

David,

Please find enclosed
on behalf of Bob
Heerhouse.

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A66 GRETA BRIDGE TO STEPHEN BANK IMPROVEMENT

Environmental Statement Volume 2 Part 3 Cultural Heritage



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A66 - Greta Bridge to Stephen Bank

Environmental Statement Volume 2 Part 3 Cultural Heritage

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June 2002

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A66 GRETA BRIDGE TO STEPHEN BANK

ENVIRONMENTAL STATEMENT

This specialist report forms Volume 2: Part 3 of the Environmental Statement and has been prepared by:

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**A66 GRETA BRIDGE TO STEPHEN BANK IMPROVEMENT
ENVIRONMENTAL STATEMENT - VOLUME 2 PART 3: CULTURAL HERITAGE**

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Catalogue of Cultural Heritage Sites

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1 INTRODUCTION

- 1.1 In July 1998 BHWB Environmental Design and Planning were commissioned to review and update the archaeological information gathered for the above road improvement scheme, and to carry out a condition survey of the various route options. A programme of Stage 3 detailed evaluation works, comprising geophysical survey and trial trenching, was then initiated to assess the archaeological potential and impact of the scheme, in accordance with the requirements of the Department of Transport's Design Manual for Roads and Bridges, Volume 11 Environment Assessment (DOT 1994).
- 1.2 This report summarises the methodology and results of the Stage 3 fieldwork carried out to date. From this, an informed assessment of the effects of the scheme has been produced. Mitigation measures designed to offset these effects are also outlined.
- 1.3 It should also be noted that the proposed road improvement corridor is divided between County Durham in the north-west and North Yorkshire in the south-east, the boundary being a small stream just to the west of Greenbrough. The county boundary also follows part of the A66 along Stephen Bank, with North Yorkshire to the south and County Durham to the north.

2 PREVIOUSLY IDENTIFIED CULTURAL HERITAGE SITES

Archaeological sites

- 2.1 The combined results of a 1997 archaeological desk-top survey (NAA 1997), a Stage 2 Environmental Assessment Report (Landmark Partnership 1998, 23-25), a 1998 condition survey (BHWB 1998a), and more recent research have identified a total of 22 known or suspected archaeological sites within or immediately adjacent to the proposed road improvement corridor (see Appendix 1). These sites are shown on Figures 1a to 1d, and can be summarised as follows, from west to east:

Site	Description	NGR
A1	Eastern vicus settlement and section of Roman road, Greta Bridge (SAM)	NZ087132 centred
A2	Roman burial (site of), south-west of Thorpe Grange	NZ09051295 centred
A3	Section of Roman road, Thorpe Grange	NZ09201276- NZ09501260 linear
A4	Ridge and furrow earthworks, south of Thorpe Grange	NZ09301265 centred
A5	Ridge and furrow earthworks and field boundaries, east of Thorpe Farm	NZ09601260 centred
A6	Stone Stoops Bridge (site of), west of Greenbrough	NZ10151218 exact
A7	Stone Stoops House (site of), west of Greenbrough	NZ10161219 exact
A8	Ridge and furrow earthworks (site of), west of Greenbrough	NZ10201200 centred
A9	Section of Roman road, Greenbrough to Stephen Bank	NZ10181219- NZ11501115 linear
A10	Milestone (site of), Newsham Grange	NZ01581181 exact

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Site	Description	NGR
A11	Ridge and furrow earthworks, south-east of Newsham Grange	NZ10801160 centred
A12	Ridge and furrow earthworks, east of Grove House	NZ10951145 centred
A13	Possible building and other features (geophysical anomalies), south of Grove House	NZ10931135 centred
A14	Ridge and furrow earthworks, south-east of Dyson House	NZ10901115 centred
A15	Section of Roman road, Stephen Bank	NZ11501115- NZ12601050 linear
A16	Ridge and furrow earthworks and small quarry, south of Rokeby Close	NZ11751110 centred
A17	Ridge and furrow earthworks, south of Rokeby Close	NZ11681098 centred
A18	Milestone (site of), south of Rokeby Close	NZ11831098 centred
A19	Possible enclosure (cropmarks), east of Rokeby Close	NZ12001110 centred
A20	Limestone quarry (site of), south-east of Rokeby Close	NZ11921090 centred
A21	Limestone quarry, adjacent to A66/New Road junction	NZ12151077 centred
A22	Limestone quarry, south of A66/New Road junction	NZ12231063 centred

2.2 The Roman road, which ran from its junction with Dere Street near Scotch Corner west over the Stainmore Pass to the Eden Valley (Margary 1993, 433-466) is believed to date from the 1st century AD (Casey & Hoffmann 1998, 144). It continued in use throughout the period of Roman occupation and became a focus for military and, to some extent, civilian settlement. It is also probable that the road followed a pre-existing communications corridor, and a number of small pre-Roman Iron Age settlements and field systems have been identified on, and in close proximity to, the present A66 alignment. While many of these have been located from aerial photographic evidence, some have also been subject to archaeological investigation; the extra-mural settlements (*vicus*) at Greta Bridge were investigated in 1972-74 in advance of road improvements (Casey & Hoffmann 1998). Further to the west, A66 road improvements over the Stainmore Pass in the early 1990s were also preceded by a major archaeological recording project, which investigated many sites of all periods (Vyner 2001).

2.3 The existing A66 to the east of Greta Bridge is thought to more-or-less follow the alignment of the Roman road. Margary considers the slight bends at Smallways, Newsham Grange and near Greta Bridge to be features of the original road (Margary 1993, 434), although the modern Ordnance Survey maps depict the alignment running to the north of Newsham Grange and Grove House. It was therefore considered that the Greta Bridge to Stephen Bank road improvement corridor had some archaeological potential, both in terms of the Roman road itself and for as yet undiscovered Roman and possibly medieval sites in the vicinity. The earlier desk-top survey reports made it clear that the potential impact of the scheme could not be assessed until further information on the historic resource had been obtained.

Built environment

2.4 Eleven listed buildings of special architectural or historic interest were identified within or immediately adjacent to the proposed road improvement corridor (see

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Appendix 1). These sites are shown on Figures 1a to 1d, and can be summarised as follows, from west to east:

Site	Description	NGR
B1	Rokeby House, The Cottage and Gable End (LB II, ref 14/127)	NZ08881305 exact
B2	Farm buildings to west of Thorpe Grange Farmhouse (LB II, ref 6/192)	NZ09301282 exact
B3	Coach-house range to north of Thorpe Grange Farmhouse (LB II, ref 6/191)	NZ09331280 exact
B4	Thorpe Grange Farmhouse (LB II, ref 6/188)	NZ09431278 exact
B5	Walls, railings and gatepiers to south of Thorpe Grange Farmhouse (LB II, ref 6/189)	NZ09321278 centred
B6	Milestone, 30m south-east of Thorpe Grange Farmhouse (LB II, ref 6/190)	NZ09341275 exact
B7	Thorpe Farmhouse and adjacent outbuildings (LB II*, ref 6/187)	NZ09381273 exact
B8	Greenbrough House (LB II, ref 2/85)	NZ10441195 exact
B9	Newsham Grange (LB II, ref 2/86)	NZ10611181 exact
B10	Coach-house c. 18m north of Newsham Grange (LB II, ref 2/87)	NZ10651184 exact
B11	Guide post opposite Smallways Inn (LB II, ref 2/88)	NZ11181115 exact

- 2.5 There are other, non-listed buildings within the proposed road improvement corridor, but these are not physically affected by the scheme and so are not considered here (see below for visual impacts).

3 GEOPHYSICAL SURVEY

Introduction

- 3.1 The geophysical survey was undertaken as two linked phases of work, Phase 1 concentrating on the west end of the scheme around Thorpe Grange and Thorpe Grange Cottages, while Phase 2 considered the area to the east, between Newsham Grange and Smallways. In all, some six hectares were surveyed, divided between 13 separate areas; the locations of the survey areas are indicated on Figures 1a to 1d, while more detailed plans are provided in the geophysical survey technical report.
- 3.2 The geophysical survey was undertaken by GeoQuest Associates, working as sub-contractors to BHWB Environmental Design and Planning. The final geophysical survey report was produced in February 1999 (GeoQuest Associates 1999).

Methodology

- 3.3 The methodology for the geophysical survey was defined by a specification produced by BHWB Environmental Design and Planning (BHWB 1998), which took account of comments made by the County Archaeological Officers for North Yorkshire and County Durham. The surveys were conducted using GeoScan FM36 fluxgate gradiometers and data was collected in 20m square grids with readings taken at 1.0m by 0.5m intervals, thus providing 800 measurements per

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grid. The grids were tied into the Ordnance Survey National Grid and other survey stations.

- 3.4 The site survey work took place between September and November 1998 in poor weather conditions, and the survey of one area (Area G2) had to be abandoned due to waterlogged ground. The location and extent of the individual survey areas was determined by the base scheme and four separate route options which were under consideration at the time.

Summary of Results

- 3.5 In general, all the survey areas exhibited numerous dipolar magnetic anomalies, a fact not unexpected given the proximity of the existing road corridor. The smaller magnetic features are likely to represent near-surface ferrous debris and litter, while the larger examples are associated with telegraph poles, buried service pipes, land drains, fences, and feeding troughs. In addition, some magnetic lineations are likely to be of natural, geological origin. Nevertheless, some areas of possible archaeological potential were recognised. For ease of description in the following text, each survey area is considered to be aligned east-west, and the results are described in scheme order, from west to east.

Area G1

- 3.6 Survey area G1 was divided into three discrete blocks, measuring 100m by 20m (Area G1W), 150m by 20m (Area G1C), and 100m by 80m (Area G1E), all on the south side of the A66 opposite Thorpe Farm, towards the west end of the scheme. Land use in all three areas was pasture. The survey was required to try and determine whether any sub-surface remains associated with the possible Roman cemetery (Site A2) and/or the Roman Road (Site A3) extended into the area to be disturbed by the road improvement scheme.
- 3.7 In Area G1W, a former field boundary was identified towards the west end of the survey area, while anomalies of what is likely to be ridge and furrow cultivation were seen in Areas G1C and G1W; it is noticeable that the ridge and furrow in Area G1C is parallel to existing field boundaries whereas that in Area G1W is not. Other as yet unexplained linear anomalies, possibly geological in origin, were also seen running across the ridge and furrow on the east side of Area G1E. The surveys did not appear to detect any evidence for a possible Roman road alignment on the south side of the existing A66, or for any continuation of a possible roadside cemetery. The field boundary identified in Area G1W is not depicted on the Ordnance Survey 1st edition (1857) 6" map.

Areas G3 and G4

- 3.8 Survey areas G3 and G4 lay on the south side of the A66, opposite Newsham Grange and west of Dyson Lane. Area G3 measured 80m by 40m while Area G4 measured 160m by 40m. Both areas lay within arable land, area G3 having just been sown with oil seed rape while Area G4 was due to be planted. The geophysical survey was required to try and detect any below-ground archaeological features or deposits which might be affected by the proposed road improvement scheme. In the event, no geophysical anomalies were identified in either survey area.

Area G5

- 3.9 Survey area G5 was divided into two areas, both on the south side of the A66 and to the east of Dyson Lane. Area G5W measured 180m by 40m and lay within a

pasture field, while Area G5E was 90m by 20m. Once again, the survey was required to try and identify any below-ground archaeological features or deposits.

