Humber Field Archaeology

Archaeological Consultants and Contractors

Archaeological Observation Investigation and Recording at Robin Hood Caravan Park Green Dyke Lane Slingsby

Planning Reference: 07/00259/MFUL
National Grid Reference: SE 7006 7470
Site Code: WB2008.002
Deposition agreed with Malton Museum

for

Mr. I. Palmer

Watching Brief Report Number: 994
February 2008

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D. Jobling, February 2008

Summary

A programme of archaeological observation, investigation and recording was undertaken by Humber Field Archaeology during groundwork associated with the construction of both static and touring caravan pitches, tent pitches and access road on land at Robin Hood Caravan Site, Green Dyke Lane, Slingsby.

Monitoring of the excavations at the site revealed a sequence of naturally occurring deposits: limestone, sands, suboil/hillwash and the topsoil. 2 features were noted cutting into the subsoil: an undated small and shallow elongated pit, and a chalk filled land drain. A single sherd of Romano-British pottery, and a fragment of 19th century roof tile were recovered from the site.

1. Introduction

This report presents the results of a programme of archaeological observation, investigation and recording undertaken by Humber Field Archaeology, on behalf of Mr. I. Palmer, during groundwork associated with construction of both static and touring caravan pitches, tent pitches and access road on land at Robin Hood Caravan Site, Green Dyke Lane, Slingsby (*Figure 1, Plate 1*).

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The proposed development site lies to the south of the existing caravan park, on the south side of Green Dyke Lane (NGR SE 7006 7470). It is bounded to the north by the remainder of Robin Hood Caravan Site, to the east by agricultural fields, to the west by a grassed field and modern housing and to the south by the west-east B1257.

2. Archaeological Background

Natural topography and geology

The land falls from around 40m OD in the south to approximately 35m OD in the north. Drift deposits of sand and gravel occupy the northern two-thirds of the site with solid limestone occupying the remainder (Harrison 2006).

Historical and archaeological features

The site lies in an important archaeological landscape adjacent to a designated Scheduled Monument (Monument No. NY1200) encompassing an area containing cropmarks interpreted as Iron Age square barrow burials and an east/west aligned double ditched trackway. Cropmarks identified during the English Heritage Howardian Hills National Mapping Programme show the trackway extending into and beyond the development area to the west.

A geophysical survey undertaken in 2006 by Archaeology Services WYAS identified linear trends that potentially indicate the continuation of the Iron Age trackway. Other linear trends aligned roughly north to south have been interpreted as possible ridge and furrow or land drainage.

3. Methodology

The work associated with this project was carried out by staff from Humber Field Archaeology (HFA), in accordance with a site-specific project design produced by HFA (Atkinson 2008).

The scheme of works comprised the supervision of the excavation of the new road which encompasses the main excavation works at the development. This was undertaken on the 11th and 12th February 2008.

Any exposed areas of subsoil and lower stratigraphic units were examined for archaeological deposits. The excavated dimensions of the foundation trenches were recorded, as were the depth sequences of any exposed stratigraphy. Where archaeological deposits/features were identified, context numbers were assigned and detailed descriptions were made, plans and sections were drawn and a photographic record was maintained.

Archaeological artefacts found during the fieldwork were bagged according to their context, and returned to Humber Field Archaeology for further specialist analysis.

4. Results

The site of the development is rectangular, orientated north-south. It covers an area measuring 94m west-east at the north, 85m west-east at the south and 225m north-south (a total of 20966m^2). Within this whole area, a percentage of it was marked out for the position of the new road.

The new road follows a reverse 'C'-shape in plan, having northern and southern west-east orientated sections (both leading to existing access at either ends at the west) with a longitudinal north-south section at the east. The total length of the new road is 355m; 88m on the northern west-east section, 188m on the eastern north-south section and 79m on the southern west-east section (*Figure 2, Plates 2, 3*).

