

**AN ARCHAEOLOGICAL WATCHING BRIEF ON
THE A64 BUS STOP IMPROVEMENTS, CRAMBECK,
RYEDALE DISTRICT, NORTH YORKSHIRE**

**An Archaeological Watching Brief on the A64 Bus Stop Improvements,
Crambeck, Ryedale District, North Yorkshire**

Central National Grid Reference: SE 7349 6732

Site Code: CBK 10

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1. NON-TECHNICAL SUMMARY

- 1.1 An archaeological monitoring and recording exercise was undertaken in April and May 2010 on the A64 at the entrance to the village of Crambeck, Ryedale District, North Yorkshire. The central National Grid Reference of the site is SE 7349 6732.
- 1.2 The archaeological work was commissioned by Halcrow on behalf of A-one+ and undertaken by Pre-Construct Archaeology Limited in association with the upgrade of bus stop facilities on the A64. Crambeck lies within an archaeologically sensitive landscape at the eastern end of the Howardian Hills and above the west bank of the River Derwent. Some construction work within the upgrade scheme at Crambeck was to be undertaken within a scheduled monument that covers a Roman pottery manufacturing site. The archaeological investigation was required both by English Heritage and North Yorkshire County Council.
- 1.3 The archaeological investigation was undertaken in accordance with a Written Scheme of Investigation prepared by Halcrow. The aims were to oversee all invasive groundworks within five distinct areas at the junction of the A64 and a road serving Crambeck village and to record all archaeological features and deposits thus exposed, thereby achieving preservation by record of all significant archaeological remains.
- 1.4 Natural geological material was not reached within any of the five monitored areas.
- 1.5 A putative Roman road surface - possibly representing the York-Malton road - was encountered in Area 3, beyond the scheduled area. It was preserved *in situ* below the maximum depth of the construction groundworks. In all other areas, the earliest layer to be exposed was a developed soil of possible Roman period origin. In Area 1, within the scheduled area, this deposit produced a probable jar base in the local Crambeck ware, of late Roman date. A stony layer in Area 4 was attributed a broad post-Roman date.
- 1.6 All other archaeological remains to be recorded were attributed to the early modern or modern periods. Recorded features included a tree/shrub root bole and a modern service trench, while existing footways and recent soil horizons comprised the uppermost remains recorded at each of the five locations.

2. INTRODUCTION

2.1 General Background

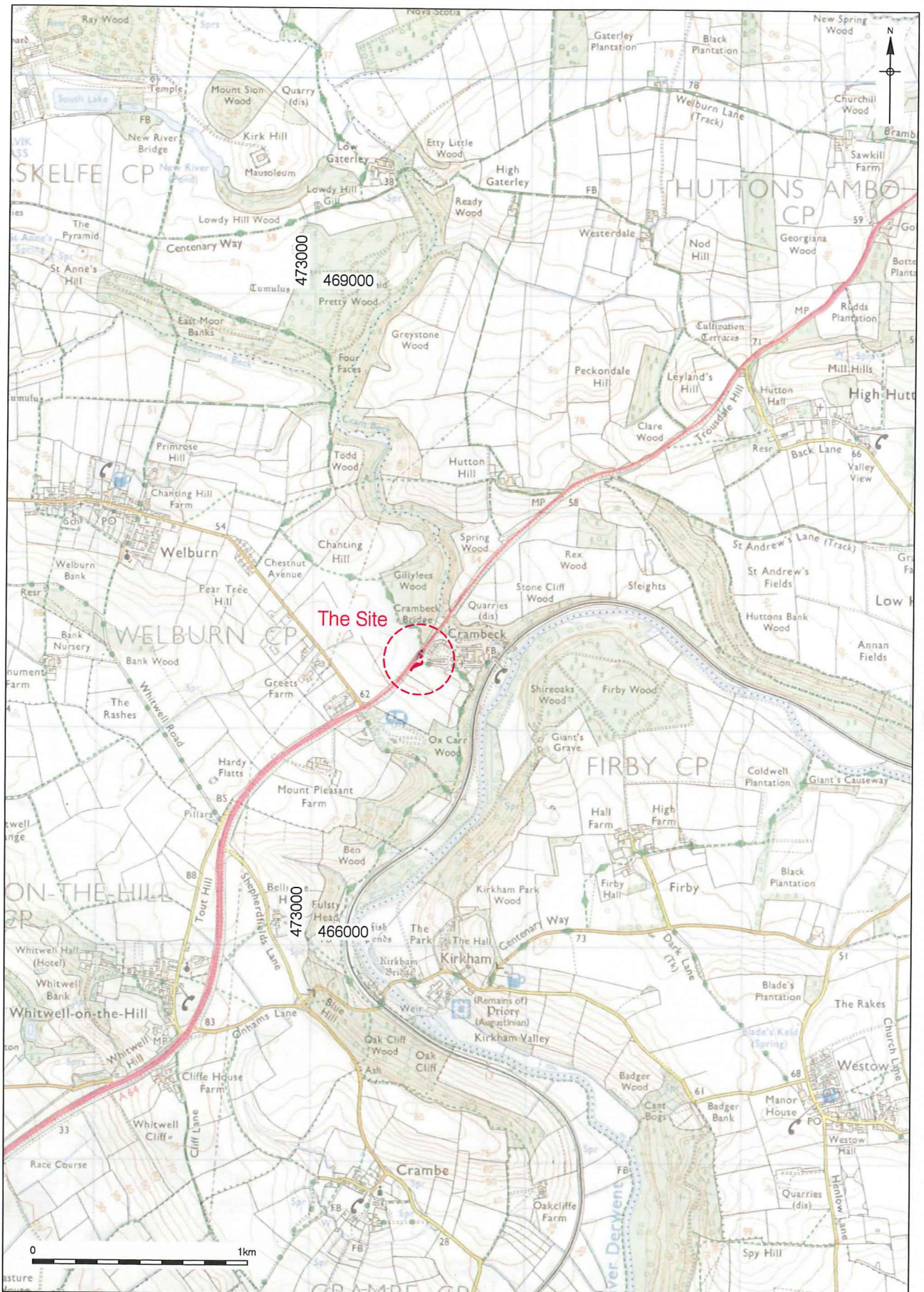
- 2.1.1 This report details the results of an archaeological monitoring and recording exercise, (hereafter 'watching brief'), undertaken 19 April - 4 May 2010 on the A64 at the village of Crambeck, North Yorkshire (Figure 1).
- 2.1.2 The watching brief was commissioned by Halcrow Group Limited (Halcrow) on behalf of A-one+ and was undertaken in association with a scheme to upgrade bus stop facilities either side of the A64 at the junction with the minor road into Crambeck. The site lies within a wider landscape of archaeological sensitivity and there were specific concerns regarding the scheme since some groundworks were to take place within the boundary of a scheduled monument that takes in a Roman pottery production site (Figure 2).
- 2.1.3 The watching brief was required both by English Heritage in order to support a scheduled monument consent (SMC) application and by the Historic Environment Team at North Yorkshire County Council. A Written Scheme of Investigation (WSI) was prepared by Halcrow in order to summarise the available archaeological information, provide a reasoned justification for the archaeological work and set out a detailed methods statement for its undertaking.¹
- 2.1.4 The broad aims of the watching brief were to oversee all invasive groundworks within the bus stop upgrade scheme and to record all archaeological features and deposits exposed during construction groundworks and thereby achieve preservation by record of all significant archaeological remains.
- 2.1.5 The archaeological project is described according to guidelines set out in *Management of Research Projects in the Historic Environment* (MoRPHE).² The WSI comprised the main product of the Initiation Stage of the project. It set out the aims and objectives of the data collection element of the Execution Stage of the project, namely the watching brief fieldwork. Other elements of the Execution Stage are: assessment of potential; dissemination; deposition of the Site Archive.
- 2.1.6 The complete Site Archive, comprising written, drawn, and photographic records, along with a small quantity of artefactual material, will be deposited at Malton Museum, Old Town Hall, Market Place, Malton, North Yorkshire, under the site code CBK 10.
- 2.1.7 The Online Access to the Index of Archaeological Investigations (OASIS) reference number is: preconst1-78098.