- 3.10 In Area G5W two parallel, weak negative lineations were thought to represent rubble land drains. A further set of stronger anomalies was considered to represent a buried water pipe. In Area G5E, positive and negative linear anomalies were interpreted as a small structure and possibly three interrupted curvilinear ditches, apparently associated with or overlain by narrow ridge and furrow cultivation remains; these ditches may be of prehistoric origin (see Site A13).

Area G6

- 3.11 Survey area G6 was an irregularly-shaped block on the north side of the A66 to the west of Grove House. The main part of the area measured 140m by 40m, and the field was planted with young barley. Possible stone wall footings or more probably land drains were identified in the north-west corner of the area, while a small, soil-filled structure was seen to the north of a ferrous water pipe.

Area G7

- 3.12 Survey area G7 lay to the east of Grove House and was divided into three discrete areas on both sides of the Smallways Beck. Area G7W measured 120m by 40m, Area G7C measured 140m by 40m, and Area G7E measured 60m by 40m. All three areas lay within pasture fields. These areas, together with Survey areas G6 and G8 to the west and east, were designed to assess a northern off-line route option which was then under consideration. The geomagnetic image for the western end of Area G7W was dominated by the effects of farm buildings and fences, but no anomalies of archaeological interest were detected in any of the survey areas.

Area G8

- 3.13 Survey area G8 was located on the north side of the A66, either side of the A66/Lanehead Lane junction. Area G8W lay to the west and measured 160m by 40m, and Area G8E was 40m square block to the east. The western field had recently been planted with wheat while the field to the east was pasture. A very weak and diffuse magnetic lineation in Area G8W may represent the ploughed-down remains of the former Roman road alignment, depicted on a parallel course on modern Ordnance Survey maps (Site A9). No anomalies were identified in Survey area G8E.

4 MONITORING OF GEOTECHNICAL EXCAVATIONS

Introduction

- 4.1 As part of the archaeological assessment programme, it was decided to monitor the excavation of a series of geotechnical test pits which were dug along the south side of the existing A66. Test pits 101 to 105 at Thorpe Grange, test pit 120 at Newsham Grange, and test pits 133 to 143 from Lanehead Lane to Stephen Bank, were monitored. The pits measured up to 3.0m long and 0.7m wide and up to 2.5m deep, and all were all dug within the existing wide grass verge.
- 4.2 The purpose of the monitoring exercise was to identify any underlying archaeological deposits, and to see whether an earlier road sub-base had been prepared within the wide verge as part of an earlier, unfinished, widening scheme.

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The archaeological monitoring was undertaken by Northern Archaeological Associates (NAA) for EDAS, in September 1999 (Simpson 1999).

Summary of Results

- 4.3 With the possible exception of one test pit (TP 143 at the extreme east end of the scheme on Stephen Bank - see figure 1d), no evidence for any pre-existing, laid sub-base was identified, nor was there any evidence for surfaces or features which could be interpreted as being indicative of the course of the earlier Roman road.
- 4.4 Most test pits revealed a substantial depth of made-up ground (broken up road sub-base, tarmac and/or redeposited aggregates and soils), generally overlying undisturbed, glacially-derived, natural clays and sands. It was therefore concluded that previously existing topsoils had been removed when the existing A66 and associated verges were constructed. This action would have destroyed most archaeological deposits if present, apart from substantial negative features such as deep ditches which might have been cut into glacial material.
- 4.5 Test pits which showed a normal, undisturbed soil profile lay at the west end of the scheme (TPs 101, 103 and 105), and to the south of Rokeby Close (TP 133) (see Figures 1a and 1c). In these areas, archaeological features may survive in the existing verges.

5 TRIAL EXCAVATIONS

Introduction

- 5.1 A total of seven evaluation trenches in three separate areas were excavated within the proposed road improvement corridor (see Figures 1a to 1d). The total area of excavation amounted to 354 sqm.
- 5.2 The excavations took place in November 1999, and were carried out by Northern Archaeological Associates (NAA), working as sub-contractors to BHWB Environmental Design and Planning. The final report on the excavations was produced in March 2000 (NAA 2000).
- 5.3 The general objectives of the trial excavations were as follows:
 - to confirm the results of the previous geophysical survey, and to test for the presence of any archaeological deposits or features associated with the geophysical anomalies;
 - to identify, as far as possible given the constraints of the trenching proposals, any archaeological deposits or features within the various fieldwork areas not identified by any previous stages of investigation;
 - to determine the date, nature, depth and stratigraphic complexity of any archaeological features and deposits within the various fieldwork areas;
 - to provide an assessment of the potential and significance of any identified archaeological deposits and features in a local, regional and (if necessary) national context, and to contribute towards an assessment of the likely scope, cost and duration of any further evaluation and/or excavation works that might be required to mitigate against the proposed road improvement proposals.

- 5.4 Where appropriate, more specific objectives relating to individual sites are described below.

Methodology

- 5.5 The methodology for the trial excavations was defined in a specification produced by EDAS (1999) on behalf of BHWB, which took account of comments made by the County Archaeological Officers for County Durham and North Yorkshire, English Heritage and the Highways Agency. Trenches were positioned to sample geophysical anomalies and to test for the survival of the Roman road, where this alignment was thought to coincide with the proposed road corridor.
- 5.6 Topsoil was removed from each trench by mechanical excavator under direct archaeological supervision, down to the top of any archaeological features and/or deposits, or the natural sub-soil. Any archaeological features thus exposed were to be cleaned and recorded in plan, and selected features were to be partially excavated by hand; excavation and recording was undertaken in sufficient detail to achieve the aims of the evaluation exercise. In many cases an additional sondage was excavated to confirm the presence of natural deposits. Weather conditions during the majority of the trenching programme were poor, with heavy rain and wind leading to localised waterlogging.

Summary of results

Area G1

- 5.7 Three trenches were opened near the west end of the scheme. Trench G1/1 was located in rough grassland on the south side of the A66 opposite Thorpe Grange (at NGR NZ09241274). The trench measured 20m by 2m and was designed to identify any Roman road deposits or any continuation of the ridge and furrow-type anomalies noted by the previous geophysical survey (survey area G1C). However, no archaeological deposits were identified in the trench.
- 5.8 Trench G1/2 lay further to the east, and was again located on the south side of the A66 (at NGR NZ09421260). It measured 20m by 2m and was designed to identify any underlying Roman road deposits. Once again, no archaeological deposits were noted in the trench.
- 5.9 The third trench (G1/3) measured 8m by 3m and was located within the existing south A66 verge, just to the north-east of Thorpe Grange Cottages (at NGR NZ09541254). It was orientated north-south across an earlier, now abandoned section of the road which was thought to represent one of the former Roman road alignments. However, no evidence of archaeological activity was noted - the former road surface consisted of 0.3m depth of tarmac laid directly onto sand.

Area G7

- 5.10 Three trenches were located to the south-east of Grove House and north of the existing A66, along a revised route option to the south of the area previously investigated by geophysical survey; the positions of the trenches were randomly selected. Trench G7/2 (at NGR NZ10991136) measured 30m by 2m, trench G7/3 (at NGR NZ11061135) was 20m by 2m, and trench G7/4 (at NGR NZ11241127) measured 30m by 2m; all were within pasture fields. Once again, none of the trenches contained archaeological features.

Area G8

- 5.11 Trench G8/5 was located on the east side of the A66/Lanehead Lane junction, in a pasture field (at NGR NZ11501118). The trench measured 30m by 4m and was positioned over the anticipated course of the Roman road, as depicted on the modern Ordnance Survey maps. However, no archaeological features were identified in the trench.

6 CONCLUSIONS FROM STAGE 3 FIELDWORK

- 6.1 Overall, the results of the Stage 3 fieldwork were disappointing. The geophysical surveys failed to find any conclusive evidence for any Roman road alignments, although a weak and diffuse linear anomaly seen in geophysical survey area G8W does broadly coincide with the course of the Roman road as depicted on the modern Ordnance Survey maps. Two possible wall footings, or large stone land drains, were noted in geophysical survey area G6, together with small irregular soil-filled feature. Geophysical survey area G5E also contained some potentially prehistoric features represented by a small structure and possibly three interrupted curvilinear ditches (site A13). However, all these survey areas lie outside the revised route option and none of the anomalies were able to be tested by trial excavation. A probable field boundary and evidence of ridge and furrow cultivation was also identified in geophysical survey areas G1W and G1C (site A4).
- 6.2 The albeit limited programme of trial trenching also failed to reveal any firm evidence for Roman road alignments, beyond the existing road corridor. The absence of any flanking ditches in Trench G8/5, which was dug across the course of the road as shown on modern Ordnance Survey maps, makes it unlikely that the road could have been completely removed by agricultural activity. It is therefore concluded that Roman road levels will lie beneath the existing A66 for a large part of its length, apart from the modern realigned sections such as at Greenbrough. Recent work has shown that Roman surfaces can survive beneath modern trunk roads (Mudd 1998; Vyner 2001, 88-89), and so this part of the existing A66 has some archaeological potential.

7 ASSESSMENT OF THE EFFECTS OF THE PROPOSALS

Introduction

- 7.1 The effects of the construction and landscaping proposals, as currently proposed, on the sites and areas of cultural heritage interest identified by the completed Stage 3 fieldwork have been assessed. It should be noted that the effects resulting from off-site planting, haul routes, construction compounds or temporary construction roads have not been considered.
- 7.2 For archaeological sites and monuments, the main impacts arising from road construction are likely to be:
- 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.

7.3 For the built environment, the main impacts arising from road construction are likely to be:

- possible demolition, or loss of part of the structure or grounds of a listed building;
- increased visual intrusion;
- increases in noise, vibration and disturbance;
- severance from other linked features such as gardens, outbuildings, lodges etc;
- changes in the original landscape, townscape or garden setting of the house or building;
- loss of amenity.

The Development Proposals

Scheme description

7.4 A detailed description of the scheme is contained in Section 2 of Volume 1 of the Environmental Statement. However, the main features can be summarised as follows:

- the existing A66 would be retained for two lanes of traffic in one direction;
- a new two-lane carriageway would be constructed to the southern side of the existing carriageway, except between Grove House and Rokeby Close where the new carriageway is proposed to the north of the current alignment;
- the construction of a new bridge and associated embankments for the new eastbound carriageway over Smallways Beck;
- new, 'all-movement', at grade, staggered junction at Smallways, between Low Lane and Lanehead Lane;
- widened central reserve crossings would allow 'all-movement' access to/from Thorpe Grange and Whorlton Lane, Newsham Grange and from Browson Bank;
- access onto the A66 from Dyson Lane would be stopped up, except for non-motorised users;

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- direct accesses onto the A66 from Thorpe Grange Cottages, Sloper House, Stoney Stoops and Grove House would be stopped up, with new private means of access (PMA) providing alternative routes onto the A66;
- new bridleways parallel to the south side of the A66 between Rokeby House and Thorpe Farm, Stoney Stoops and Newsham Grange junction, and continuing onto Dyson Lane;
- new lay-bys would be provided for eastbound traffic west of Sloper House and for westbound traffic west of Stoney Stoops;
- no lighting would be provided along the improvement scheme;
- balancing ponds and a retention ditch would be provided at four locations along the route, to regulate discharge into existing watercourses.