The depth for the road excavation varied; in general the depth was deeper at the north and shallower at the south as the ground rose. The ground level at the northern start of the road was 34.20mOD, the depth at the base of the road excavation, the height dropped to 33.80mOD. The base of the road excavation remained at a level between 33.70mOD and 33.90mOD within the northern area of the development until the excavation reached the extant west-east tree boundary division (*Plate 4*). At this point, the ground level rose steadily towards the B1257. Along the north-south eastern road section, the ground level rose from 34.50mOD to 41.30m; within the road base, the height rose from 34.00mOD to 41.0mOD (*Plate 5*). The road excavation got progressively shallower towards the south, as the presence of natural stone (102) was closer to the ground surface. At the far southwestern extent of the road, the intention is to build up the ground/road level by a fair margin, so at the southern entrance, the amount of topsoil removed was negligible (approximately 0.10m), essentially becoming a programme of turf removal within that particular area. The basal layer at the reduced ground level was subsoil/hillwash deposit (105) a mid-dark orange grey

brown sand clay silt; this was sealed by the topsoil (101) dark brown friable loam viewed up to 0.20m thick. Along the west-east southern stretch of the new road, the lowermost layer visible was the topsoil (101) which extended west-east for 65m (*Plate 6*). At both the northern and southern ends of the new road, the excavation cut into the modern track deposits (103) viewed up to 0.20m thick which were sat in the track 'cut' [104] – the north-south orientated track which runs along the western boundary of the site.

A small feature was noted cutting into deposit (105) in the northern area of the north-south orientated stretch, 14m north from the west-east tree boundary which bisects the site was small, shallow elongated pit [107]. Measuring 1.80m long north-south, 0.48m wide west-east, and 0.06m (33.72mOD) deep with a shallow and concave profile, this feature was filled by (106) mid to dark grey brown clay sand silt containing moderate to frequent chalk and charcoal flecking (*Figures 2, 3A, 4 - S.1, Plate 7*). No dating evidence was present within (106).

At the southeastern corner of the road strip, the excavation (as mentioned above) progressively got shallower. In this area, west-east orientated chalk drain [113] was recorded. This feature was not fully exposed along its entire length; however, an 11.50m section was exposed in plan. The feature measured 0.60m wide and was filled by (112) small to medium chalk pieces within a fine, light brown sand silt matrix (this sans silt was barley non-existent, as if upper elements of the topsoil had filtered through the chalk drain proper (*Figures 2, 3C, Plate 8*).

The area where the trackway's suggested position is located was closely scrutinised during the road stripping. In addition, a small number of test pits (TP1-6) were excavated under archaeological supervision at the wishes of the client, Mr. I. Palmer, within the suggested vicinity of the trackway:

TP1

The basal layer exposed (111) consisted of mid yellow brown soft, but sharp, sands, viewed up to 0.10m thick (33.38mOD). This was sealed by (110) a mid to light grey blue white clay band, possibly waterlain, up to 0.02m thick (33.48mOD). Over this was (109) clean brown sand clay up to 0.50m thick (33.50mOD). In turn, (108) overlay (109) and consisted of mid to dark brown clean sands up to 0.50m thick sealed by the subsoil/hillwash deposit (105) a mid-dark orange grey brown sand clay silt (34.00mOD) (*Figures 2, 3B, 4 – S.2, Plate 9*).

TP2

The basal layer in this test pit consisted of (111) mid yellow brown soft, sharp sands viewed up to 0.50m thick (33.10mOD). This was sealed by (105) hillwash mid-dark orange grey brown sand clay silt viewed up to 1m thick (34.10mOD) (*Figures 3B, 4 – S.3*).

TP3

The basal layer in this test pit consisted of (111) mid yellow brown soft, sharp sands viewed up to 0.50m thick (33.22mOD). This was sealed by (105) hillwash mid-dark orange grey brown sand clay silt viewed up to 1m thick (34.22mOD) (*Figures 3B, 4 – S.4*).

