on the east side, in a wooded area; some of these are clearly underground structures. It appears that the site did not extend into the area now occupied by the Selby golf course to the west, and a fallen boundary stone can be seen in the north-west corner, marked "W D No 3". The access road from Mill Lane is partly used by the golf course.
- 3.2.20 Despite extensive queries, little appears to be known about the site, and it is not as yet registered by the on-going national military recording exercise known as the "Defence of Britain Project". It is presumed that information about the site would be held in the Public Record Office in London, but this research is beyond the scope of this study.

Site 16 Boundary banks, lynchet and gravel pit, south and west of Brayton Barff (SE58602990 centered)

- 3.2.21 These sites were previously identified during a site visit made in March 1995 (BHWB 1995, appendix 3). A visit made as part of this current assessment showed that the former field boundaries and lynchet, and the site of the former gravel pit noted on a map of 1803, have been extensively ploughed down and cannot now be readily identified. There are however a few earthworks within the wooded area on the south side of Brayton Barff.

3.3 Summary of Known Archaeological Sites

- 3.3.1 As a result of the updated research, some of the previously identified sites can be amalgamated and their descriptions and definitions changed, while new sites can be added.
- 3.3.2 The previous BHWB report also provided an initial assessment of the grade of importance of each archaeological site or area within the proposed road corridor (BHWB 1995, 8-9). This assessment, which can define sites as being of national (N), regional or county (R), district or local importance (L), or of no grade (ie sites which are so badly damaged that too little now remains to justify their inclusion in a higher grade), is based on professional judgement, combined with the Secretary of State's criteria for scheduling ancient monuments and the criteria developed by English Heritage for their Monuments Protection Programme; the use of this four tier grading system for archaeological sites is also advocated in DMRB volume 11 (DOT 1994, 3/1). Given the nature and extent of the identified sites, it is appropriate to sub-divide the third grade of importance into both "District" and "Local".

3.3.3 The following table provides an up-to-date summary of the known archaeological resource within or immediately adjacent to the proposed road corridor, and it should be noted that the sites have been re-numbered to create a sequence from west to east. The locations of these sites are shown on figures 1 to 4.

Site	Description	Grade	NGR	Reference
1	Former field boundaries, between Hagg Lane and Field Lane	Local	SE56803070- SE57003055 centered	LUAU/BHWB 1 & 2
2	Disused army camp (ruins), south-west of Brayton Barff	Local	SE58153015 centered	BHWB 15
3	Area of possible Mesolithic activity, Brayton Barff	District	SE5830 area	LUAU/BHWB 3
4	Former field boundaries and gravel pit, south-west of Brayton Barff	Local	SE58602990 centered	BHWB 16
5	Curvilinear cropmark (possible former field boundary), south-east of New Farm	Local	SE59302975 centered	LUAU/BHWB 4
6	Unclassified circular cropmark features, west and east of Doncaster Road	District	SE59652970, SE60203000 centres	LUAU/BHWB 6
7	Former field boundaries and tracks (cropmarks), west and east of Doncaster Road	Local	SE59302950, SE59702965- SE60703000 centres	LUAU/BHWB 6 & 7, BHWB 17
8	Course of former railway, south of Brayton Hall	Local	SE60602990 centered	LUAU/BHWB 7
9	Course of the Selby Canal	Regional	(SE609301 centered)	
10	Former field boundaries (cropmarks), east and west of Bawtry Road	Local	SE617304- SE625308 centered	LUAU/BHWB 8 & 9
11	Woodland and scrub, and associated earthworks, Staynor Wood	District	SE62953099 centered	LUAU/BHWB 10
12	Former field boundaries (cropmarks), north of East Common Lane	Local	SE63503150 centered	LUAU/BHWB 11
13	Former field boundaries (cropmarks) and parish boundary, north-west of Newlands Farm	Local	SE636320 centered	LUAU/BHWB 12 & 13
14	Area of palaeo-environmental potential, Ouse valley	Regional	Ouse valley area	LUAU/BHWB 14
15	Former munitions complex, south-west of Osgodby	District	SE635330 centered	

3.3.4 It should be noted that, on the basis of currently available information, the spatial extent of Sites 3 and 14 cannot at present be determined.

4 INITIAL ASSESSMENT OF THE EFFECTS OF THE PROPOSALS

4.1 Introduction

4.1.1 For archaeological sites and monuments, the main impacts arising from road construction are:

- possible disturbance and/or destruction of archaeological deposits from works associated with the scheme, whether from actual construction or works associated with secondary operations such as landscaping, balancing ponds, site compounds and borrow pits;
- increased visual intrusion;
- increases in noise, vibration and disturbance;
- severance from other linked features such as field systems, agricultural complexes and landscapes;
- changes in the original landscape;
- loss of amenity.