Modifications to the proposed construction corridor

- 7.5 The archaeological information collated from the desk-top research and the subsequent Stage 3 surveys was used to help influence the alignment and design of the proposed scheme. In particular, the presence of a possible building (Site A13) and one possible alignment of the Roman road (A9) to the south and north of Grove House respectively, were contributory factors in deciding that the new carriageway should run close to the north side of the existing A66 between Grove House and Stephen Bank.

Impact of Development

- 7.6 When making an initial assessment of the impact of the proposed scheme on the known sites of cultural heritage interest, all construction works as currently proposed have been taken into account.

Grading systems

- 7.7 Using a combination of professional judgment, the Secretary of State's criteria for scheduling ancient monuments and listing buildings, and the criteria developed by English Heritage in their Monuments Protection Programme, an initial assessment of the grade of importance of each cultural heritage site or area within the proposed construction corridor can be made.
- 7.8 Guidance given in DMRB volume 11 suggests that a four tier importance grading system can be applied to archaeological sites, namely National, Regional or County, District or Local, and sites which are so badly damaged that so little now remains to justify their inclusion in a higher grade (DOT 1994, 3/1). This importance-grading scheme is also used here, although the District and Local grade is sub-divided to differentiate between sites at the lower end of the scale.
- 7.9 The importance of the built environment can be graded according to whether the structures are listed or not. The various grades for Listed Buildings are also hierarchical, Grade I buildings being of exceptional interest, Grade II* buildings being particularly important buildings of more than special interest, and Grade II buildings of special interest (DOT 1994, 9/1). In order to correlate with the archaeological grading system, and following established guidance, Grade I and II* buildings are considered to be of National Importance while Grade II buildings are considered to be of Regional or County importance.

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

Major impact: Major disturbance (i.e. more than c.75% of the area of known or estimated archaeological deposits).

Significant impact: Significant disturbance (i.e. between c.25% and c.75% of the area of known or estimated archaeological deposits).

Small-scale impact: Minor disturbance (i.e. less than c.25% of the area of known or estimated archaeological deposits).

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.

- 7.11 A combination of the impact of the proposals and the grade of importance or potential of each site can then be used to produce an assessment of overall adverse impact, defined as being substantial, moderate or slight.

Archaeological sites

- 7.12 Following the results of the Stage 3 assessments, and taking into consideration the amendments made to the proposed road improvement corridor, it can be seen that a total of ten surviving archaeological sites will be affected by the current scheme, as follows. Sites already assessed as being completely destroyed are not included here.

Site	Site name	Importance
A2	Roman burial (site of), south-west of Thorpe Grange	Regional
A3	Section of Roman road, Thorpe Grange	Regional
A4	Ridge and furrow earthworks, south of Thorpe Grange	Local
A5	Ridge and furrow earthworks and field boundaries, east of Thorpe Farm	Local
A9	Section of Roman road, Greenbrough to Stephen Bank	Regional
A11	Ridge and furrow earthworks, south-east of Newsham Grange	Local
A12	Ridge and furrow earthworks, east of Grove House	Local
A15	Section of Roman road, Stephen Bank	Regional
A16	Ridge and furrow earthworks and small quarry, south of Rokeby Close	Local
A21	Limestone quarry, adjacent to A66/New Road junction	Local

- 7.13 The greatest impacts will occur on the presumed Roman road between Greenbrough and Stephen Bank (Sites A9 and A15). As noted above, there is presently no firm evidence for its alignment to the east of Greenbrough; it may continue east in a straight line to the north of Grove House, or it may follow the old A66 route across Smallways Bridge. Either way, the creation of a local access road along the old A66 alignment to the west of Greenbrough, the re-modelling of the Lanehead Lane and Smallways junctions, and the creation of a

balancing pond and a new carriageway on the north side of the existing A66 to the east of Lanehead Lane could have implications for any underlying archaeological deposits associated with Roman road alignments. There may also be smaller scale impacts on the section of Roman road at Thorpe Grange (Site A3) associated with the remodelling of the Whorlton Lane junction and the creation of a layby on the north side of the carriageway to the east of this junction. Health and safety and other considerations meant that it was not possible to assess whether any Roman road surfaces, or any associated features such as roadside ditches, quarry pits, marking-out lines, or even milestations, survive within the existing road corridor as part of the Stage 3 investigations mentioned above.

- 7.14 There will also be limited impacts on areas of ridge and furrow earthworks, to the south of Thorpe Grange (Site A4), south-east of Newsham Grange (Site A11), east of Grove House (Site A12), and south of Rokeby Close (Site A16). These impacts result from the construction of a bridleway, local access roads, and the new carriageway. The creation of a bridleway and a water retention ditch at the west end of the scheme may also affect any additional Roman burials (Site A2), which may be present in this area. Finally, the creation of a new carriageway on the south side of the existing A66 on Stephen Bank will have some limited impact on a former limestone quarry (Site A21).
- 7.15 Based on current knowledge, the ten affected sites within the proposed road improvement corridor can be graded in terms of importance as being Regional or County (four sites) and Local (six sites). The scale of impact can be categorised as being Major (one site), Significant (two sites), and Small-scale (six sites), while overall adverse impacts can be categorised as Substantial on one site, Moderate on two sites and Slight on seven sites; the worse impacts are on the Roman burial south-west of Thorpe Grange (Site A2) and two sections of the presumed Roman road alignment between Greenbrough and Stephen Bank (Sites A9 and A15). Full details of the grades of importance, and levels and details of impact for each of the affected archaeological sites, can be found in Table 1.

Built environment

- 7.16 None of the eleven listed buildings will be directly affected by the scheme, and their settings will actually be slightly improved by the re-alignment of the A66 away from them. This matter is covered elsewhere in the Environmental Statement. No non-listed buildings will be demolished by the scheme.

8 MITIGATION MEASURES

Introduction

- 8.1 Archaeological remains survive both as upstanding earthworks or as buried features. All remains will be susceptible to damage and/or destruction as a result of ground disturbance associated with the construction of these proposals and their related landscaping or enhancement works.
- 8.2 The removal of topsoil and subsoil is likely to destroy most archaeological deposits and, even where embankments and other construction methods are used to raise the overall ground level, preparatory works often result in the destruction of any archaeological deposits which lie at shallow depths. In addition, while the burying of archaeological features beneath a development can sometimes be an accepted form of preservation *in situ*, this is not always the case and care must be taken to ensure that any significant deposits are not

subject to undue compaction and shrinkage. Some form of monitoring might be required to ensure that this does not happen.

- 8.3 Possible mitigation measures for archaeological sites have been described in the DMRB volume 11 (DOT 1993, 7/1) as:

- locate the route away from archaeological remains and their settings;
- design the scheme's vertical alignment and associated earthworks so that archaeological remains are not disturbed;
- provide for an excavation and recording of remains before the start of earth-moving;
- provide for an archaeologist to be 'on call' so that any finds during construction can be recorded.

In practice, a combination of these measures is often used.

- 8.4 Listed buildings and other elements of the built environment are, by definition, upstanding structures. In addition to demolition, they are particularly susceptible to increased visual intrusion, noise, vibration and disturbance and severance from other linked and associated features.

- 8.5 Possible mitigation measures for the built environment have been described in the DMRB volume 11 (DOT 1993, 12/1) as:

- locate the route away from historic buildings or sites. Demolition of these features should be avoided wherever possible;
- keep a route low within the natural topography to exploit any natural screening and enhance this by the use of cuttings and, in exceptional circumstances, tunnels. These measures will also help to reduce noise and vibration.
- use other landscaping techniques to integrate a scheme into its setting.

In practice, a combination of these measures is often used.

Phases of Investigation

- 8.6 It is envisaged that five separate phases of work will be required to ensure that the cultural heritage of the area covered by the proposals have been considered to an appropriate standard. The results of each phase will influence and set the parameters for the next. Phases 1 to 2 deal with the assessment and pre-construction works, phase 3 deals with the recording of archaeological deposits while construction is in progress, and phases 4 and 5 deal with the assimilation, publication and deposition of any results resulting from the previous phases. In detail, these phases comprise:

- Phase 1: Detailed evaluation. Initial and intensive fieldwalking, geophysical survey, earthwork survey, trial trenching and initial building assessment as appropriate, leading to the detailed assessment of impact and recommendations for mitigation (DMRB Stage 3).
- Phase 2: Pre-construction investigation. Detailed excavation and architectural recording in advance of construction of those sites identified

during the previous phase to be of significant archaeological or architectural importance and for which no appropriate mitigation measures can be sought.

- Phase 3: Watching brief during construction. Investigation and recording of those sites identified during the DMRB Stages 1 to 3 as not warranting prior investigation, as well as the recording of sites which may be exposed during the course of development.
- Phase 4: Post-excavation assessment. Assessment of the results of the archaeological investigations and the potential of the data for analysis leading to recommendations, timetable and costings for subsequent detailed analysis, publication, storage and deposition.
- Phase 5: Post-excavation analysis and publication. Data analysis, report preparation and publication followed by deposition of the archive and artefacts and all other materials associated with the investigations with the appropriate institution for long term storage and curation.

Archaeological Sites

- 8.7 The effects the scheme might have on the archaeological resource were considered from an early stage. In all cases, and with all other constraints and environmental factors being equal, the physical preservation of an archaeological site would be the preferred option. The archaeological excavation of deposits (preservation by record) is seen as a last resort, and would only be undertaken when all other avenues have been considered and discounted.
- 8.8 The Phase 1 detailed evaluation works described above correspond to Stage 3 of the Department of Transport's Stages of Archaeological Assessment as defined in DMRB volume 11 (DOT 1994). The majority of this work has been completed and is summarised above. The only outstanding element of this phase is a limited programme of additional trial trenching which will take place at a later date, in advance of construction.
- 8.9 The results of the Phase 1 works completed to date have helped to assess the alignment of the Roman road in relation to the existing A66. The results have also enabled specific recommendations to be made for appropriate mitigation works, both in advance of and during construction. Two approaches have been adopted, preservation in situ (ie. burying the archaeological deposits) and preservation by record (ie. full archaeological excavation and recording in advance of development).
- 8.10 The proposed mitigation measures can be defined in terms of the phases of investigation outline above. These are discussed below and the extent of the works is shown on Figures 2a to 2d. A summary of the proposed mitigation measures, from west to east, is given in Table 1.

Phase 1 Detailed evaluation works

- 8.11 Additional trial trenching will be undertaken in the areas of Thorpe Grange, to the west of Greenbrough, on the west side of the Lanehead Lane junction, and in the area of the proposed balancing pond and new carriageway at the base of Stephen Bank. This work will test for any survival of Roman road and other deposits below abandoned carriageways.

**A66 GRETA BRIDGE TO STEPHEN BANK IMPROVEMENT
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- 8.12 These additional intrusive works would not involve any disruption to existing traffic flows and, as the results may influence the scale of subsequent work, would be undertaken well in advance of construction. Should any significant deposits and features be identified, the appropriate areas would be subject to further pre-construction investigation as outlined below.