2.2 Site Location and Description

- 2.2.1 Crambeck is a small village within the parish of Welburn and the district of Ryedale, North Yorkshire. It lies on the east side of the SW-NE aligned A64, c. 17km north-east of York and c. 7km south-west of Malton (Figure 1). The site, centred at National Grid Reference SE 7349 6732, comprises several small areas (Areas 1-5) either side of the A64 at its junction with the minor road leading into Crambeck village (Figure 2).

¹ Halcrow Group Limited 2010.

² English Heritage 2006.



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Figure 1
Site Location
1:25,000 at A4



Figure 2
Location of Monitored Areas
1:1,250 at A3

- 2.2.2 The areas of investigation comprised the footprints of two bus shelters, as well as the routes of footways and associated features on the carriageway verges at the road junction. One bus shelter (Area 1) was situated on the south side of the junction, on the roadside of the south-westbound carriageway, this within the boundary of the scheduled monument. The other bus shelter (Area 4) was situated on the north side of the junction, on the roadside of the north-eastbound carriageway, beyond the scheduled monument.

2.3 Geology and Topography

- 2.3.1 Crambeck is located on the south-west side of the confluence of the River Derwent and its tributary, the Cram Beck, in the eastern part of the Howardian Hills (the village lies within the Howardian Hills 'Area of Outstanding Natural Beauty'),
- 2.3.2 Formed from rocks of the Middle Jurassic and Upper Jurassic, the Howardian Hills form a prominent belt of high ground, despite a maximum elevation of only c. 170m OD. In the vicinity of Crambeck, the Scarborough Formation (siliceous limestone) and Leberston Member (mudstones, ferruginous sandstones and ooidal limestones) of the Middle Jurassic Ravenscar Group form the solid geology.³ 'The Corallian ridge' forming the northern edge of the Howardian Hills has a steep scarp face that overlooks underlying Oxford Clay to the south.⁴ This clay is prevalent in the Crambeck area and was much exploited in the Roman period for pottery manufacture in the vicinity.
- 2.3.3 Along the A64 between York and Malton, the drift geology comprises a variable sequence of superficial deposits comprising mainly clay and sand overlying glacial till comprising gravelly and sandy clay.⁵
- 2.3.4 The A64 runs SW-NE through the site, running down the valley side of the Cram Beck to cross the stream on the Crambeck Road Bridge, built in 1785 but widened and strengthened in more recent times. Ground level in the south-western part of the site stands at c. 44.50m OD, with a notable fall to c. 40m OD in the north-eastern part of the site.

2.4 Planning Background

- 2.4.1 A-one+, a joint venture between Halcrow, Colas and Costain, provides engineering, transport and environmental consultancy services to the Highways Agency. The proposal by A-one+ to upgrade bus stop facilities on the A64 at Crambeck was identified as having archaeological and cultural heritage constraints. Specifically, it was established that the scheme would affect the site of a scheduled monument, 'Roman pottery kilns and associated features at Crambeck', which enjoys statutory protection under *The Ancient Monuments and Archaeological Areas Act 1979*, as amended by *The National Heritage Act 1983* and subsequent legislation.

³ Price and Ford 2009.

⁴ Wright 2009.

⁵ British Geological Survey 2003.