4.1.2 When making an initial assessment of the impact of the proposed scheme on the above sites of archaeological, architectural and/or historic interest, all engineering works as specified on drawings R00008/1437-1440 have been taken into account; reduced versions of these drawings have been used as bases for figures 1 to 4. It should be noted that landscaping, off-site planting schemes, haul routes, construction compounds, temporary construction roads, or the re-routing of services have not yet been considered.

4.2 Impact Grading System

4.2.1 In order to help to assess the impact of the proposals on the identified sites and areas of archaeological importance, a simple three tier impact grading system has been devised, based on the scale of impact of the proposals, namely:

Major impact:	Major disturbance (ie. more than 75% of the area of known or estimated archaeological deposits).
Significant impact:	Significant disturbance (ie. between 25% and 75% of the area of known or estimated archaeological deposits).
Small-scale impact:	Minor disturbance (ie. less than 25% of the area of known or estimated archaeological deposits).

4.2.2 In drawing up this information, consideration has also been made of the scale, significance, potential and current condition of the site, defined as the grade of the site.

4.3 Assessment of Impact

4.3.1 From west to east, the impacts on the identified sites can be summarised as:

Site	Site name	Grade	Impact of proposals
1	Former field boundaries, between Hagg Lane and Field Lane	L	Significant: new 120m diameter roundabout and slightly elevated carriageway passes through site
2	Disused army camp (ruins), south-west of Brayton Barff	L	Significant: proposed carriageway (max 90m wide) passes through north-east corner of complex
3	Area of possible Mesolithic activity, Brayton Barff	D	Small-scale?: proposed corridor passes close to the west side of Brayton Barff
4	Former field boundaries and gravel pit, south-west of Brayton Barff	L	Significant: proposed corridor passes through former gravel pit site
5	Curvilinear cropmark (possible former field boundary), south-east of New Farm	L	None: proposed corridor passes c.20m to south of cropmark
6	Unclassified circular cropmark features, west and east of Doncaster Road	D	None: proposed corridor passes c.20m to south of western cropmarks, and c.50m to south of eastern cropmarks
7	Former field boundaries and tracks (cropmarks), west and east of Doncaster Road	L	Significant: proposed c.30m wide corridor passes through former boundaries
8	Course of former railway, south of Brayton Hall	L	Small-scale: proposed c.35m wide corridor passes through now ploughed-out alignment
9	Course of the Selby Canal	R	None?: proposed corridor will bridge over canal alignment
10	Former field boundaries (cropmarks), east and west of Bawtry Road	L	Significant: proposed corridor passes through former boundaries
11	Woodland and scrub, and associated earthworks, Staynor Wood	L	Small-scale: proposed corridor passes through an area of former woodland, and through the north-west corner of some scrub land
12	Former field boundaries (cropmarks), north of East Common Lane	L	Small-scale: proposed corridor passes through former boundaries
13	Former field boundaries (cropmarks) and parish boundary, north-west of Newlands Farm	L	Small-scale: proposed c.70m wide corridor passes through former boundaries
14	Area of palaeoenvironmental potential, Ouse valley	R	Impact unable to be determined at present
15	Former munitions complex, south-west of Osgodby	D	Small-scale: proposed corridor clips south-west corner for complex, resulting in demolition of one structure and boundary features

- 4.3.2 Most of the impacts are small scale or at the lower end of the significant scale, and result from land take for the proposed carriageway and associated embankments and cuttings; impacts would obviously be minimised if land takes were able to be reduced. The majority of the affected sites have a local grade of importance. Of greatest potential is the impact on any palaeo-environmental deposits associated with the alluvial and peat deposits in the Ouse floodplain (Site 14).
- 4.3.3 It should also be noted that, in addition to the identified sites, there is some potential for as yet unrecorded prehistoric and possibly Roman remains within the proposed bypass corridor.