Phase 2 Pre-construction excavation and recording

- 8.13 It is proposed that Phase 2 pre-construction topographical survey would take place at three of the earthwork sites affected by the scheme, namely the areas of ridge and furrow to the south of Thorpe Grange (Site A4), east of Grove House (Site A12), and to the south of Rokeby Close (Site A16). The other areas of earthworks affected by the scheme, to the east of Thorpe Farm (Site A5) and south-east of Newsham Grange (Site A11), are severely denuded and are not considered to be worthy of recording.
- 8.14 No pre-construction excavation is currently proposed, although it is possible that any positive results from the Phase 1 trenching may lead to some being required. If so, it is envisaged that this work would be achieved by the careful stripping of the topsoil from the proposed road corridor, and then the recording and selective excavation of features and deposits that are revealed; the amount of detailed, open-area excavation is likely to be small. This work would effectively clear these areas of archaeological deposits, to allow for an uninterrupted construction programme.
- 8.15 Any extant field walls which will be affected by the scheme should be subject to a Phase 2 recording programme (not shown on Figures 2a to 2d). This work should comprise a Level 2 architectural survey as defined by the RCHME, comprising photographic and descriptive elements (RCHME 1996).
- 8.16 Finally, any items of street furniture, such as milestones or mileposts not previously identified by the desk-top and related surveys, should be recorded *in situ* and then removed to alternative and appropriate locations, if they are to be affected by the works.

Phase 3 Watching brief during construction

- 8.17 A Phase 3 watching brief would be carried out during the initial phases of construction in the remaining areas considered to be of archaeological importance or potential. This would include the area of the presumed Roman road alignment and the site of earlier Roman burials in the area of, and west of, Thorpe Grange, in the area of the proposed layby to the east of Thorpe Grange, around Smallways, and along Stephen Bank.
- 8.18 In view of the results of the Stage 3 works obtained to date, it is not proposed to undertake a standard watching brief along the rest of the scheme corridor, outside the areas noted above.

Phase 4 and 5 Post-excavation assessment, analysis and publication

- 8.19 The precise scale and scope of these phases cannot at present be determined, but the work would be commensurate with the nature and scale of any discoveries made during the preceding phases.

Built Environment

- 8.20 None of the listed buildings will be directly affected by the proposals. Mitigation measures designed to off-set the adverse visual impacts for the various listed buildings and other elements of the built environment would normally be achieved through appropriate landscaping techniques, and these have been considered elsewhere in the Environmental Statement.

9 REFERENCES

BHWP 1998a *A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey*

BHWP 1998b *A66 Greta Bridge to Dyson Lane Improvements and A66 Melsonby Crossroads to Scotch Corner Improvements: Contract and Specification for Geophysical Survey*

Casey, P J & Hoffmann, B 1998 "Rescue Excavations in the Vicus of the Fort at Greta Bridge, Co Durham, 1972-74". *Britannia* vol 29, 111-183

DOT 1994 *Design Manual for Roads and Bridges, Volume 11*

EDAS 1999 *A66 Greta Bridge to Stephen Bank Improvements and A66 Carkin Moor to Scotch Corner Improvements, County Durham and North Yorkshire: Contract and Specification for Trial Excavations*

GeoQuest Associates 1999 *Geophysical Surveys for the A66 Greta Bridge to Dyson Lane Road Improvements, County Durham and North Yorkshire*

Landmark Partnership 1998 *A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge*

Margary, I D 1973 *Roman Roads in Britain*

Mudd, A 1998 "Birdlip Quarry and Other Sites". *Current Archaeology* 159, 96-101

NAA 1997 *A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge* (unpublished NAA report 97/16)

NAA 2000 *A66 Improvements, Archaeological Trial Trenching, Greta Bridge to Stephen Bank, County Durham and North Yorkshire* (unpublished NAA report 00/20)

RCHME 1996 *Recording Historic Buildings: A Descriptive Specification*

Simpson, R 1999 *A66 Greta Bridge to Stephen Bank Improvements: Report of Test Pit Monitoring* (unpublished NAA report for EDAS)

Vyner, B 2001 *Stainmore: The Archaeology of a North Pennine Pass*. Tees Archaeology Monograph Series Vol 1

A66 GRETA BRIDGE TO STEPHEN BANK IMPROVEMENT - VOLUME 2 PART 3: CULTURAL HERITAGE

TABLE 1: IMPACT OF DEVELOPMENT AND PROPOSED MITIGATION MEASURES

Site no	Site name	Grade of site	Nature of Impact	Scale of Impact	Overall adverse Impact	Proposed Mitigation
A2	Roman burial (site of), south-west of Thorpe Grange	Regional	Disturbance involves construction of water retention ditch in verge parallel to existing carriageway, regrading of south cutting slope and construction of bridleway on south side of new slope	Major	Substantial	Phase 3 watching brief
A3	Section of Roman road, Thorpe Grange	Regional	Disturbance limited to construction of new access to Thorpe Grange, remodelling of Whorlton Lane junction, and private access road and balancing pond at Whorlton Lane. Further east, new layby on north side of existing carriageway.	Small-scale	Slight	Phase Combination of Phase 1 detailed evaluation (trial trenching) and Phase 3 watching brief
A4	Ridge and furrow earthworks, south of Thorpe Grange	Local	Construction of new bridleway and cutting requires landtake of c.30m.	Small-scale	Slight	Phase 2 pre-construction recording (earthwork survey)
A5	Ridge and furrow earthworks and field boundaries, east of Thorpe Farm	Local	Construction of private access road to Whorlton Lane affects small area of earthworks.	Small-scale	Slight	No action - earthworks not well preserved in affected area
A9	Section of Roman road, Greenbrough to Stephen Bank	Regional	Construction of new access road along former A66 alignment and some new planting west of Greenbrough. Construction of new carriageway across presumed alignment west of Smallways, and new road layout east of Smallways.	Significant	Moderate	Phase 1 detailed evaluation (trial trenching) with subsequent Phase 2/3 work as necessary
A11	Ridge and furrow earthworks, south-east of Newsham Grange	Local	Limited disturbance caused by re-alignment of local access road.	Small-scale	Slight	No action - earthworks not well preserved in affected area

A12	Ridge and furrow earthworks, east of Grove House	Local	Construction of new carriageway involves landtake of c.25m on north side of existing carriageway.	Small-scale	Slight	Phase 2 pre-construction recording (earthwork survey)
A15	Section of Roman road, Stephen Bank	Regional	Construction of local access road and re-modelling of Lanehead Lane junction. Construction of new carriageway on north side of existing A66 involves landtake of c.30m to east of Lanehead Lane, and construction of new carriageway in existing southern verge.	Significant	Moderate	Combination of Phase 1 detailed evaluation (trial trenching) and Phase 3 watching brief
A16	Ridge and furrow earthworks and small quarry, south of Rokeby Close	Local	Construction of new carriageway on north side of existing A66 involves landtake of c.30m to east of Lanehead Lane - affects ridge and furrow but part of area recently planted. New balancing pond within site.	Small-scale	Slight	Phase 1 detailed evaluation (trial trenching) on pond site. Also Phase 2 pre-construction recording (earthwork survey)
A21	Limestone quarry, adjacent to A66/New Road junction	Local	Construction of new carriageway on south side of existing A66 involves some minor disturbance.	Small-scale	Slight	Phase 2 pre-construction recording (methodology to be decided)

APPENDIX 1

CATALOGUE OF CULTURAL HERITAGE SITES

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A01 **Site Name:** Eastern vicus settlement and section of Roman road (RR 82), Greta Bridge

Location

NGR 1: NZ087132	Qualifier1: Centered	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Rokeby
OS Field No 1:	OS Field No 2:	OS Field No 3:

Concordance

SMR No: CD 1928 **NMR No:** NZ01SE34 **SAM No:** 32721/03 **LB No/Grade:**

Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Vicus; Road	Form: Excavated Find; Geophysi	Grade of site: National
Period general1: Roman	Period General2:	
Period specific: Roman	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

Excavations and geophysical survey have uncovered the site of a vicus associated with the Roman road and fort at Greta Bridge. The remains of the vicus survive on both sides of the river as a series of timber and stone buildings, linked together by areas of paving and cobbling, aligned for some 600m along both sides of the road. The majority of the buildings were divided into two parts, with a large hall fronting onto the roadside and a rear room, thought to be domestic accommodation. Several of the buildings also had a portico on the front, suggesting that this part of the building was used for commercial activity [1] [2].

The remains of the road, a large timber courtyard building, and at least eleven rectangular strip houses were uncovered on the east side of the River Greta prior to the re-alignment of the A66 through this area in the 1970s. The road survived as a cambered gravel surface 6m wide, later replaced in stone, and flanked by stone-lined drains. It is thought to be of 1st century date, but it remained an important arterial route, especially in the middle and later 3rd centuries. The timber building is thought to have been a "mutatio" or post house for the imperial mail service; it was burned down at the end of the 3rd century and its site was subsequently occupied by the vicus settlement.

Four of the eleven buildings lay on the north side of the road, and ranged from 9m to 22m long and 6m to 9m wide, while the other seven were on the south side of the road, between 8m to 21m long and 6m to 7m wide. The evidence from the pottery and coins suggest that this vicus was occupied from the mid to late 2nd century and during the 4th century. Evidence of iron working was also uncovered, thought to have been small-scale in nature and related to the production of nails and iron fittings for the buildings.

A watching brief in the area immediately to the east of the eastern vicus produced some evidence of cremation burials; the existence of burials which are normally located beyond the limit of the settlement, is thought to indicate that this is the eastern limit of the vicus [1] [2].

The eastern vicus area is scheduled as an Ancient Monument. The remains lie largely intact sealed beneath the A66 carriageway and in the fields to the north and south of the road on this side of the river. The full extent of the vicus is not yet fully understood and further remains may lie outside the scheduled area [3].

References:

- [1] Casey, P J & Hoffmann, B 1998 "Rescue Excavations in the Vicus of the Fort at Greta Bridge, Co Durham, 1972-4". *Britannia* vol 29, 111-183
 - [2] Bartlett, D & Haddon-Reece 1973 "Greta Bridge, N Yorks: Geophysical Survey". English Heritage Ancient Monuments Laboratory Report 1602
 - [3] English Heritage Scheduling Description 14.2.00
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A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Compiled by: ED 22/03/02

Last updated: ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A02 **Site Name:** Roman burial (site of), south-west of Thorpe Grange

Location

NGR 1: NZ09051295	Qualifier1: Centered	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Rokeby
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No: CD 1702	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Cist burial	Form: Excavated Find	Grade of site: Regional
Period general1: Roman	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 25/07/98	

Description:

A Roman cist burial, incorporating a large cup and ring marked boulder as a capstone, was found on the south side of the A66 during road widening operations undertaken in 1966; a second burial was also apparently discovered but not recorded. Photographs of the cist in situ suggest that it was found some 2m or more below the existing ground level, and that it was contained within a complete sandstone box. The cist is now on display in the grounds of Bowes Museum although the whereabouts of the skeleton and grave goods are unknown [1].

Site also noted by earlier A66 road improvement reports [2] [3].

The site appears to lie within the wide south verge of the existing A66, and no features could be identified [4]. These finds might suggest the presence of a roadside cemetery, possibly a continuation of the cremation burials found at the east end of the eastern Greta Bridge vicus (see Site A1). However, the burials lie some 200m to the south-east of these cremations, and so the site could represent isolated burials [5]. No change [6].