TP4

The basal layer in this test pit consisted of (111) mid yellow brown soft, sharp sands viewed up to 0.60m thick (33.31). This was sealed by (105) hillwash mid-dark orange grey brown sand clay silt viewed up to 1m thick (34.31mOD) (*Figures 3B, 4 – S.5*).

TP5

The basal layer in this pit was (102) natural limestone, viewed up to 0.10m thick (33.70mOD). This was overlain by deposit (111) mid yellow brown soft, sharp sands viewed up to 0.40m thick (33.80mOD). This was sealed by (105) hillwash mid-dark orange grey brown sand clay silt viewed up to 0.60m thick (34.40mOD) (*Figures 3B, 4 – S.6*).

TP6

The basal layer in this pit was (102) natural limestone, viewed up to 0.10m thick (33.96mOD). This was overlain by deposit (111) mid yellow brown soft, sharp sands viewed up to 0.50m thick (34.06mOD). This was sealed by (105) hillwash mid-dark orange grey brown sand clay silt viewed up to 0.50m thick (34.56mOD) (*Figures 3B, 4 – S.7*).

A cable trench was excavated perpendicular to the southern west-east section of the road. Cutting through the topsoil (101) viewed up to 0.10m thick in this area and a very thin amount of subsoil (105) viewed up to 0.10m thick also, the basal layer viewed in the cable trench was the natural stone (102), viewed up to 0.30m thick and continuing outside the area of excavation (*Figure 2, Plate 10*).

Further excavation at the site solely concerns the removal of turf (approximately 0.05m) from the topsoil in the areas of the proposed caravan bases. These excavations are anticipated not to be undertaken for a significant amount of time, in addition, the depth of the excavations for these are minimal, and it is anticipated that the removal of the turf will have no impact on the known archaeological resource at the development and to the east where the scheduled monument is located.

At this point the current programme of monitoring at the site was concluded.

5. The Finds

A small assemblage of artefacts were recovered during the current programme of work and consisted of two material categories: pottery and ceramic building material.

The Pottery
L.M. Wastling (*pers.comm.*)

Context (105)

1 x sherd of Romano-British oxidised ware. The sherd is very abraded, with no original surfaces present. Contains abundant quartz and sand temper, occasional mica inclusions. Colouration is orange margins surrounding a buff core. Weight: 7 grams

The Ceramic Building Material
J. Tibbles (*pers.comm.*)

Context (105)

1 x sherd of 19th century rooftile.

Discussion

The pottery sherd adds to the corpus of information surrounding the current development site as it is suggestive of occupation within the area during the Romano-British period. Like the pot sherd, the 19th century rooftile is waste material: evidence of night soiling or tipping. The artefacts should be deposited with the relevant authority.

6. Discussion

The following is solely the opinion of Humber Field Archaeology, and may not reflect that of Humber Sites and Monuments Record Office, archaeological advisor to the Local Planning Authority (LPA).

The current programme of work has demonstrated a limited presence of archaeological deposits at the reduced road excavation level. This was in the form of an undated elongated shallow pit [107] cutting into the hillwash/subsoil (105) and being sealed by the topsoil (101), and a chalk-filled land drain [113] in the southern area of the site.

The test pits excavated did not appear to reveal any significant deposits which would represent the trackway running west-east at the site. The majority of the test pits revealed a sequence of increasing thicknesses of hillwash/subsoil (105) overlying the natural stone (102) or sands (111).

This is slightly unfortunate, as the previous geophysical survey (Harrison 2006) suggested the position of the trackway was potentially travelling through the site.

The excavation of the new road at the site has, therefore, not had a negative impact upon the archaeological resource within the area. Further excavations associated with caravan bases will be very shallow (approximately 0.05m); best described as turf removal. It is thought that the monitoring of these caravan bases would not be required.

7. Acknowledgements

Thanks are accorded to Mr. I Palmer for help and co-operation during the course of this project.

The work was carried out in accordance with a site-specific project design produced by HFA (Atkinson 2008).