5 STAGE 3 INVESTIGATIONS

5.1 Introduction

- 5.1.1 In line with DMRB volume 11, it is recommended that a programme of archaeological evaluation is carried out, which will lead to the detailed assessment of the impact of the proposals and recommendations for mitigation. Such evaluation can comprise initial and intensive fieldwalking, geophysical survey, earthwork survey, trial trenching and building assessment as appropriate. This work corresponds to Stage 3 of the Department of Transport's Stages of Archaeological Assessment as defined in the DMRB volume 11.
- 5.1.2 It is important to stress that archaeological evaluation is undertaken to both determine the implications of proposals on known or suspected sites and areas, and to assess areas in which it is reasonable to assume that as yet unrecorded remains may survive. In both cases, a staged approach is often adopted, with the results of non-intrusive work being used to target areas of more disruptive invasive investigation.
- 5.1.3 Depending on the results of the Stage 3 archaeological assessment, subsequent mitigation work may involve pre-construction investigation (detailed excavation and architectural recording in advance of construction of sites considered to be of significant archaeological importance and for which no appropriate mitigation measures can be sought) and/or a watching brief during construction (investigation and recording of sites not warranting prior investigation, as well as the recording of sites which may be exposed during the course of development), in addition to the standard and accepted post-excavation assessment, analysis and reporting phases.

5.2 Recommendations for Stage 3 work

- 5.2.1 Of the various archaeological evaluation works listed above, it is suggested that the combined use of initial fieldwalking and geophysical survey, followed by trial trenching as appropriate, would be the most appropriate way of assessing the archaeological implications of the proposed bypass scheme. It also should be noted that some evaluation work was done in 1991 by LUAU as part of their survey (LUAU 1991).
- 5.2.2 Recommendations for evaluation work have also been made in the two previous archaeological reports, by the LUAU in 1991 and by BHWB in 1995. The recommendations outlined below are in broad agreement with these, although some modifications are proposed in relation to new sites, or following a re-consideration of the most appropriate and cost-effective evaluation strategies for the previously identified sites.
- 5.2.3 As noted in paragraph 3.2.12 above, a programme of archaeological field evaluation is currently being undertaken around Staynor Hall. Although the results of this work are not yet available, it is likely that these findings will affect the requirement and methodology of any bypass evaluation work in this area. Similarly, the results of the Humber Wetlands Project survey of the Vale of York will also have a bearing on any recommendations that might be made for any palaeo-environmental assessment towards the northeast end of the scheme.

Fieldwalking Survey

- 5.2.4 Archaeological fieldwalking takes place in areas of ploughed or recently planted soil, usually in the autumn and winter months during an appropriate crop window. Two phases of work would be carried out. An initial programme of fieldwalking would involve walking along lines placed 10m apart along the longest axis of the specified survey areas. The purpose of this work is not to collect material, but to identify areas worthy of more detailed fieldwalking techniques; this method of survey is the most efficient and cost-effective way of assessing large areas of ground.
- 5.2.4 More detailed fieldwalking involves setting out a grid of 10m squares over the area of interest and collecting all archaeological artifacts in each grid square. The spread, density and date of any collected material provides a clear indicator of any sub-surface archaeological features and deposits. All survey areas and results would be tied into established survey stations and the Ordnance Survey national grid to facilitate the drawing up of detailed mitigation strategies at a later stage.
- 5.2.5 It is recommended that initial fieldwalking is undertaken in two areas to the west and south of Brayton Barff, to assess whether any Mesolithic activity extends from the area of Brayton Barff into the proposed road corridor (Site 3). These areas involve the southern half of field 0040 and the whole of field 5500, which were in arable cultivation at the time of the condition survey. In total, these areas cover some 17 hectares.
- 5.2.6 It is also recommended that further initial fieldwalking is undertaken either side of the Doncaster Road, to assess whether any surface artifacts associated with the possible circular cropmark features (Site 6) extend into the proposed road corridor. These areas cover the southern half of a field to the west of the road, and parts of fields 0087 and 3083 to the west; the large field to the east has already been walked by LUAU in 1991 with no positive results (LUAU 1991, site 7). In total, this area cover some 10.5 hectares and all were in arable cultivation at the time of the condition survey.
- 5.2.7 It would also be appropriate to undertake some fieldwalking in the area to the south of Stainer Hall, to determine whether any medieval or other deposits associated with the monastic grange or some of the cropmarks extend into the proposed bypass corridor (area of Site 10). However, the area immediately to the north of the bypass route is currently the subject of a programme of field investigation, including fieldwalking, and it would be appropriate to wait for the results of this work before making any firm Stage 3 recommendations for the proposed road corridor.
- 5.2.8 Initial fieldwalking costs in the order of £60 to £70 per hectare, and so the costs for the areas listed above will be some £1,650 to £1925, although there will be some additional charges for specification writing, monitoring, and assimilation of any results. Provided that the window of opportunity is taken, agricultural compensation payments should be non-existent or minimal.