- 2.4.2 Accordingly, both English Heritage and the North Yorkshire County Council Heritage Team were consulted with regard to the proposal. The English Heritage Regional Inspector of Ancient Monuments determined the need for SMC in advance of the proposed scheme, as it was evident that groundworks for one of the bus shelters and associated features would directly affect the scheduled monument. A WSI for an archaeological watching brief was required to support the SMC application and Halcrow duly prepared such a document.
- 2.4.3 The County Council Heritage Team provides archaeological planning advice on behalf of Ryedale District Council. Consultation with the Development Control Archaeologist, a member of the Heritage Team, established that the proposed scheme lay within a wider landscape of archaeological sensitivity. Accordingly, the requirement for an archaeological watching brief during groundworks within the bus stop upgrade scheme was endorsed by the Heritage Team.
- 2.4.4 At a local level, planning guidance on archaeological matters is set out in the Ryedale Local Plan,⁶ Policies C13 and C14 of which are set out below:

Policy C13 - Archaeological investigation of sites. *Where development proposals affect sites of lesser or potential archaeological importance, the District Council may request desk-top assessment or field evaluation as part of a planning application, to provide adequate assessment of the nature, extent, and importance of the remains present and the degree to which the development is likely to affect them. Where physical preservation in situ within development proposals is not possible or justified, the District Council in granting planning permission will require the implementation of a program of archaeological investigation, recording and publication as part of the development scheme.*

Policy C14 - Ancient Monuments and archaeological sites. *The District Council will seek to ensure that Ancient Monuments and other important archaeological sites are protected by exercising a presumption in favour of:-*

- ***The physical preservation of nationally important archaeological remains and their settings, whether scheduled or not, and against development adversely affecting such sites;***
- ***The physical preservation of archaeological remains in situ within development proposals for other important sites.***

2.5 Archaeological and Historical Background

Much of the information below is taken from the aforementioned WSI prepared by Halcrow – for which a study area of radius 1km around the site was examined - along with the English Heritage scheduled monument record entry for the Roman pottery production site at Crambeck. The writing and research of those involved is fully acknowledged. The WSI should be consulted for full details, including North Yorkshire Historic Environment Record Numbers.

- 2.5.1 There are some indications of prehistoric activity in the wider area, in the form of Bronze Age round barrows, including two to the west of Crambeck in the vicinity of the village of Welburn, and a flint scatter.

⁶ Available at: <http://www.imagine-ryedale.org.uk/localplan>

- 2.5.2 The extreme southernmost portion of the site lies within the scheduled monument 'Roman pottery kilns and associated features at Crambeck' (National Monument No. 29515). This monument includes extensive buried remains of a Roman pottery manufacturing complex. The area of the monument is bounded to the east by the cliff of the River Derwent, to the west by the A64, which is located on or alongside the line of the Roman road from York to Malton, and to the north by the minor road running into Crambeck village (Figure 2). The schedule includes the fields and paddocks that abut the road corridor, but excludes all fences, gates, walls and also all hard standing surfaces of roads, car parks and tennis courts.
- 2.5.3 Crambeck was first identified as a major Roman site during construction of Crambeck School in the mid 19th century. This work revealed the remains of six pottery kilns, with a correspondingly large amount of pottery being unearthed. Since then, various investigations have revealed a complex pattern of small enclosures, separated by boundary ditches within which the remains of kilns survive. At least seven kilns have been identified, and it is known that the complex also included clay dumps, fuel stores, drying areas, stores, workshops and possibly accommodation for the workforce.
- 2.5.4 Approximately 60m south-west of the monument, in an area now quarried away, four kilns were excavated in 1928. A further two kilns situated c. 700m to the south-west were excavated in 1936. The 1928 excavations and subsequent examination of the quarry workings also revealed the corner of a building and the remains of ditches now known to extend across the scheduled area. These ditches were dated to the 2nd century AD and are interpreted as part of an early Roman field system that was reused as enclosure boundaries for the later potteries.
- 2.5.5 Two cist burials were also revealed during the 1928 excavations, with one of the graves cutting through an earlier kiln. Further cist burials were uncovered during the 19th century near to kilns adjacent to the road through Crambeck. These burials were all of a similar nature and are post-Roman in date having been interred after the pottery site had been abandoned.
- 2.5.6 One further feature of note within the scheduled area is that of a hollow way or sunken road alongside the course of the modern road. It lies within the south-eastern corner of the monument and comprises a 6m wide terrace with a low external bank.
- 2.5.7 The potteries at Crambeck lie at the centre of a wider pottery production area, as evidenced by further kiln sites at Crambe, c. 2km to the south, and at Norton, c. 7km to the north-east. The Crambeck industry started production towards the very end of the 3rd century AD and by the late 4th and early 5th centuries had become a major supplier throughout northern England. Crambeck pottery was coarse greyware (unglazed) and most of the production was for kitchenware – particularly jars with two small handles and mortaria. The industry maintained this dominant position until the end of the Roman period when it rapidly fell into decline.
- 2.5.8 The Crambeck area is also notable for evidence of former limestone quarrying, this likely from the Roman period onwards.
- 2.5.9 The ruins of Kirkham Priory, founded in the 1120s, are situated above the Derwent, on its eastern bank, c. 1.5km south of the site. Castle Howard estate, a Registered Historic Park and Garden, lies c. 3km to the north-west of the site.

2.6 Aims and Objectives

2.6.1 In broad terms, the aim of the watching brief was to maintain an archaeological presence during all invasive groundworks, both prior to and during construction, associated with the scheme, irrespective of whether such works were conducted within the scheduled area or not.

2.6.2 Specifically, the watching brief was to cover:

- any ground investigation, for example to establish ground conditions and intrusive testing for services, on site prior to construction;
- all ground breaking/re-grading associated with construction of the new bus shelters, either side of the A64; such work was to mainly comprise excavation of foundation trenches/pads for the two bus shelter structures, re-grading for footways and dropped kerbs and posthole/pit excavations for signage and fences/railings;
- anything else that comprised ground breaking activity within and outside the scheduled monument.

2.6.3 By recording the nature and extent of all archaeological remains thus exposed, the aim was to preserve by record all significant archaeology. Furthermore, by inputting the results of the watching brief into an archaeological report, the conditions of the SMC would thereby be achieved.