8. References

Atkinson,D., Robin Hood Caravan Site, Green Dyke Lane, Slingsby, North Yorkshire: Project design for a programme of archaeological observation and recording. 2007

Guidelines for Finds Work The Institute of Field Archaeologists Finds Group First Draft, 1991.

Harrison, S., Land at Robin Hood Caravan Park Green Dyke Lane Slingsby North Yorkshire: Geophysical Survey, Archaeological Services WYAS Report No. 1495, 2006

Management of Archaeological Projects (MAP2), English Heritage, 1991.

North Yorkshire County Council. Written scheme of investigation for archaeological evaluation by geophysical survey. Land at Robin Hood Caravan Site, Green Dyke Lane, Slingsby, North Yorkshire. 2005.

9. Appendices

Appendix 1
Context list

(100)-Unstratified
(101)-Topsoil
(102)-Natural stone
(103)-Gravel fill of track [104]
(104)-Current trackway
(105)-Subsoil/hillwash
(106)-Fill of [107]
[107] Shallow, elongated pit cut
(108)-Layer
(109)-Layer
(110)-Layer
(111)-Layer
(112)-Fill of [113]
[113]-Chalk fill land drain cut

Appendix 2
Archive

Project Details:
Archaeological observation, investigation and recording at Robin Hood Caravan Site, Green Dyke Lane, Slingsby.

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Museum Reference or Accession Number: Deposition agreed with Malton Museum
Author D. Jobling **Date of fieldwork** 11th and 12th February 2008
Report Number. Humber Field Archaeology Watching Brief Report Number 994 February 2008

Quantity

1 x A4 ring binder contains the paper archive

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3.2 Contact Sheets
3.3 Reference Prints

4. Final Report:
Archaeological Observation, Investigation and Recording at Robin Hood Caravan Site, Green Dyke Lane, Slingsby.
Humber Field Archaeology Watching Brief Report Number 994, February 2008