Geophysical Survey

- 5.2.9 This is a non-intrusive survey technique, which is undertaken within a grid of 20m squares that is set out over the specified survey area. The squares are then scanned by various hand-held instruments, which record any variations in the resistance and magnetic properties of the soil. As these factors vary according to the presence or absence of underlying archaeological deposits, it is often possible to identify hitherto unsuspected features up to depths of c.1.5m below existing ground levels.
- 5.2.10 Given the archaeological potential of the cropmark features either side of the Doncaster Road (Site 6), it would be appropriate to undertake some geophysical survey along the line of the proposed bypass corridor and roundabout footprint in this area. The total area of survey would equate to some 3 hectares.
- 5.2.11 As with the initial fieldwalking above, any requirement to undertake geophysical survey to the south of Stainer Hall should only be considered after the results of the current programme of fieldwork are made available.
- 5.2.12 Costs for geophysical survey are approximately £550 to £600 per hectare, and so the above will cost in the order of £1,650 to £1,800, although there will be some additional charges for specification writing, monitoring, and assimilation of any results. Provided that the window of opportunity is taken, agricultural compensation payments should be non-existent or minimal.

Trial Trenching

- 5.2.13 Following the results obtained from the geophysical surveys, the investigation of some selected sites and/or features will be required through intrusive but limited test pitting, trial trenching and/or small area excavation. As the scale, nature and methodology of this work is dependent on the results of the fieldwalking and geophysical surveys, it is not possible to determine whether any trial trenching will be required at this stage.

Other Evaluation Techniques

- 5.2.14 Although there are some earthwork features within the area of Stainer Wood (Site 11), it is considered that the nature and extent of the remains are such that a pre-construction survey is not required; any archaeological deposits that might exist can be recorded by a watching brief that would take place during the initial stages of construction.
- 5.2.15 It would be appropriate to undertake a limited survey of the remains of the disused army camp at Brayton Barff (Site 3). This should be equate to a Level 1 survey as defined by the RCHME (1996), and should encompass written and photographic elements.

- 5.2.16 It was not possible to visit the remains of the former munitions complex to the southwest of Osgodby (Site 15) during the condition survey. It is recommended that a detailed inspection of this site is carried out and reported on, so that an accurate assessment of any remaining structures can be made. Depending on these findings, a pre-construction building and/or photographic survey to an appropriate RCHME level may be required.
- 5.2.17 To date, no attempt has been made to assess the palaeo-environmental potential of the proposed bypass corridor in the Ouse valley. It is recommended that appropriate proposals are put forward once the results of the Humber Wetlands Project's Vale of York survey are published.

5.3 Recommendations For Other Mitigation Works

- 5.3.1 The nature, date and importance of several of the identified sites means that no pre-construction evaluation work is recommended, and that the recording of any archaeological deposits affected by the scheme can be achieved by a watching brief during initial ground works and top soil strips. This requirement applies to Sites 1, 4, 5, 7, 8, 10, 13 and 13.

5.4 Summary of Recommendations

5.4.1 The recommendations made above can be summarised in the following table. The specific areas involved, as far as can be determined at present, are shown on figures 5 to 8.

Site	Site name	Grade	Recommendations
1	Former field boundaries, between Hagg Lane and Field Lane	L	Watching brief during construction
2	Disused army camp (ruins), south-west of Brayton Barff	L	Stage 3 RCHME Level 1 survey
3	Area of possible Mesolithic activity, Brayton Barff	D	Stage 3 fieldwalking followed by other evaluation works as appropriate
4	Former field boundaries and gravel pit, south-west of Brayton Barff	L	Watching brief during construction
5	Curvilinear cropmark (possible former field boundary), south-east of New Farm	L	Watching brief during construction
6	Unclassified circular cropmark features, west and east of Doncaster Road	D	Stage 3 fieldwalking and geophysical survey followed by other evaluation works as appropriate
7	Former field boundaries and tracks (cropmarks), west and east of Doncaster Road	L	Watching brief during construction
8	Course of former railway, south of Brayton Hall	L	Watching brief during construction
9	Course of the Selby Canal	R	No action required
10	Former field boundaries (cropmarks), east and west of Bawtry Road	L	Extent of Stage 3 work to be determined by results of current archaeological survey
11	Woodland and scrub, and associated earthworks, Staynor Wood	L	Watching brief during construction
12	Former field boundaries (cropmarks), north of East Common Lane	L	Watching brief during construction
13	Former field boundaries (cropmarks) and parish boundary, north-west of Newlands Farm	L	Watching brief during construction
14	Area of palaeoenvironmental potential, Ouse valley	R	Extent of Stage 3 work to be determined by results of current archaeological survey
15	Former munitions complex, south-west of Osgodby	D	Site visit to assess extent and importance of remains, followed by other recording work as appropriate