References:

- [1] County Durham SMR site 1702
 - [2] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 27 (unpublished NAA report 97/16)
 - [3] Landmark Partnership 1988 "A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge", Site 16
 - [4] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A1
 - [5] Pers comm E Dennison, EDAS
 - [6] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A03

Site Name: Section of Roman road (RR 82), Thorpe Grange

Location

NGR 1: NZ09201276

Qualifier1: Linear

Map: NZ01SE

NGR 2: NZ09501260

Qualifier2: Linear

Parish: Wycliffe with Thorpe

OS Field No 1:

OS Field No 2

OS Field No 3:

Concordance

SMR No:

NMR No:

SAM No:

LB No/Grade:

Physical Characteristics

Solid geology:

Height (AOD):

Soils:

Land use on site:

Description

Type: Road

Form: Site of

Grade of site: Regional

Period general1: Roman

Period General2:

Period specific: Unknown period

Period Specific2:

Inspected by: E Dennison

Date inspected: 25/07/98

Description:

The precise course of the Scotch Corner to Penrith Roman road (RR82) immediately to the east of the eastern vicus (see Site A1) has never been confirmed, although it is assumed to follow the course of the A66 for much of its length [1].

The County Durham SMR marks a linear feature south of Thorpe Grange, south of and parallel to the existing A66, which is presumed to represent the Roman alignment. A distinct linear ridge was seen in the fields to the west during an NAA walkover survey, which might represent the embankment of the former Roman road. Aerial photographs also revealed faint traces of ridge and furrow, parallel to adjacent field boundaries, in the field immediately to the south of Thorpe Grange [2]-[4].

The field to the south of Thorpe Grange was long grass at the time of a BHWB condition survey, and contained some faint ridge and furrow earthworks which terminated in a headland c.10m from the southern side of a narrow linear field which borders the wide A66 southern verge (see Site A04) - the feature marked on the SMR map may be this headland. The field to the west was in arable cultivation and no linear ridge could be seen [5].

No evidence for any Roman road was identified by a geophysical survey on the south side of the A66 verge opposite Thorpe Grange [6]. Similarly, no evidence for former road surfaces were revealed trial excavation trenches positioned within the narrow linear field opposite Thorpe Grange or immediately to the east of Thorpe Cottages on the south side of the existing A66 [7].

The existing A66 runs to the south of Thorpe Grange and Thorpe Farm, and the alignment of the former road, as shown on the Ordnance Survey 1st edition 6" map, runs to the north, along the front of Thorpe Grange and Thorpe Farm. This former route is now a lay-by which provides access to the farm buildings. It is possible that this alignment represents the former Roman road, and that it continues for a short distance to the south-east, on a slightly different alignment, on the north side of the existing A66, to join with another abandoned section of road at Greenbrough (see Site A09) [8]. The Ordnance Survey 1st edition 6" map suggests that the change in angle of the road coincides with the crossing of a small stream just to the west of Thorpe Grange Cottages [9].

References:

[1] Margary, I D 1973 Roman Roads in Britain, 434

[2] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 26 (unpublished NAA report 97/16)

[3] Landmark Partnership 1988 "A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge", Site 15

[4] AP AF/97/91 Run 4, frame 5413

[5] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

A2

[6] GeoQuest Associates 1999 "Geophysical Surveys for the A66 Greta Bridge to Dyson Lane Road Improvements" (survey areas G1W & G1C)

[7] NAA 2000 "A66 Improvements, Archaeological Trial Trenching, Greta Bridge to Stephen Bank" (trenches G1/1, G1/2 & G1/3)

[8] E Dennison, EDAS, site visit

[9] OS 1857 6" map sheet 13

Compiled by: ED 22/03/02

Last updated: ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A04 **Site Name:** Ridge and furrow earthworks, south of Thorpe Grange

Location

NGR 1: NZ09301265	Qualifier1: Centered	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Soild geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow	Form: Earthwork	Grade of site: Local
Period general1: Medieval	Period General2: Post medieval	
Period specific: Unknown period	Period Specific2: Unknown period	
Inspected by: E Dennison	Date inspected: 27/07/98	

Description:

Aerial photographs revealed faint traces of ridge and furrow, parallel to adjacent field boundaries, in the field immediately to the south of Thorpe Grange, on the south side of the A66 [1] [2].

The ridge and furrow can be seen as slight earthworks, c.0.2m high and c.3m wide, running down a steep slope and terminating in a headland c.10m to the south of the southern edge of a long narrow field which lies on the south side of the existing A66 verge. A field boundary shown on modern and historic maps is now abandoned, and remains as a prominent earthwork bank with some trees [3].

Geophysical survey in this area revealed ridge and furrow type anomalies, together with similar features in an arable field to the east [4]. No change in condition of earthworks [5].

References:

- [1] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 26 (unpublished NAA report 97/16)
- [2] AP AF/97/91 Run 4, frame 5413
- [3] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A2
- [4] GeoQuest Associates 1999 "Geophysical Surveys for the A66 Greta Bridge to Dyson Lane Road Improvements" (survey areas G1C & G1E)
- [5] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02

Last updated: ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A05 **Site Name:** Ridge and furrow earthworks and field boundaries, east of Thorpe Farm

Location

NGR 1: NZ09601260	Qualifier1: Centered	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow; Field bou	Form: Earthwork	Grade of site: Local
Period general1: Medieval	Period General2: Post medieval	
Period specific: Unknown period	Period Specific2: Unknown period	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

The field on the east side of the Whorlton Lane/A66 junction contains well preserved earthworks of ridge and furrow and former field boundaries. The earthworks run north-east/south-west parallel to adjacent field boundaries and are on average 0.2m high and 4m wide. The earthworks appear disturbed and less pronounced as they run towards the A66, and the south-west corner of the field is marked by a drain which runs under the A66. The area enclosed by the drain is low-lying and contains some dumped material [1].

References:

[1] E Dennison, EDAS site visit

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A06 **Site Name:** Stone Stoops Bridge (site of), west of Greenbrough

Location

NGR 1: NZ10151218	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No: NZ11SW44	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Solls:	Land use on site:

Description

Type: Road bridge	Form: Site of	Grade of site: No grade
Period general1: Post medieval	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 25/07/98	

Description:

"Stone Stoops Bridge" is named and shown on the Ordnance Survey 1st edition 6" map, to the west of Greenbrough [1]. The site was noted by NAA, but it was not included in their resulting Stage 2 assessment report, or in the subsequent environmental report [2] [3].

The bridge carried for the former alignment of the A66 road over an unnamed stream which now forms the boundary between North Yorkshire and County Durham. The stream now passes under the road through a modern concrete culvert and no evidence for any earlier structure was seen. It is likely to have been removed during the various road widening and improvement schemes [4]. No change [5].

References:

- [1] OS 1857 6" map sheet 13
 - [2] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment" (unpublished NAA report 97/16)
 - [3] Landmark Partnership 1988 "A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge"
 - [4] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A3
 - [5] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A07 **Site Name:** Stone Stoops House (site of), east of Greenbrough

Location

NGR 1: NZ10161219	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No: NZ11SW45	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: House	Form: Site of	Grade of site: No grade
Period general1: Post medieval	Period General2:	
Period specific: 19th century	Period Specific2:	
Inspected by: E Dennison	Date inspected: 25/07/98	

Description:

"Stone Stoops House" is named and shown on the Ordnance Survey 1st edition 6" map, to the west of Greenbrough on the south side of the A66 [1]. The site was noted by NAA, but it was not included in their resulting Stage 2 assessment report, or in the subsequent environmental report [2] [3].

The area formerly occupied by the house is now on the grass verge on the north side of the existing re-aligned A66. No evidence for any remains were visible, and it is likely that the site was destroyed by the widening and road improvements. There are some agricultural structures on the south side of the present road, but these are all modern and not connected with the original house [4]. No change [5].

References:

- [1] OS 1857 6" map sheet 13
 - [2] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment" (unpublished NAA report 97/16)
 - [3] Landmark Partnership 1988 "A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge"
 - [4] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A3
 - [5] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A08 **Site Name:** Ridge and furrow earthworks (site of), west of Greenbrough

Location

NGR 1: NZ10201200	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow	Form: Site of	Grade of site: No grade
Period general1: Medieval	Period General2: Post medieval	
Period specific: Unknown period	Period Specific2: Unknown period	
Inspected by: E Dennison	Date inspected: 25/07/98	

Description:

The RCHME record narrow ridge and furrow shown on aerial photographs in the fields to the west of Greenbrough. The site was noted by NAA but it was not included within their Stage 2 assessment report, and it did not appear in the subsequent environmental report [1] [2].

The field was in arable cultivation at the time of the BHWB condition survey, and no earthworks were visible. Adjacent field boundaries had also been removed [3]. No change - earthworks ploughed out [4].

References:

[1] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment" (unpublished NAA report 97/16)

[2] Landmark Partnership 1988 "A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge"

[3] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A5

[4] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A09 **Site Name:** Section of Roman road (RR82), Greenbrough to Stephen Bank

Location

NGR 1: NZ10181219	Qualifier1: Linear	Map: NZ11SW
NGR 2: NZ11501115	Qualifier2: Linear	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Road	Form: Site of	Grade of site: Regional
Period general1: Roman	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 25/07/98	

Description:

The precise alignment of the Roman road in this area has never been confirmed. It is possible that it followed the original line of the A66 road, as shown on the 1st edition 6" map, past Greenbrough and along the south side of Newsham Grange to Smallways, where it crossed the Smallways Beck; Margary suggests this kinked alignment is due to the fact that the road needed to find a suitable crossing point of the beck, presumably in the area of the existing Smallways Bridge [1] [2]. However, the modern Ordnance Survey maps depict a "Roman Road (course of)" running south-east in a straight line from a kink in the road at Greenbrough, around the north side of Newsham Grange and extending to the bottom of Stephen Bank [3]. Site mentioned in earlier reports [4] [5].

The section of former road to the north-west of Greenbrough is probably represented by a partially metalled track which provides access to the houses and fields, and which was formerly the main alignment. However, a slight depression between this track and the existing A66 runs from the stream east through overgrown ground. This depression becomes increasingly deeper and at its east end near Greenbrough House it is well below the older and present A66 alignments. Another linear depression can be seen in a pasture field just to the east of Greenbrough House, defined by a bank c.3m wide and c.0.5m high. Beyond Newsham Grange, the alignment continues as a farm and field access track before rejoining the main A66 road which is slightly higher at this point. Dense vegetation in the area around Greenbrough Barn West meant that it was not possible to inspect a "Roman culvert" reported to NYCC Highways Department by the landowner [6].

Little surface evidence for the OS-defined alignment around the north side of Newsham Grange can be seen. The pasture field to the west of the farm slopes to the north, and there is no sign of any earthwork terrace which would have been needed to accommodate the Roman road. Little can also be seen in the fields to the south-east, although a close inspection was not carried out [7]. A geophysical survey at the east end of the OS-defined alignment, in the field on the west side of Lanehead Lane, did reveal a very weak and diffuse magnetic lineation which may represent the ploughed-down remains of the Roman road. However, adjacent trial trenching proved negative (see Site A15) [8].