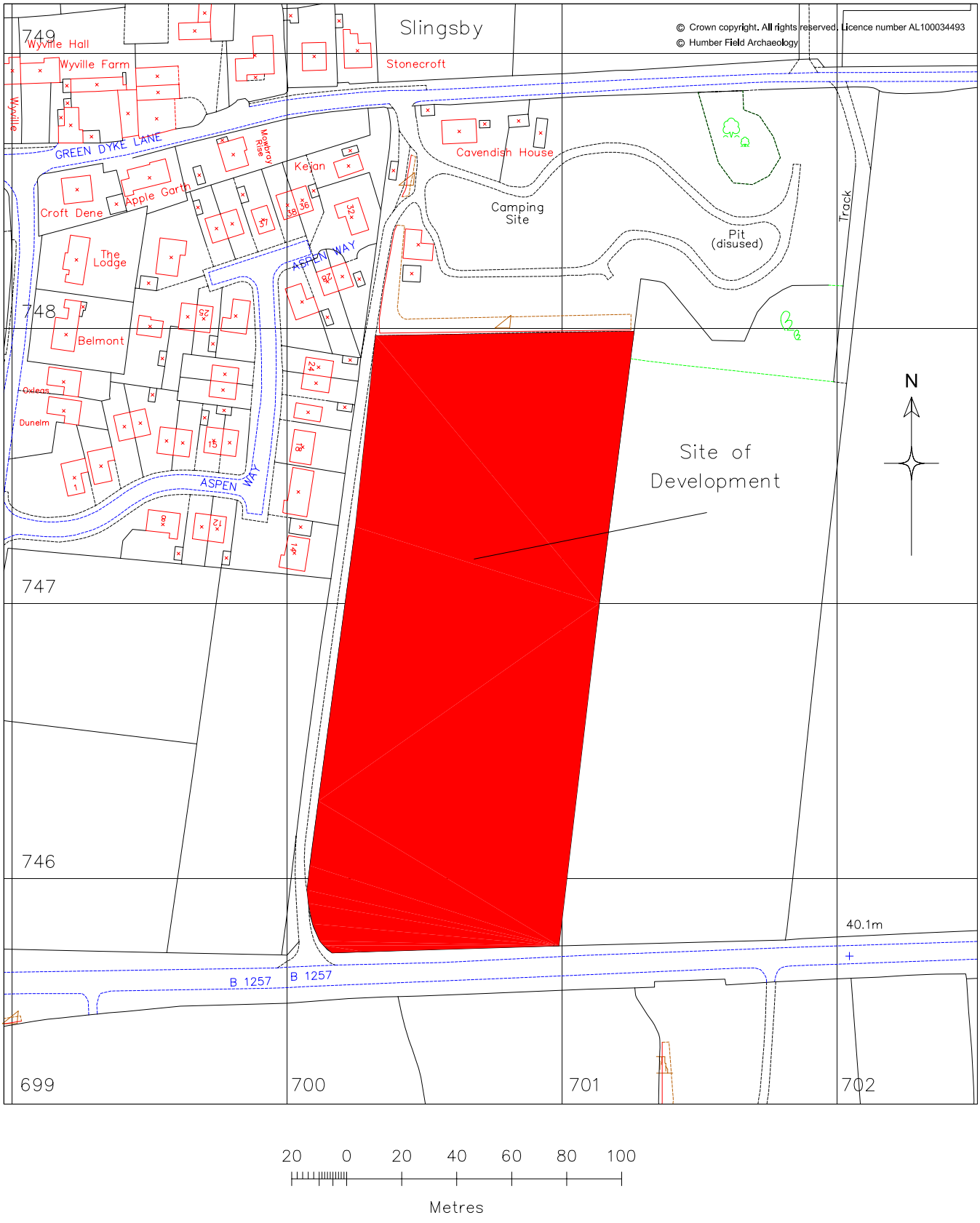

Figure 1 Site location plan.

Fig. 3A

Fig. 3B

Fig. 3C

105

105

101

103

New access road excavation

Pit (disused)

Camping Site

Cavendish House

Slingsby

Stonecroft

Kerjan

Mowbray Rise

ASPEN WAY

ASPEN WAY

DYKE LANE

Apple Garth

Wyville Farm

The Lodge

Belmont

B 1257

B 1257

N

10 0 20

Metres 1:1000

Figure 2 Site plan showing the overall ground works and main deposits exposed.