2.6.4 In academic terms, the site specific research objectives were as follows:

- to shed any further light on the extent and nature of the buried archaeology within the scheduled monument designation;
- to shed any light on the nature of the York-Malton Roman road and associated features;
- to inform the local and regional research cycle with regard to the presence or absence of Romano-British activity.

3. ARCHAEOLOGICAL METHODOLOGY

3.1 Fieldwork

- 3.1.1 The watching brief was undertaken 19 April - 4 May 2010. All work was undertaken between the hours of 7pm and 3am.
- 3.1.2 All fieldwork was undertaken in accordance with the relevant standard and guidance document of the Institute for Archaeologists (IfA).⁷ PCA is an IfA-Registered Organisation. The watching brief was also undertaken in accordance with the WSI prepared by Halcrow, which was required to support the SMC application for the scheme.
- 3.1.3 The programme of work involved both machine and hand excavation of foundation trenches for the bus shelter structures, both machine and hand excavation for postholes/pits for new signage and machine re-grading for footpaths and dropped kerbs. All such work was monitored by the attendant archaeologist. Machine excavation was undertaken using a c. 5-ton tracked excavator, with a 'grab lorry' used for the removal of waste material.
- 3.1.4 Five distinct areas were monitored (Figure 2):
- Area 1 was the southernmost area, located on the south side of the road junction and within the north-western extent of the scheduled monument. This area – at c. 490m² the largest of the five to be monitored - took in the new bus shelter on the roadside of the south-westbound carriageway and a new footway across a grass verge to serve the shelter.
 - Area 2 was located at the A64 road junction, on the north side of the road into Crambeck village and outside the scheduled monument. This area – c. 22m² in size - took in new signage on a grass verge.
 - Area 3 was located along the south-westbound carriageway of the A64, on the north side of the road junction and outside the scheduled monument. This area – c. 20m² in size - took in new dropped kerbs on the roadside.
 - Area 4 was located along the north-eastbound carriageway of the A64, opposite Area 3 and outside the scheduled monument. This area – c. 27m² in size - took in a new dropped kerb on the roadside, along with a sign foundation pit.
 - Area 5 was located along the north-eastbound carriageway of the A64, to the north of Area 4 and outside the scheduled monument. This area – c. 7.5m² in size - took in the new bus shelter on the roadside of the north-eastbound carriageway.
- 3.1.5 In Area 1 the bus shelter foundation had dimensions of 5.0m NE-SW by 2.0m NW-SE and was excavated to a depth of 0.30m below existing ground level. In the same area, the corridor for a new footway was generally c. 2.20m wide. In Area 5, the bus shelter foundation measured 4.30m NE-SW by 1.75m NW-SE and was excavated to a maximum depth of 0.40m below existing ground level. Other excavations in all areas extended between 0.22m and 0.40m below existing ground level, with the exception of signage foundation pits, which reached maximum depths of c. 0.65m below the existing ground surface.

⁷ IfA 2001.

3.1.6 Exposures were recorded both in plan and section. All archaeological features and deposits were recorded on the PCA *pro forma* 'Context Recording Sheet'. Relevant scale drawings were made, as appropriate. A photographic record of the investigation was compiled using digital photography.

3.2 Post-excavation

3.2.1 The stratigraphic data for the project is represented by the written, drawn and photographic records. A total of 17 contexts were identified during the fieldwork (Appendices A and B). Post-excavation work involved checking and collating site records. A written summary of the archaeological sequence was then compiled, as described below in Section 4.

3.2.2 The artefactual material recovered from the site comprised one large sherd of pottery representing a Roman jar base, and one fragment of likely 19th century brick. The material was cleaned, marked, conserved, bagged, packaged, boxed and stored as appropriate and in accordance with recognised guidelines.⁸ The Roman pottery was examined by a specialist from Tyne and Wear Museums to provide a basic assessment and a statement of potential for further analysis.

3.2.3 No bulk samples for biological remains were collected during the watching brief.

3.2.4 In preparing the Site Archive for ultimate deposition, all relevant standards and guidelines documents referenced in the Archaeological Archives Forum guidelines document *Archaeological Archives. A guide to best practice in creation, compilation transfer and curation*⁹ will be adhered to, in particular *Standard and guidance for the creation, compilation, transfer and deposition of archaeological archives*¹⁰ and *Guidelines for the preparation of excavation archives for long term storage*.¹¹

3.2.5 The complete Site Archive, in this case comprising written, drawn and photographic records (including all material generated electronically during post-excavation), along with the aforementioned Roman pottery, will be packaged for long-term curation. The brick fragment is not recommended for retention. The depositional requirements of the receiving body, in this case the Malton Museum, will be met in full.

⁸ UKIC 1983; Watkinson and Neal 2001.

⁹ Brown 2007.

¹⁰ IfA forthcoming.

¹¹ Walker 1990.

4. RESULTS: THE ARCHAEOLOGICAL SEQUENCE

4.1 Phase 1: Roman?

- 4.1.1 The earliest deposit to be revealed in Area 3 was what appeared to be a layer, [9], comprising compact medium-sized angular sandstone fragments (Figure 4; Plate 1). It was exposed across an area of only 0.68m by 0.43m within the base of a later, hand-excavated feature ([8]) at a depth of c. 0.50m below existing ground level and continued below the overlying deposit, layer [14], in all directions. No artefactual material was recovered from the deposit, which based on its composition and stratigraphic position is tentatively interpreted as the uppermost surviving surface of the Roman road between York and Malton. As overall ground reduction in Area 3 did not reach the depth of this putative surface it was preserved *in situ*.
- 4.1.2 The basal deposit exposed in Areas 1, 2, 4 and 5 was a layer, [3], comprising soft, light brownish red sandy silt, at least 0.25m thick (Figures 3 and 5; Plates 2 and 4). One base sherd of Roman pottery was recovered from this deposit in Area 1 during machine excavation of the new footpath corridor (Figure 3; Plate 3). This sherd - in Crambeck reduced ware – is of late 3rd to early 5th century date.¹² The deposit is interpreted as a developed soil of possible Roman origin, although signs of later disturbance were noted within the deposit.
- 4.1.3 The basal deposit across the full extent of Area 3 (with the exception of within the base of aforementioned feature [8]) was layer [14], very similar in composition to layer [3], but with a more mixed mottled brownish appearance, possibly due to root disturbance at this location, and c. 0.25m thick. It is interpreted as a developed soil of possible Roman origin, almost certainly disturbed during subsequent archaeological eras.