References:

- [1] Margary, I D 1973 Roman Roads in Britain, 434
- [2] OS 1857 6" map sheet 13
- [3] OS 1979 1:10,000 map sheet NZ11SW
- [4] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 25 (unpublished NAA report 97/16)
- [5] Landmark Partnership 1988 "A66 Environmental Assessment: Stage 2 Dyson Lane to Greta Bridge", Site 14

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

[6] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A4

[7] E Dennison, EDAS, site visit

[8] GeoQuest Associates 1999 "Geophysical Surveys for the A66 Greta Bridge to Dyson Lane Road Improvements" (survey area G8W)

Compiled by: ED 22/03/02

Last updated: ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A10 **Site Name:** Milestone (site of), Newsham Grange

Location

NGR 1: NZ01581181	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No: NZ11SW43	SAM No:	LB No/Grade:
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Physical Characteristics

Soild geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Milestone	Form: Site of	Grade of site: No grade
Period general1: Post medieval	Period General2:	
Period specific: 19th century	Period Specific2:	
Inspected by: E Dennison	Date inspected: 20/03/02	

Description:

A milestone is depicted on the OS 1857 6" map at Newsham Grange, labelled "Catterick Bridge 12m, Greta Bridge 2" [1]. The stone is shown on the south side of the A66, on its former alignment. There is no sign of the stone, it having presumably been removed during recent road widening and improvement schemes [2].

References:

[1] OS 1857 6" map sheet 24
[2] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A11 **Site Name:** Ridge and furrow earthworks, south-east of Newsham Grange

Location

NGR 1: NZ10801160	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow	Form: Earthwork	Grade of site: Local
Period general1: Medieval	Period General2: Post medieval	
Period specific: Unknown period	Period Specific2: Unknown period	
Inspected by: E Dennison	Date inspected: 25/07/98	

Description:

Aerial photographs reveal faint traces of ridge and furrow earthworks with an north-east/south-west alignment, parallel to existing field boundaries, in the field to the south-east of Newsham Grange. No features could be seen at the time of the BHWB Condition Survey, the field being long grass [1] [2].

Very faint, non-surveyable earthworks are visible in a pasture field, with ridges only 0.1m high and of indeterminate width. The field to the south-east is in arable cultivation and no earthworks are visible [3].

References:

[1] BHWB 1998 "A66 Greta Bridge to Dyson Lane Improvements: Archaeological Condition Survey", Site A6

[2] AP AF/97/91 Run 3, frame 5391

[3] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A12 **Site Name:** Ridge and furrow earthworks, east of Grove House

Location

NGR 1: NZ10951145	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow; Field bou	Form: Earthwork	Grade of site: Local
Period general1: Medieval	Period General2: Post medieval	
Period specific1: Unknown period	Period Specific2: Unknown period	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

There are ridge and furrow earthworks in pasture fields to the east of Grove House. The ridges are c.0.2m high and 3-4m wide and are aligned parallel to adjacent field boundaries. Once section of boundary has been abandoned, leaving an earthwork bank with some trees [1].

References:

[1] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A13 **Site Name:** Possible building and other features (geophysical anomalies), south of Grove House

Location

NGR 1: NZ10931135	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Building	Form: Geophysical	Grade of site: Local
Period general1: Post medieval	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

A geophysical survey of this area revealed two arcuate positive magnetic anomalies - both are weak and one appears to be fragmentary, but they may indicate the presence of ditch remains. Also two perpendicular negative magnetic lineations near the north corner of the survey area - these reflect materials in the soil with a low magnetic susceptibility and could represent stone wall footings of a former building [1]. A possible small structure is shown in this general area on the OS 1857 6" map [2]. Nothing visible in an arable field [3].

References:

- [1] GeoQuest Associates 1999 "Geophysical Surveys for the A66 Greta Bridge to Dyson Lane Road Improvements" (survey area G5E)
 - [2] OS 1857 6" map sheet 24
 - [3] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A14 **Site Name:** Ridge and furrow earthworks, south-east of Dyson House

Location

NGR 1: NZ10901115	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow	Form: Earthwork	Grade of site: Local
Period general1: Medieval	Period General2: Post medieval	
Period specific: Unknown period	Period Specific2: Unknown period	
Inspected by:	Date inspected:	

Description:

NAA note that a field to the south-east of Dyson House contains ridge and furrow, which is probably aligned east-west [1]. Site not visited [2].

References:

- [1] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 24 (unpublished NAA report 97/16)
[2] Pers comm, E Dennison, EDAS
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A15 **Site Name:** Section of Roman road (RR82), Stephen Bank

Location

NGR 1: NZ11501115	Qualifier1: Linear	Map: NZ11SW
NGR 2: NZ12601050	Qualifier2: Linear	Parish: Hutton Magna; Dalton
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Road	Form: Site of	Grade of site: Regional
Period general1: Roman	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by: E Dennison	Date inspected: 20/03/02	

Description:

The precise alignment of the Roman road in this area has never been confirmed, although it is almost certain that it followed the original line of the A66 road, as shown on the 1st edition 6" map from Smallways and the Smallways Beck crossing point, up Stephen Bank [1]. However, the modern Ordnance Survey maps depict a "Roman Road (course of)" joining the bottom of Stephen Bank from the north-west [2]. Site also mentioned by NAA [3].

A trial trench through the projected alignment as depicted on the Ordnance Survey maps just to the east of the Lanehead Lane/A66 junction revealed no features, including no sign of any flanking ditches which makes it unlikely that the road could have been completely removed [4].

There are earthworks in pasture fields on the north side of the existing A66 to the east of Lanehead Lane which might suggest a road alignment, and it is possible that the road underlies now abandoned sections of the former A66, or lies under the northern part of the road. There is also some rubble just to the north of an former bridge which carried an earlier alignment of the A66 over a small stream in recently planted woodland, on the north side of the existing A66 bridge [5].

References:

- [1] Margary, I D 1973 Roman Roads in Britain, 434
 - [2] OS 1979 1:10,000 map sheet NZ11SW
 - [3] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 21 (unpublished NAA report 97/16)
 - [4] NAA 2000 "A66 Improvements, Archaeological Trial Trenching, Greta Bridge to Stephen Bank" (trench G8/5)
 - [5] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A16 **Site Name:** Ridge and furrow earthworks and small quarry, south of Rokeby Close

Location

NGR 1: NZ11751110

Qualifier1: Centered

Map: NZ11SW

NGR 2:

Qualifier2:

Parish: Hutton Magna

OS Field No 1:

OS Field No 2

OS Field No 3:

Concordance

SMR No:

NMR No:

SAM No:

LB No/Grade:

Physical Characteristics

Soild geology:

Height (AOD):

Soils:

Land use on site:

Description

Type: Ridge and furrow; Quarry

Form: Earthwork

Grade of site: Local

Period general1: Medieval

Period General2: Post medieval

Period specific: Unknown period

Period Specific2: Unknown period

Inspected by: E Dennison

Date inspected: 20/03/02

Description:

NAA note that a field to the south of Rokeby Close contains ridge and furrow and a small quarry pit [1]. The ridge and furrow is aligned north-east/south-west, parallel to adjacent field boundaries. It is generally degraded, with the ridges c.0.2m high and up to 4m wide. The south-east corner of the field also contains what appear to be drainage ditches on the same alignment. There has been some recent tree planting in the lower part of the field, adjacent to the A66, which covers the ridge and furrow and the possible course of the Roman road (see Site A15). The quarry was not inspected in detail, but lies towards the centre of the north side of the field, cut into the natural slope of the hillside [2].

References:

[1] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 22 (unpublished NAA report 97/16)

[2] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02

Last updated: ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A17 **Site Name:** Ridge and furrow earthworks, south of Rokeby Close

Location

NGR 1: NZ11681098	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Dalton
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Ridge and furrow	Form: Earthwork	Grade of site: Local
Period general1: Medieval	Period General2: Post medieval	
Period specific: Unknown period	Period Specific2: Unknown period	
Inspected by:	Date inspected:	

Description:

NAA note that a field on the south side of the existing A66, south of Rokeby Close, contains ridge and furrow earthworks [1]. Site not visited [2].

References:

- [1] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 23 (unpublished NAA report 97/16)
[2] Pers comm E Dennison, EDAS
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A18 **Site Name:** Milestone (site of), south of Rokeby Close

Location

NGR 1: NZ11831098	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Hutton Magna
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Milestone	Form: Site of	Grade of site: No grade
Period general1: Post medieval	Period General2:	
Period specific: 19th century	Period Specific2:	
Inspected by: E Dennison	Date inspected: 20/03/02	

Description:

A milestone is depicted on the OS 1857 6" map south of Rokeby Close, labelled "Catterick Bridge 11m, Greta Bridge 3" [1]. The stone is shown on the north side of the A66, on part of the route which is now abandoned. There is no sign of the stone, it having presumably been removed during recent road widening and improvement schemes. The scheme drawings suggest it might be located on the south side of the existing A66, but it could not be located at the time of the site visits [2].

References:

- [1] OS 1857 6" map sheet 24
 - [2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A19 **Site Name:** Possible enclosure (cropmarks), east of Rokeby Close

Location

NGR 1: NZ12001110	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Hutton Magna
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Enclosure	Form: Cropmark	Grade of site: District
Period general1: Prehistoric	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by:	Date Inspected:	

Description:

NAA note that a field to the east of Rokeby Close contains very indistinct cropmarks of a possible circular enclosure and linear ditch [1]. No further investigation done, and site not visited, as it lies beyond the limits of the current scheme [2].

References:

- [1] Northern Archaeological Associates 1997 "A66 Upgrading to Dual Carriageway: Area A - Scotch Corner to Greta Bridge, Stage 2 Archaeological Assessment", Site 20 (unpublished NAA report 97/16)
[2] Pers comm E Dennison, EDAS
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A20 **Site Name:** Limestone quarry (site of), south-east of Rokeby Close

Location

NGR 1: NZ11921090	Qualifier1: Approximate	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Dalton
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No: NZ11SW24	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Limestone quarry	Form: Site of	Grade of site: No grade
Period general1: Post medieval	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by:	Date Inspected:	

Description:

"Limestone quarry" printed on the Ordnance Survey 1st edition 6" map, and shown as a small circular feature on the south side of the former A66 alignment [1]. Not shown on the Ordnance Survey 1954 map [2]. The site appears to coincide with the current A66 alignment, and the quarry has presumably been destroyed by widening and road improvement schemes [3].

References:

- [1] OS 1857 6" map sheet 24
 - [2] OS 1954 1:10,000 map sheet NZ11SW
 - [3] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A21 **Site Name:** Limestone quarry, adjacent to A66/New Road junction

Location

NGR 1: NZ12151077	Qualifier1: Approximate	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Dalton
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Limestone quarry	Form: Earthwork	Grade of site: Local
Period general1: Post medieval	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

"Limestone quarry" printed on the Ordnance Survey 1st edition 6" map, and shown as a linear feature running within the south side of the former A66 alignment [1]. Also shown on the Ordnance Survey 1954 map, labelled as "Old Quarry" [2]. The site may survive on the south side of the existing A66 alignment, in rough ground - a close inspection was not carried out [3].