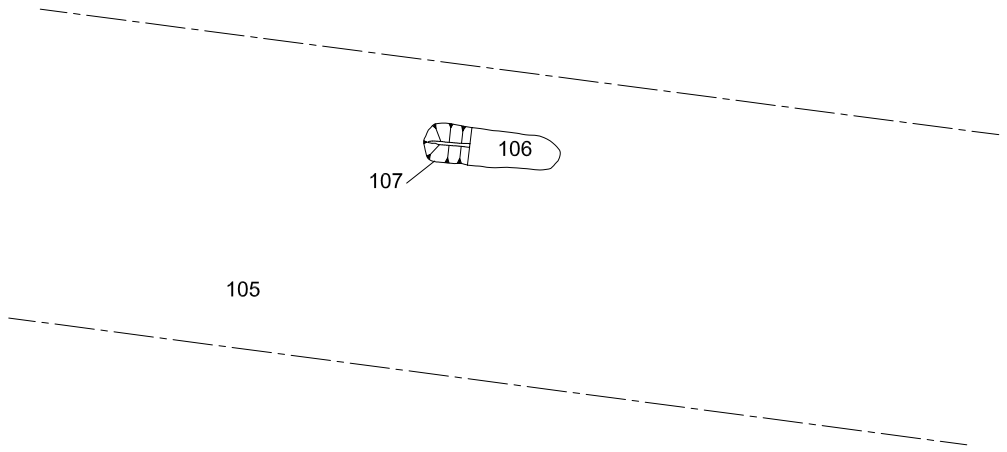

Fig. 3A

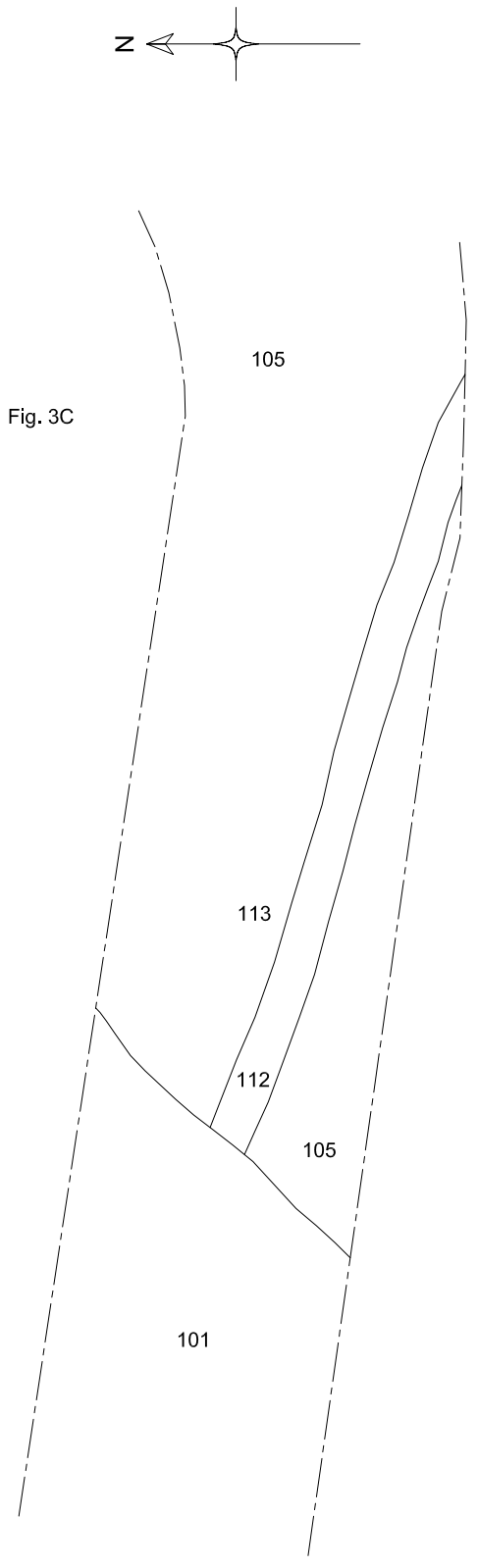

Fig. 3C

Figure 3 Detailed inset plans of deposits and excavated areas at the development site.