6 REFERENCES

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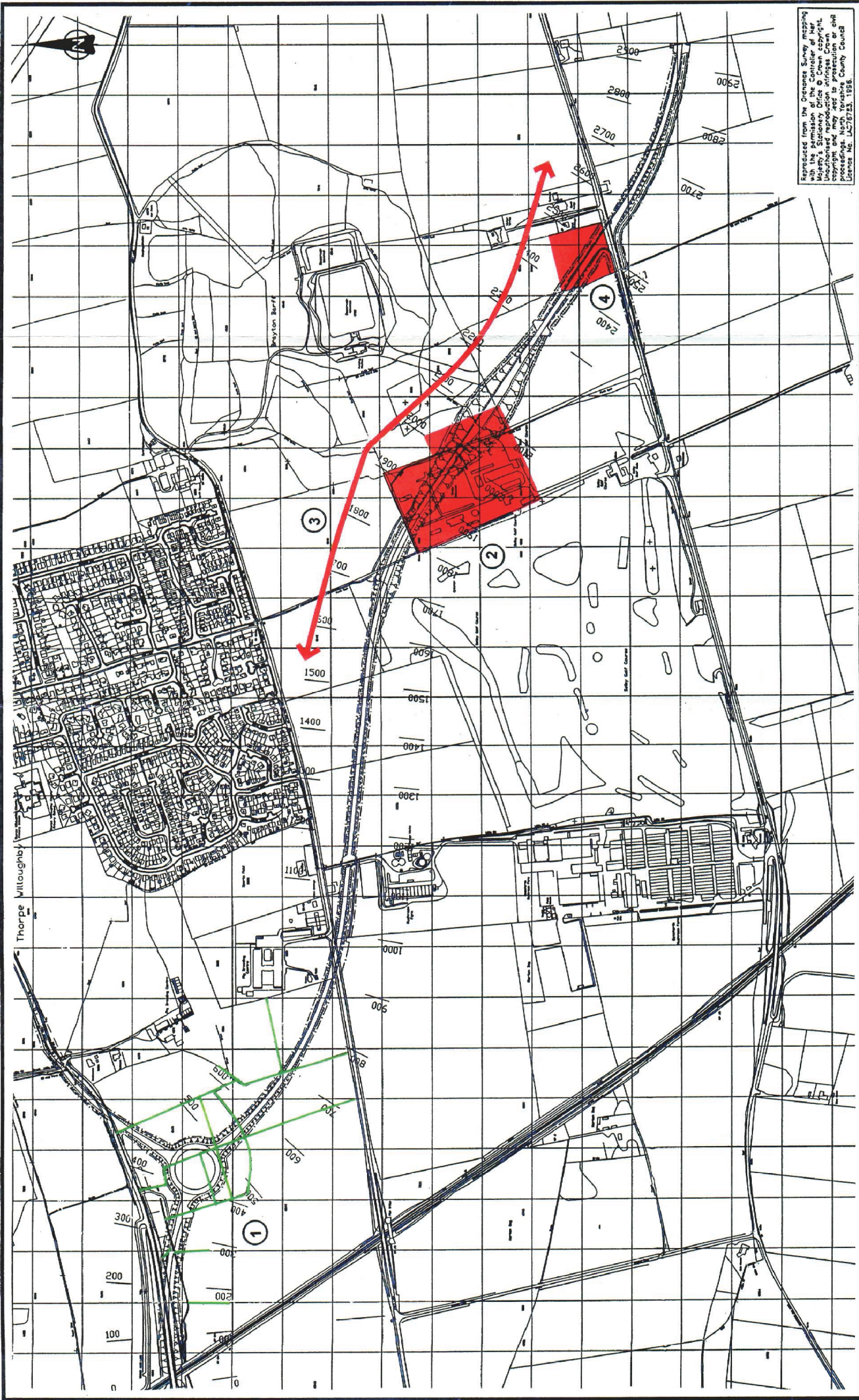
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Figure 1