4.2 Phase 2: Undated

- 4.2.1 Excavation of the foundation pit for a sign at the north-eastern limit of Area 4 exposed a layer, [12], of compact, mid orange brown clayey sandy silt with frequent medium and large angular sandstone fragments throughout (Figure 5; Plate 5). Overlying layer [3], it had a maximum recorded thickness of 0.42m, where it continued below the limit of excavation to the north-west. No artefactual material was recovered from the deposit so its period of origin remains unproven. It is tentatively interpreted as a dump layer of post-Roman origin.

¹² Comment by Alexandra Croom, Tyne and Wear Museums.

The item from the watching brief is a base sherd of a large closed vessel in Crambeck reduced ware (National Fabric Reference Collection code: CRAM RE). The vessel is most likely to be a countersunk lug-handled jar as this was the most common form of jar produced in this ware, but it is impossible to be certain. Various examples of lug-handled jars found in the bottom of wells indicate that this type of vessel was often used to collect water. It is not a waster, as there is no extreme discolouration or distortion, but it may well have been a second. The surface finish is not typical as the exterior has been left unburnished and the surface colour is slightly brownish rather than grey (as visible where the sherd is chipped). This ware dates from the late 3rd to the early 5th century.

4.3 Phase 3: Modern

- 4.3.1 In Area 3, the aforementioned feature, [8], exposed cutting into layer [14], measured c. 1.50m NE-SW by c. 0.90m NW-SE, although its edge to the north-east was very poorly defined. It was filled by firm, mid orange brown sandy silt, [7], with lenses of gravel throughout. The feature was c. 0.25m deep, below the general level of ground reduction in Area 3. Its edges were not easily defined in general and excavation revealed evidence of heavy root action, with fill [7] appearing to run into the surrounding layer, [14], in places. A sherd of modern glass was observed within fill [7]. The feature is interpreted as a tree/shrub root bole of probable modern origin.
- 4.3.2 A SW-NE aligned linear service trench, [10], cut through root bole [8] in the north-west part of Area 3, running parallel to the line of the existing road kerb (Figure 4). It was c. 0.50m wide but was not examined further due to the live service within it. It was filled with light brownish orange sandy silt, [15].
- 4.3.3 Machine excavation of the corridor for the new footway in Area 1 revealed a layer of loose, mid brownish grey sandy silt and gravel, [2] (Figure 3). This appeared, overlying layer [3] towards the south-western extent of the footway corridor and was observed in plan for a distance of c. 6.50m. Its maximum recorded thickness was 0.18m. The deposit produced part of an unfrogged red brick of likely 19th century date and is interpreted as a dump layer of early modern or modern origin.
- 4.3.4 A recent, former topsoil, [16], was recorded in all five areas of investigation (e.g. Figure 5). It comprised firm mid reddish brown sandy silt with occasional fine angular and sub-angular stones and had an average thickness of 0.15m. Identical in composition to the existing topsoil, [1], this layer had, however, been cut through to insert footways, whereas the existing topsoil overlay these surfaces in places.
- 4.3.5 Structural elements of existing footways were assigned context numbers on a site-wide basis. Construction cuts, [17], were recorded for each footway, the most substantial of which housed kerbs, these on average 0.20m deep, below the road surface of the A64. Concrete kerbstones, [5], were contained within these cuts, bonded with cement, [13]. This material was generally c. 0.20m wide alongside the kerbstones, although in places it extended to c. 0.40m wide. In Area 4 the existing kerb had a concrete foundation, [11], more than 0.40m wide.
- 4.3.6 In Areas 1, 2 and 3, a crushed stone sub-base layer, [6], had been dumped prior to the surface treatment of tarmac, [4], along existing footways. Existing surface tarmac had an average thickness of 0.10m.
- 4.3.7 Existing topsoil, [1], had an average thickness of 0.12m (Figure 5). This material had accumulated following construction of existing footways.