References:

- [1] OS 1857 6" map sheet 24
 - [2] OS 1954 1:10,000 map sheet NZ11SW
 - [3] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: A22 **Site Name:** Limestone quarry, south of A66/New Road junction

Location

NGR 1: NZ12231063	Qualifier1: Centered	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Dalton
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No: NZ11SW25	SAM No:	LB No/Grade:
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Limestone quarry	Form: Earthwork	Grade of site: Local
Period general1: Post medieval	Period General2:	
Period specific: Unknown period	Period Specific2:	
Inspected by:	Date Inspected:	

Description:

"Limestone quarry" printed on the Ordnance Survey 1st edition 6" map, and shown as a large linear feature running parallel with and to the south of the former A66 alignment [1]. Also shown on the Ordnance Survey 1954 map, labelled as "Old Quarry" [2]. The site may survive on the south side of the existing A66 alignment, in rough ground - a close inspection was not carried out [3].

References:

- [1] OS 1857 6" map sheet 24
 - [2] OS 1954 1:10,000 map sheet NZ11SW
 - [3] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B01 **Site Name:** Rokeby House, The Cottage and Gable End, east end of Greta Bridge

Location

NGR 1: NZ08881305	Qualifier1: Exact	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Rokeby
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 14/127 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: House	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2: Post medieval	
Period specific: 18th century	Period Specific2: 19th century	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

Three houses located at the east end of Greta Bridge are Grade II listed buildings, listed on 28 October 1987: "3 houses. Various C18 dates except for Rokeby House; Rokeby House added and all houses refenestrated in early C19. Square stone with tooled-and-margined lintels; Rokeby House has graduated stone roof, the other houses C20 concrete tiles. 2 storeys, 7 bays in all. 2-bay Rokeby House at left is slightly taller than the others and has a 4-panel door with 4-pane overlight; other doors renewed. 16-pane sash windows (except for one C20 bow). Old angle quoins visible in front elevation evidence 4 stages of addition to an early C18 2-bay original house. End and 4 ridge stacks. 12-pane Yorkshire sash on right return. 1 1/2-storey rear wing to Rokeby House has 3 low fixed windows, heavily barred, in chamfered surrounds. Interior: Rokeby House was Greta Bridge police station in C19. In rear wing 2 cells with original doors and vertical-sliding iron shutters" [1]. No change [2].

References:

- [1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B02 **Site Name:** Farm buildings to west of Thorpe Grange Farmhouse

Location

NGR 1: NZ09301282	Qualifier1: Exact	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 6/192 II
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Physical Characteristics

Soild geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Barn; Stables	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 18th century	Period Specific2:	
Inspected by: E Dennison	Date inspected: 20/03/02	

Description:

Farm buildings to the west of Thorpe Grange farmhouse are Grade II listed buildings, listed on 28 October 1987: "Barn and stable group, probably mid C18. Front squared-stone with tooled and margined quoins and dressings, other walls rubble; graduated stone slate roofs (except for C20 asbestos sheets on single-storey part). L-plan. South elevation 2 + 1 storeys, 1 + 3 + bays, symmetrical. Plinth. Central 1-storey stable with boarded door between renewed casements in old openings with slightly-projecting sills. Right 2-storey end pavilion with boarded double doors under segmental arch. Segmental-headed stone-surround window above, with lightly projecting sill. Pyramid roof. Similar 2-storey bay on left is in fact the end of a hip-roofed barn range; various openings on left return, slit vents to rear and on right return. Interior: Pavilion has interesting contemporary roof structure; crossed tie-beams support a central post with a block at its base carrying struts to the central principal rafter on each roof slope." [1]. No change [2].

References:

- [1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B03 **Site Name:** Coach-house range to north of Thorpe Grange Farmhouse

Location

NGR 1: NZ09331280	Qualifier1: Exact	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 6/191 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Coach house	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 18th century	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

The coach house range to the north of Thorpe Grange Farmhouse is a Grade II listed building, listed on 28 October 1987: "Coach-house to former Inn. Later C18. Coursed rubble with tooled-and-margined dressing; graduated stone slate roof. 2 storeys, 7 irregular bays. Right of centre arcade of 3 segmental arches; 12-pane Yorkshire sash inserted in blocked doorway to left. Further left an external stone stair to a boarded upper door; and a boarded ground-floor door. Various-glazed windows. Hipped roof. Included for group value. Pent sheds on north and single-storey range linking to the farmhouse are not of special interest" [1]. No change [2].

References:

- [1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87
[2] E Dennison, EDAS, site visit
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Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B04 **Site Name:** Thorpe Grange Farmhouse

Location

NGR 1: NZ09431278	Qualifier1: Exact	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 6/188 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Farmhouse	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 18th century	Period Specific2:	
Inspected by: E Dennison	Date inspected: 20/03/02	

Description:

Thorpe Grange Farmhouse is a Grade II listed building, listed on 12 January 1967: "House, formerly Inn. Late C18, reduced in size after 1944 fire. Squared stone with cut dressings; graduated stone slate roof. L-plan. 2-storeys, 3 windows. Rusticated quoins. Left fielded-panel door with 3-pane overlight in architrave with moulded frieze and cornice; right old bow windows with 8-, 12- and 8-pane sashes, beaded frieze and flat lead top. Renewed 12-pane sashes in architraves above. Coped gables on moulded kneelers; low corniced end stacks. Rear wing on right return shows 4-pane sash with renewed 12-pane sash above. Historical note: house is claimed to be the former George and New Inn, at which Charles Dickens stayed while researching "Nicholas Nickleby". C20 extension to rear and single-storey wing on west (replacing 3 bays of original house destroyed in the fire) are not of special interest" [1]. No change [2].

References:

- [1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B05 **Site Name:** Walls, railings and gatepiers to south of Thorpe Grange Farmhouse

Location

NGR 1: NZ09321278	Qualifier1: Centered	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 6/189 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Railing; Walls; Gatepiers	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 19th century	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

The walls, railings and gatepiers at the front (south) of Thorpe Grange Farmhouse are Grade II listed buildings, listed on 28 October 1987: "Garden wall, railings and gatepiers, probably early C19. Roughly-squared stone with ashlar dressings; wrought iron. Front wall has chamfered coping carrying spear-head railings with diagonally-set scroll-topped braces to every 5th bay. Monolithic square piers to central gateway and at right end. Left return shows similar gateway and flat coping ramped up at end of railed section to link with tall rear wall which joins single-storey wing of Thorpe Grange Farmhouse; similar wall and railings on right; gateway with domed monolith piers near the farmhouse. Included for group value" [1]. No change [2].

References:

- [1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B06

Site Name: Milestone, south-east of Thorpe Grange Farmhouse

Location

NGR 1: NZ09341275

Qualifier1: Exact

Map: NZ01SE

NGR 2:

Qualifier2:

Parish: Wycliffe with Thorpe

OS Field No 1:

OS Field No 2

OS Field No 3:

Concordance

SMR No:

NMR No:

SAM No:

LB No/Grade: 6/190 II

Physical Characteristics

Solid geology:

Height (AOD):

Soils:

Land use on site:

Description

Type: Milestone

Form: Extant Structure

Grade of site: Regional

Period general1: Post medieval

Period General2:

Period specific: 18th century

Period Specific2:

Inspected by: E Dennison

Date inspected: 20/03/02

Description:

A milestone adjacent to Thorpe Grange Farmhouse is a Grade II listed building, listed on 28 October 1987: "Milestone. C18. Cut sandstone, painted white with black letters. Triangular plan. Incised and painted legend Catterick-bridge 13 / Greta-bridge 1. Height 0.65 metres" [1]. No change [2].

References:

[1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87

[2] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02

Last updated: ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B07 **Site Name:** Thorpe Farmhouse and adjacent outbuildings, Thorpe Grange

Location

NGR 1: NZ09381273	Qualifier1: Exact	Map: NZ01SE
NGR 2:	Qualifier2:	Parish: Wycliffe with Thorpe
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 6/187 II*
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Farmhouse; Outbuildings	Form: Extant Structure	Grade of site: National
Period general1: Post medieval	Period General2:	
Period specific: 18th century	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

Thorpe Farmhouse and the adjacent outbuildings are a Grade II* listed building, first listed on 12 January 1967: "House and outbuildings. Mid C18, perhaps by Thomas Robinson. House tooled ashlar except for coursed rubble rear elevation, outbuildings squared stone; graduated stone slate roofs. South elevation 2 storeys, 3 bays, symmetrical. Plinth. Giant round-arched recesses enclosing central 6-panel door with 4-pane overlight in corniced architrave, and 12-pane sash windows, the lower with flat-arched lintels and the upper with segmental-arched heads; band forming imposts of arches and sills of upper windows. Hollow-chamfered eaves cornice. Hipped roof; tall stepped-and-banded lateral stacks. Set back to each side is a single-storey outbuilding, without openings; hip-ended roofs. Rear elevation shows central 6-panel door with 4-pane overlight, 16-pane ground floor sashes and 12-pane shorter sashes (one renewed) above; all openings in stone surrounds, the door with a moulded cornice. Left outbuilding shows boarded door and 16-pane sash, right outbuilding boarded double doors.

Interior: Doors of 6 fielded panels, those in rear passage with tall overlights; panelled shutters. West ground floor room has fireplace in moulded stone surround with fluted keystone, chair rail and built-in cupboard with fluted pilasters and dentil cornice. West rear room was former police lock-up; door with observation panel. Cellar with old stone wine bins. Dogleg open-string stair with 2 urn-on-vase balusters per tread, bulb-and-umbrella newel and moulded ramped handrail. Dogleg closed-string back stair with square newels and stick balusters. Roof has 4 queen-post trusses; 3 levels of purlins, with tusk tenons" [1]. No change [2].

References:

- [1] 27th List of Buildings of Special Architectural or Historic Interest, published 28.10.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B08 **Site Name:** Greenbrough House, Greenbrough

Location

NGR 1: NZ10441195	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 2/85 II
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Physical Characteristics

Soild geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Farmhouse	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 18th century	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

The house at Greenbrough is a Grade II listed building, listed on 4 February 1969: "Farmhouse, now house. Mid-late C18. Ashlar sandstone, Welsh slate roof. 2 storeys, 3 bays. Chamfered rusticated quoins. Sill bands. Ground-floor openings have raised alternatively-quoined surrounds. Central late C19 part-glazed 6-panel door below boarded overlight painted to look like fanlight. Sash windows with glazing bars, those on first floor in keyed architraves, the central first-floor opening blind and containing a painted sundial. Moulded cornice. Shaped kneeler and ashlar coping to left, roof hipped to right. Ashlar stack to left end, rendered brick stack to right/ Rear: elevation has been altered, with canted bay window and C20 extension. Right return: blocked cellar opening. North Yorkshire and Cleveland Vernacular Buildings Study Group Report No 957" [1]. No change [2].