HIGHWAYS AGENCY



Client

Project No. 904
 Date MAR 99

BH&W

A63 SELBY BYPASS

ARCHAEOLOGICAL SITES

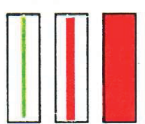
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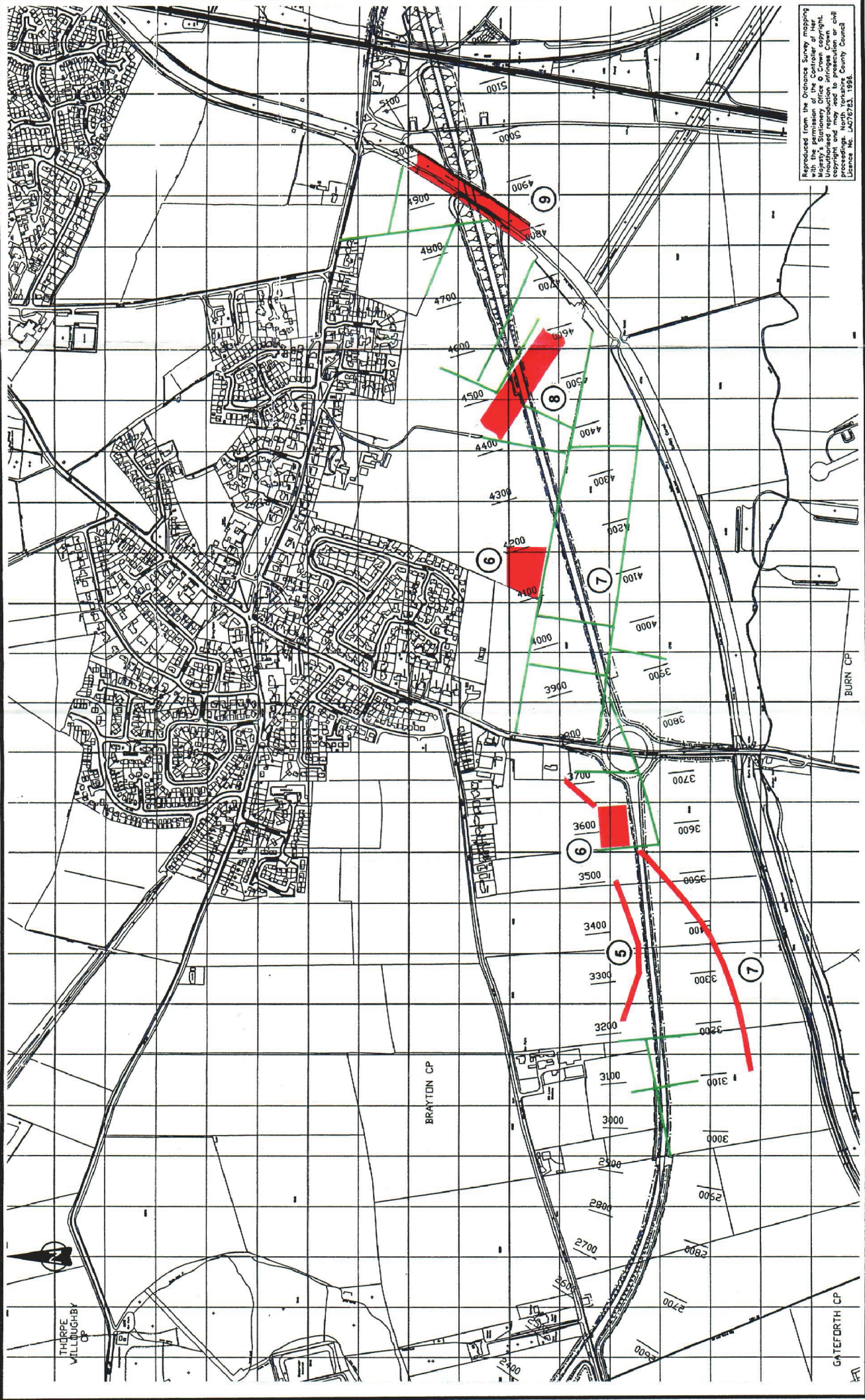
Title

FIELD BOUNDARIES

ARCHAEOLOGICAL FEATURES

ARCHAEOLOGICAL SITES





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Client **HIGHWAYS AGENCY**

Scale 0 100 500

Project No. **904**

Date **MAR 99**

BH&W

Project **A63 SELBY BYPASS**

Title **ARCHAEOLOGICAL SITES**

FIELD BOUNDARIES

ARCHAEOLOGICAL FEATURES

ARCHAEOLOGICAL SITES