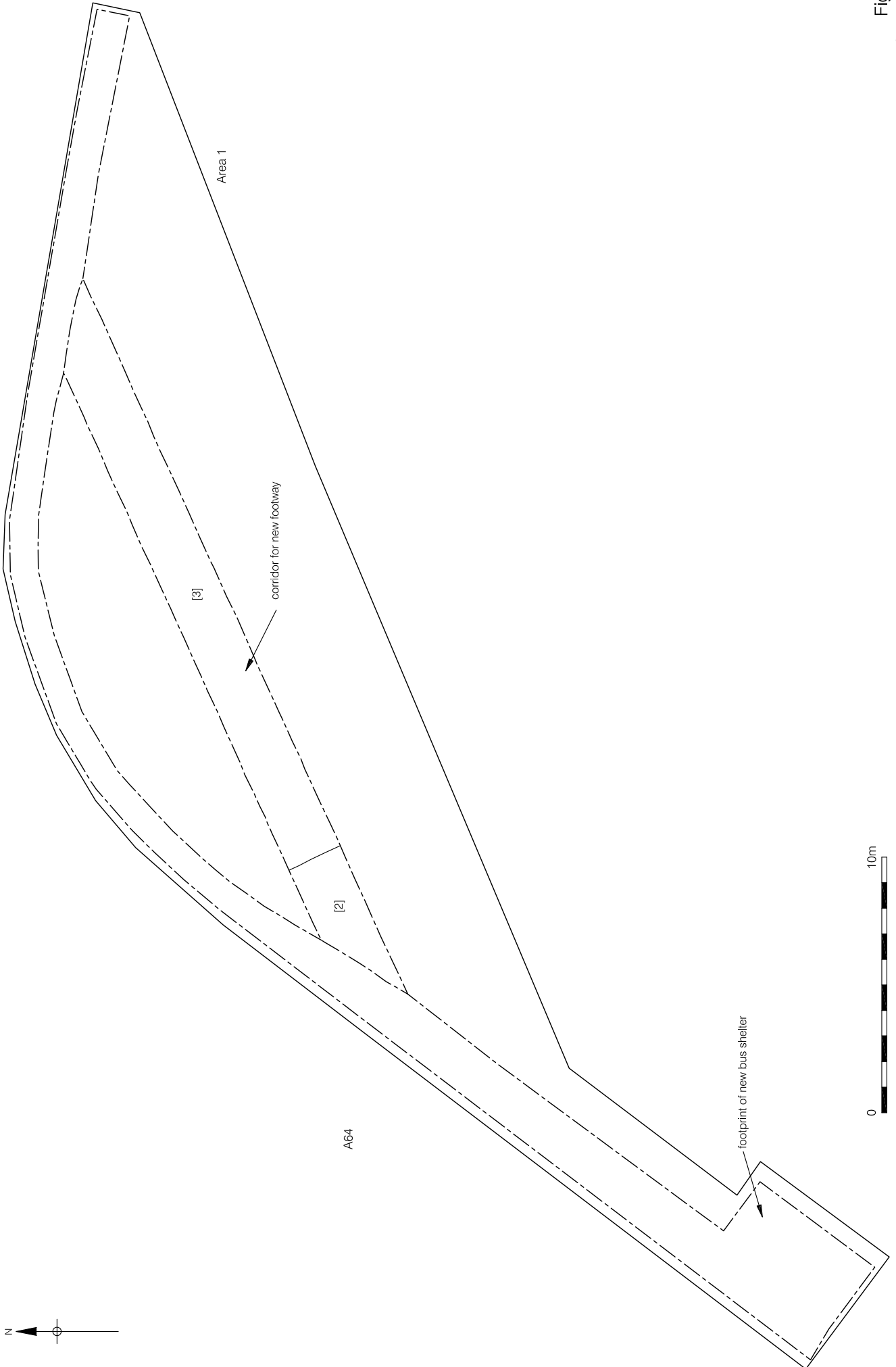
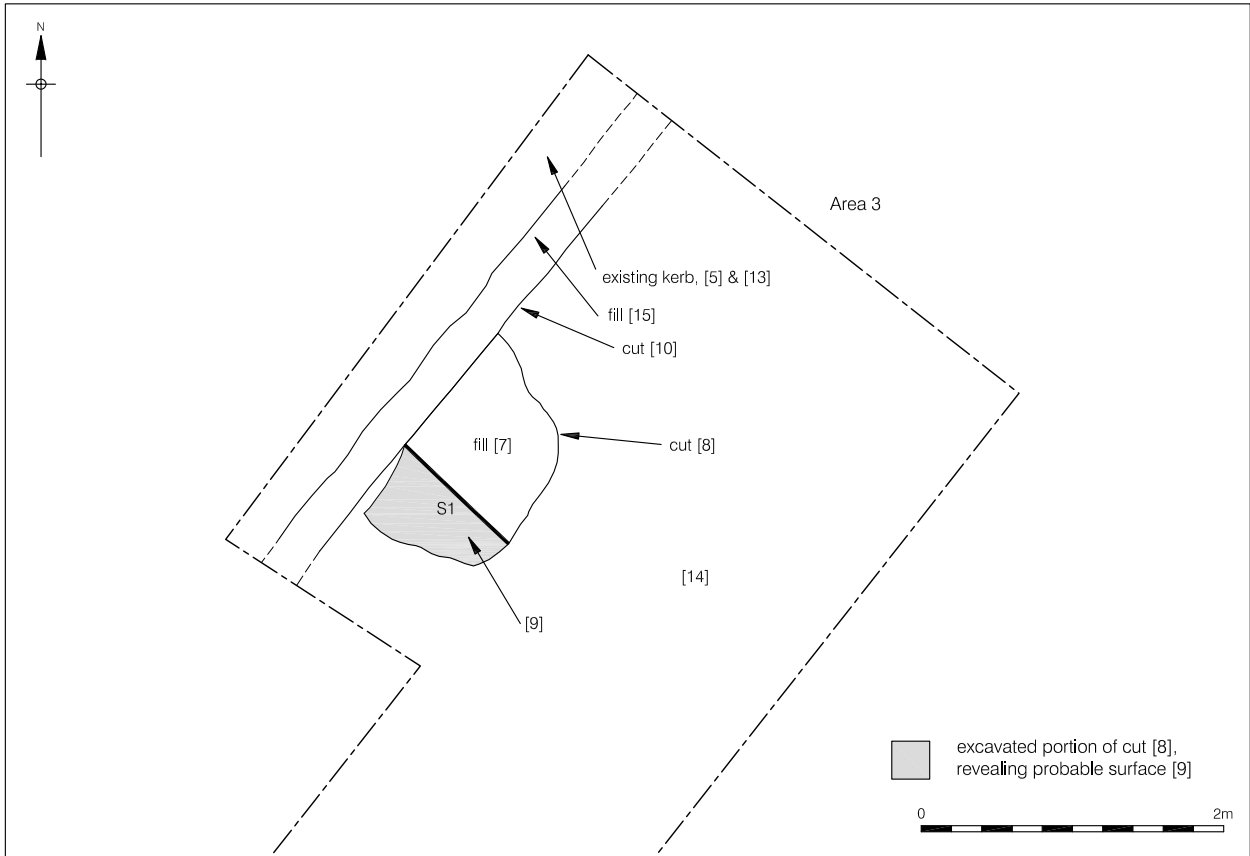
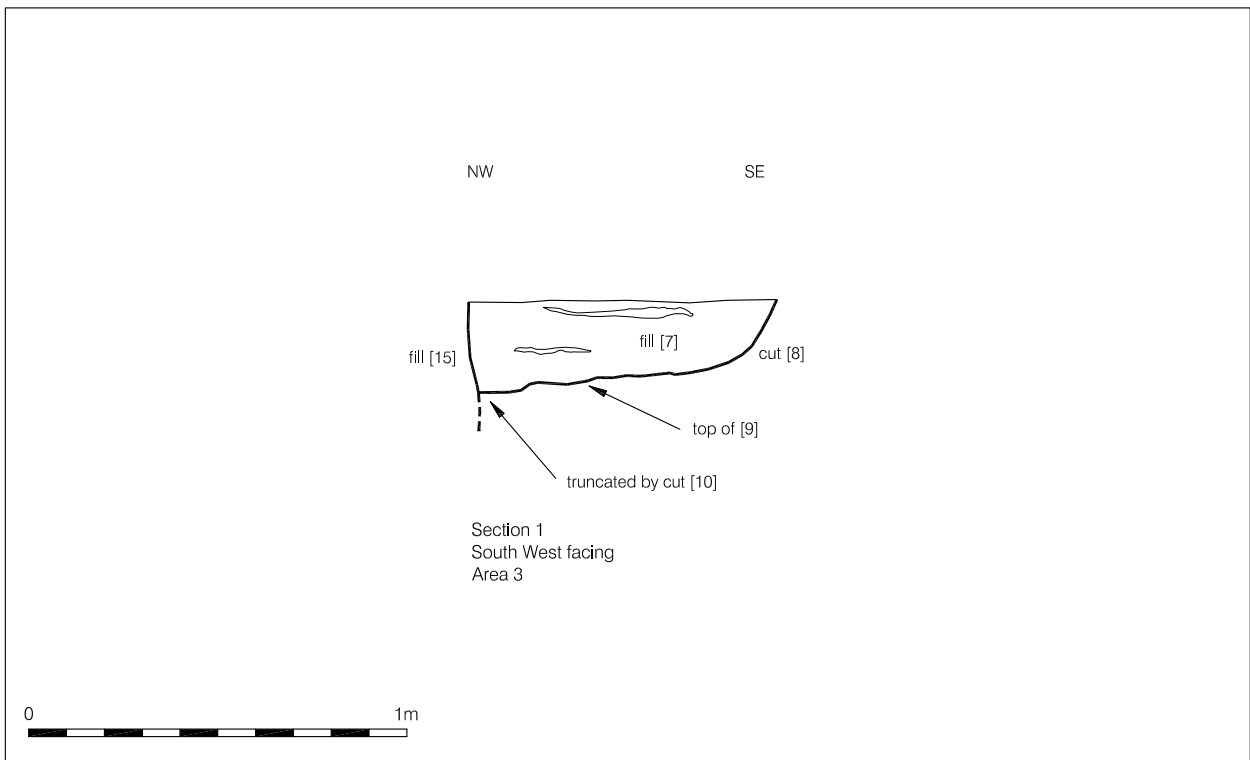