References:

- [1] 49th List of Buildings of Special Architectural or Historic Interest, published 4.12.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B09 **Site Name:** Newsham Grange farmhouse, Newsham Grange

Location

NGR 1: NZ10611181	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 2/86 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Farmhouse	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 19th century	Period Specific2:	
Inspected by: E Dennison	Date Inspected: 20/03/02	

Description:

The farmhouse at Newsham Grange is a Grade II listed building, listed on 4 December 1987: "Farmhouse. Early-mid C19. Coursed sandstone rubble, Westmorland slate roof. T-shaped plan with small projecting staircase wing in centre of rear, 2 storeys, 4 bays. Quoins. In third bay, C20 6-panel door below 3-pane overlight in ashlar portico with Roman Doric half columns, plain frieze and pediment. Sash windows with glazing bars with ashlar projecting sills and deep lintels. Corniced stacks at ends and between first and second bays. Rear: round-arched landing window in gabled wing. Interior: doors and door-linings of 6 reeded panels with reeded architraves with corner roundels; in front room, reeded margins to ceilings and beams; dogleg staircase with bracketed strings and stick balusters" [1]. No change [2].

References:

[1] 49th List of Buildings of Special Architectural or Historic Interest, published 4.12.87
[2] E Dennison, EDAS, site visit

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B10 **Site Name:** Coach house, north of Newsham Grange

Location

NGR 1: NZ10651184	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 2/87 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Coach house	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 19th century	Period Specific2:	
Inspected by: E Dennison	Date inspected: 20/03/02	

Description:

A coach house building to the rear (north) of Newsham Grange is a Grade II listed building, listed on 4 December 1987: "Coach house, now garage and stabling. Early-mid C19. Rubble with dressed stone, stone slate roof. 1 and 2 storeys, 2:1:2 bays. Central bay of 2 storeys and gabled. In first, third and fifth bays, round-arched coach openings of dressed stone with herringbone tooling and draughted margins, the outer ones with leaved board doors, the central one with recessed lobby and 3 stable doors. Round-arched windows in second and fourth bays and in first floor of central bay, above which is a pigeoncote with holes and ledges; gable stack to front and rear. Ends of iron tie bars at corners of central bay. Included for group value" [1]. No change [2].

References:

- [1] 49th List of Buildings of Special Architectural or Historic Interest, published 4.12.87
[2] E Dennison, EDAS, site visit
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02

A66 Greta Bridge to Stephen Bank Improvement - archaeological data

Site No: B11 **Site Name:** Guide post, opposite Smallways Inn

Location

NGR 1: NZ11181115	Qualifier1: Exact	Map: NZ11SW
NGR 2:	Qualifier2:	Parish: Newsham
OS Field No 1:	OS Field No 2	OS Field No 3:

Concordance

SMR No:	NMR No:	SAM No:	LB No/Grade: 2/88 II
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Physical Characteristics

Solid geology:	Height (AOD):
Soils:	Land use on site:

Description

Type: Milepost	Form: Extant Structure	Grade of site: Regional
Period general1: Post medieval	Period General2:	
Period specific: 18th century	Period Specific2:	
Inspected by:	Date Inspected:	

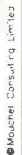
Description:

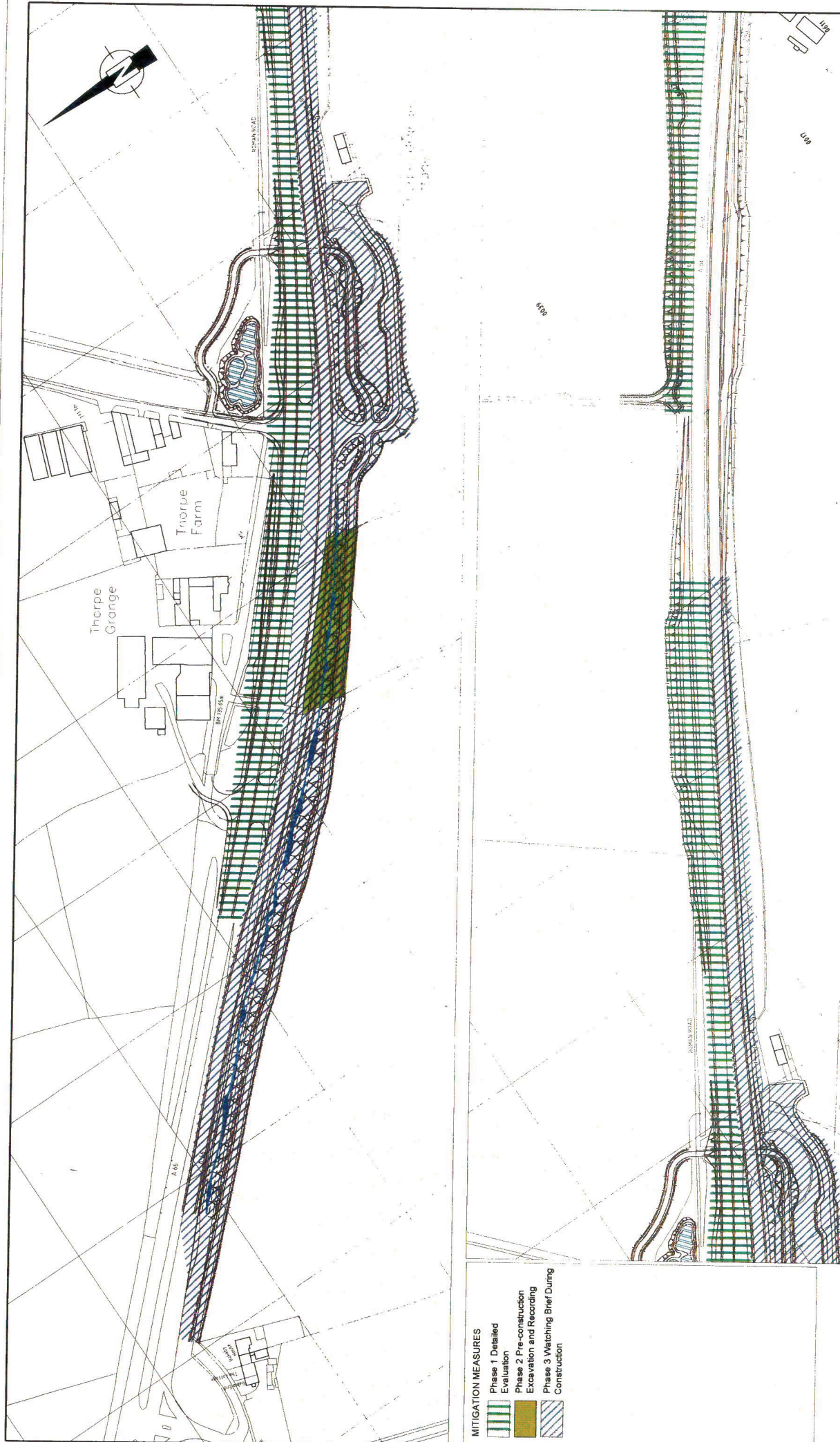
A guide post opposite the Smallways Inn is a Grade II listed building, listed on 4 December 1987: "Guide post. Dated 1774. Sandstone ashlar. Stone approximately 500mm high, square in plan, the lower corners stop-chamfered. Each side is inscribed: the north with the date "7 br 1774" (September 14th) and with a later benchmark; the east "Catte/rick/Road"; the south "Rich/mond/Road"; the west "Greta/bridge/Road". The stone has probably been moved from an island site in the middle of the road junction to its present position on the grass verge of the old road, which has been bypassed by a new stretch of road" [1]. Site not visited [2].

References:

- [1] 49th List of Buildings of Special Architectural or Historic Interest, published 4.12.87
[2] Pers comm E Dennison, EDAS
-

Compiled by: ED 22/03/02 **Last updated:** ED 30/03/02





- MITIGATION MEASURES**
- Phase 1 Detailed Evaluation
 - Phase 2 Pre-construction Excavation and Recording
 - Phase 3 Watching Brief During Construction

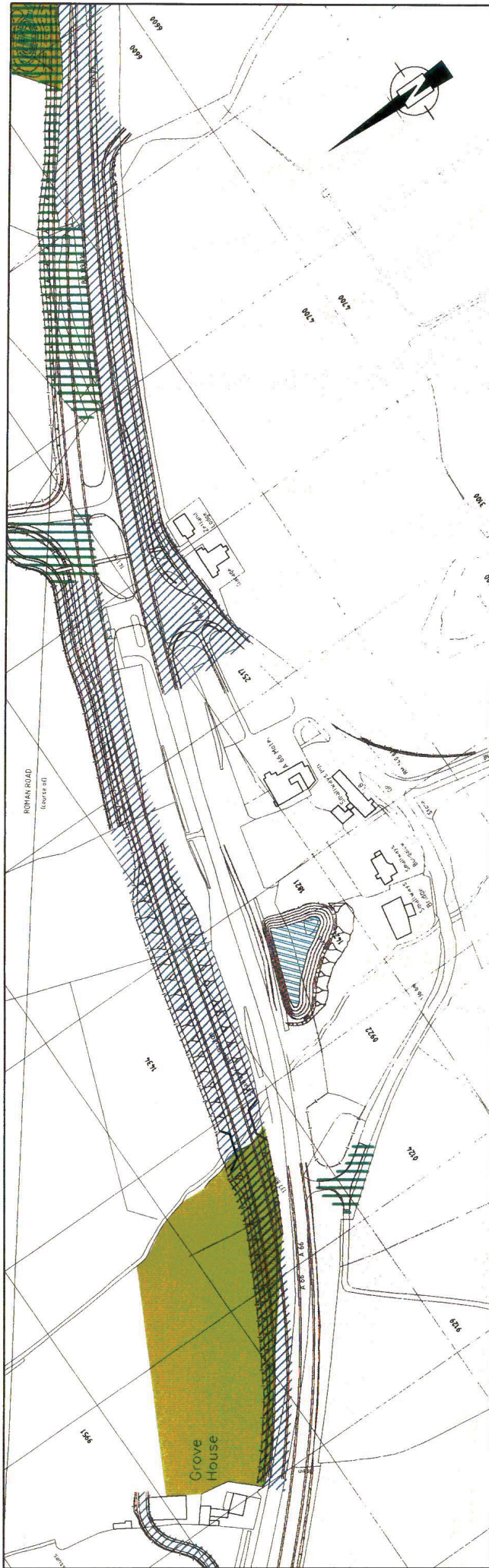
Prepared from the 'Archaeological Survey Mapping' by Mouchel North Yorkshire, 2001. The plan shows the location of the proposed road improvement scheme. The plan also shows the location of the proposed road improvement scheme. The plan also shows the location of the proposed road improvement scheme.



BOWLING GREEN
BOWLING GREEN
BOWLING GREEN

**A66 PENRITH-MIDDLESBROUGH TRUNK ROAD
GRETA BRIDGE AND STEPHEN BANK IMPROVEMENT
PROPOSED ARCHAEOLOGICAL MITIGATION
SHEET 1 OF 4**

CM	1:2500
ED	JUNE 2002
GMB	Figure 2a



- MITIGATION MEASURES**
- Phase 1 Detailed Evaluation
 - Phase 2 Pre-construction Excavation and Recording
 - Phase 3 Watching Brief During Construction

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PROJECT: A66 PENRITH-MIDDLESBROUGH TRUNK ROAD
 GRETA BRIDGE TO STEPHEN BANK IMPROVEMENT
 DRAWING TITLE: PROPOSED ARCHAEOLOGICAL MITIGATION
 SHEET 3 OF 4

DESIGN	CM
CHECKED	ED
APPROVED	GMB

ORIGINAL DATE	1:2500
DATE	JUNE 2002
DRAWING NO.	Figure 2c