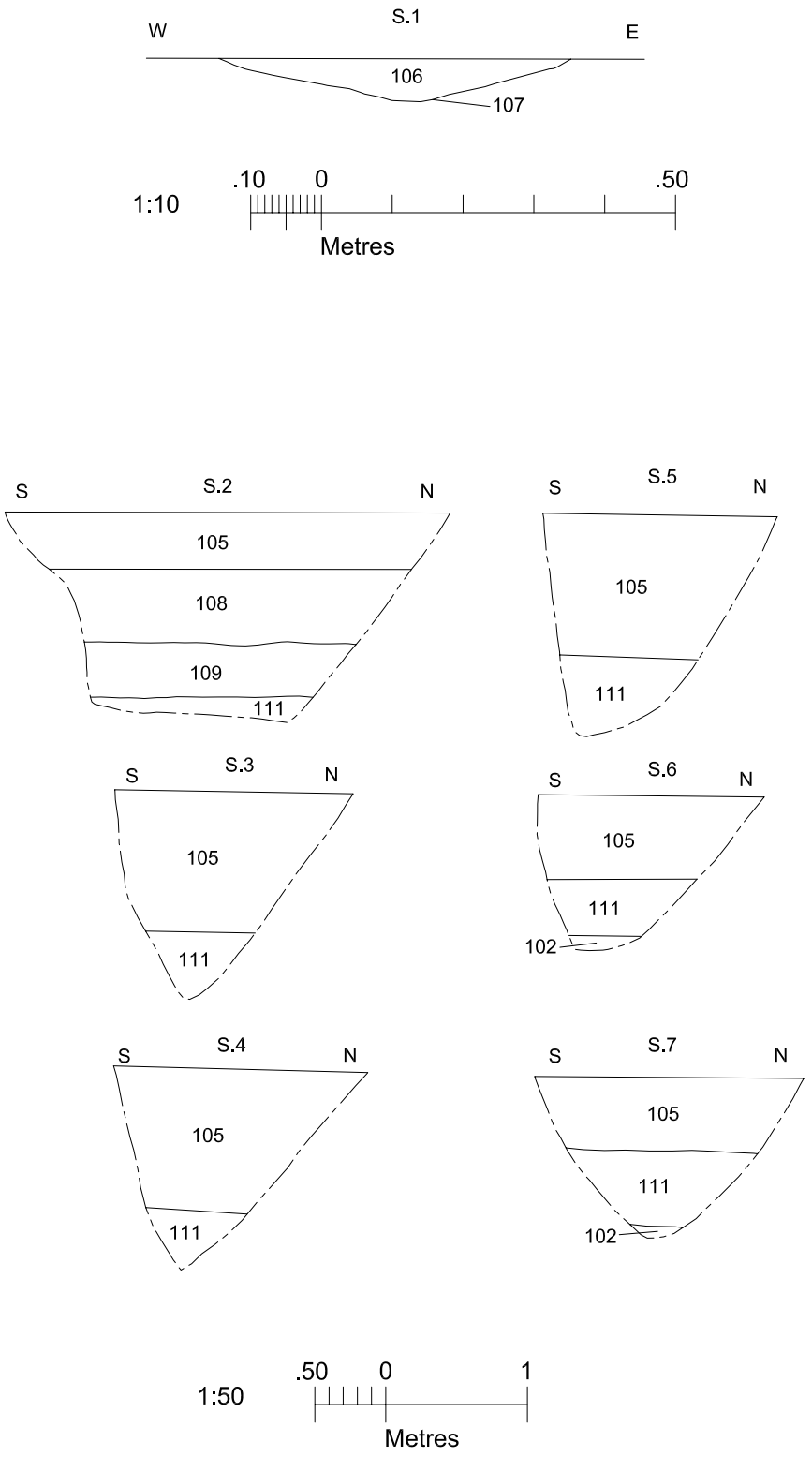

Figure 4 Recorded features and deposits in profile (scales 1:10, 1:50).

Plate 1 The site of the development, looking northwest.

Plate 2 The area marked out for the road strip in the northern area of the site, looking northwest.

Plate 3 The area marked out for the road strip in the southern area of the site, looking south.

Plate 4 The road strip underway at the north end of the site, showing hillwash/subsoil (105) underlying topsoil (101), looking west.

Plate 5 The road strip along the north-south longitudinal section, showing deposit (105) underlying deposit (101), looking north.

Plate 6 The road strip at the southwestern corner of the site, showing topsoil (101) overlying (105), looking northeast.

Plate 7 Feature [107] and associated chalk and charcoal flecked fill (106), looking southwest.

Plate 8 Showing chalk drain [113] looking west.

Plate 9 TP1 in the area of the purported position of the trackway, showing deposits (105), (108), (109) and (102) looking north.

Plate 10 Showing the excavation of a cable trench across the southern section of the road. Deposits (102) underlying (105) were noted in this section of the works. Viewed from the northeast.

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Project Management • Desk-based Assessment • Field Survey • Excavation Watching Briefs
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Humber Field Archaeology is an independently-funded part of the Humber Archaeology Partnership, a partnership serving The East Riding of Yorkshire Council and Kingston upon Hull City Council