Figure 3
Area 1, Plan
1:200 at A4

0 10m
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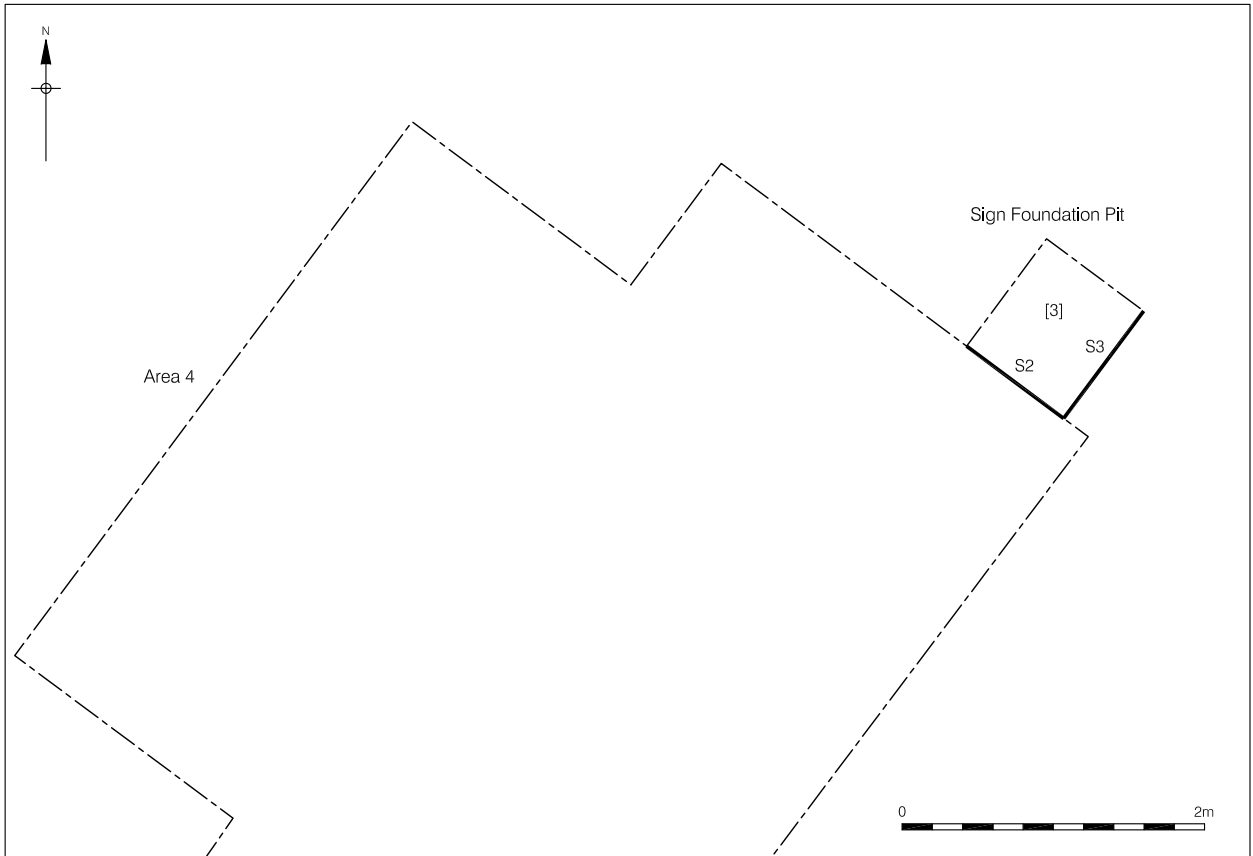
Plan of features within Area 3
1:50 at A4



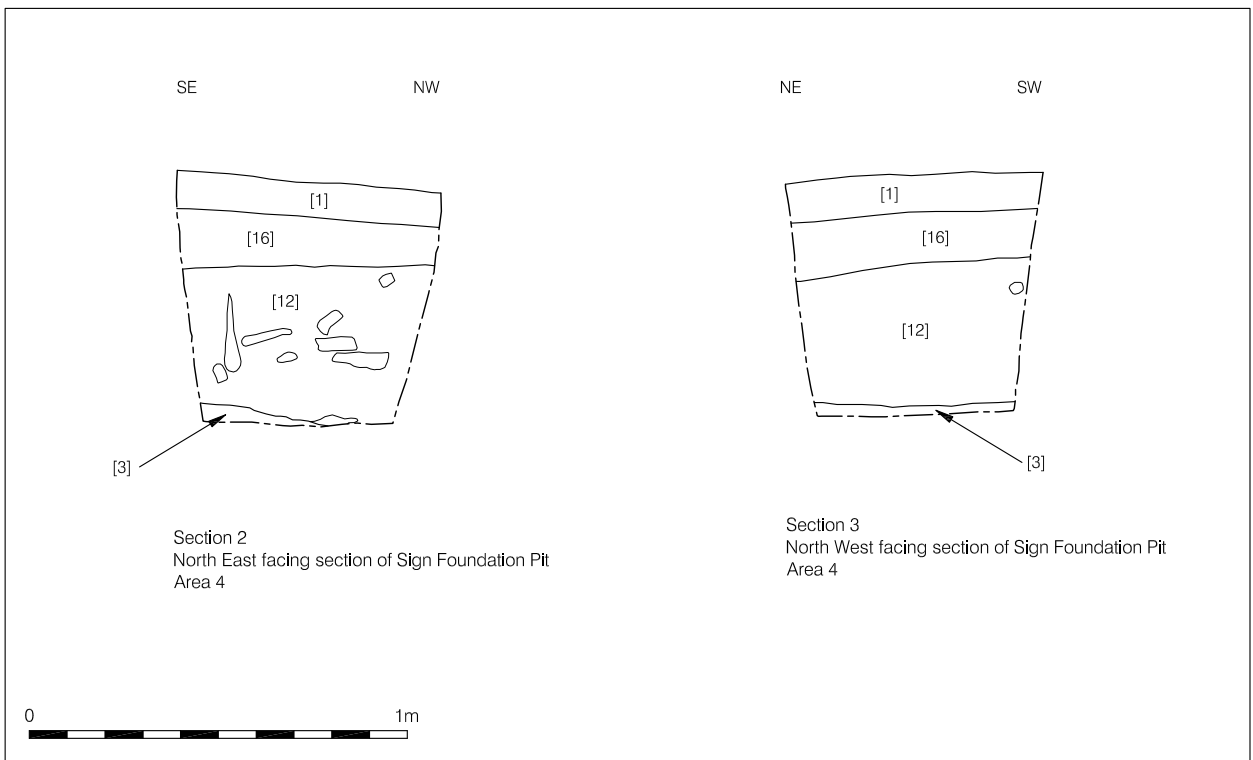
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Section 1
1:20 at A4

Figure 4
Area 3, Plan and Section



Section Locations
1:50 at A4



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Sections 2 & 3
1:20 at A4

Figure 5
Area 4, Plan and Sections

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

- 5.1.1 In total, 17 archaeological contexts were assigned during the fieldwork.
- 5.1.2 Natural geological material was not encountered within any of the five monitored areas.
- 5.1.3 A putative Roman road surface - possibly representing the York-Malton road - was encountered in Area 3, beyond the scheduled area. It was exposed in a very small area at the base of a probable modern feature and was preserved *in situ* below the maximum depth of construction groundworks. In all other areas, the earliest layer to be exposed was a developed soil of possible Roman period origin. In Area 1, within the scheduled area, this deposit yielded the base of probable lug-handled jar in the local Crambeck reduced ware, dateable to the late 3rd to early 5th century. A silty layer with sandstone fragments throughout overlay the developed soil in Area 4 and this was assigned a broad post-Roman date.
- 5.1.4 All other archaeological remains were attributed to the early modern or modern periods; these included two features, namely a tree/shrub root bole and a modern service trench. Existing footways had generally having been constructed upon a former topsoil. The existing, recently accumulated topsoil was the uppermost deposit recorded at each of the five locations.

5.2 Recommendations

- 5.2.1 No further work is required on the data recovered during the watching brief. The Site Archive, including this report, will form the final archive and dissemination products of the project, respectively. The Roman pottery sherd should be retained as part of the Site Archive but the fragment of post-medieval brick need not be retained.

6. REFERENCES

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PCA Credits

Fieldwork: Amy Roberts

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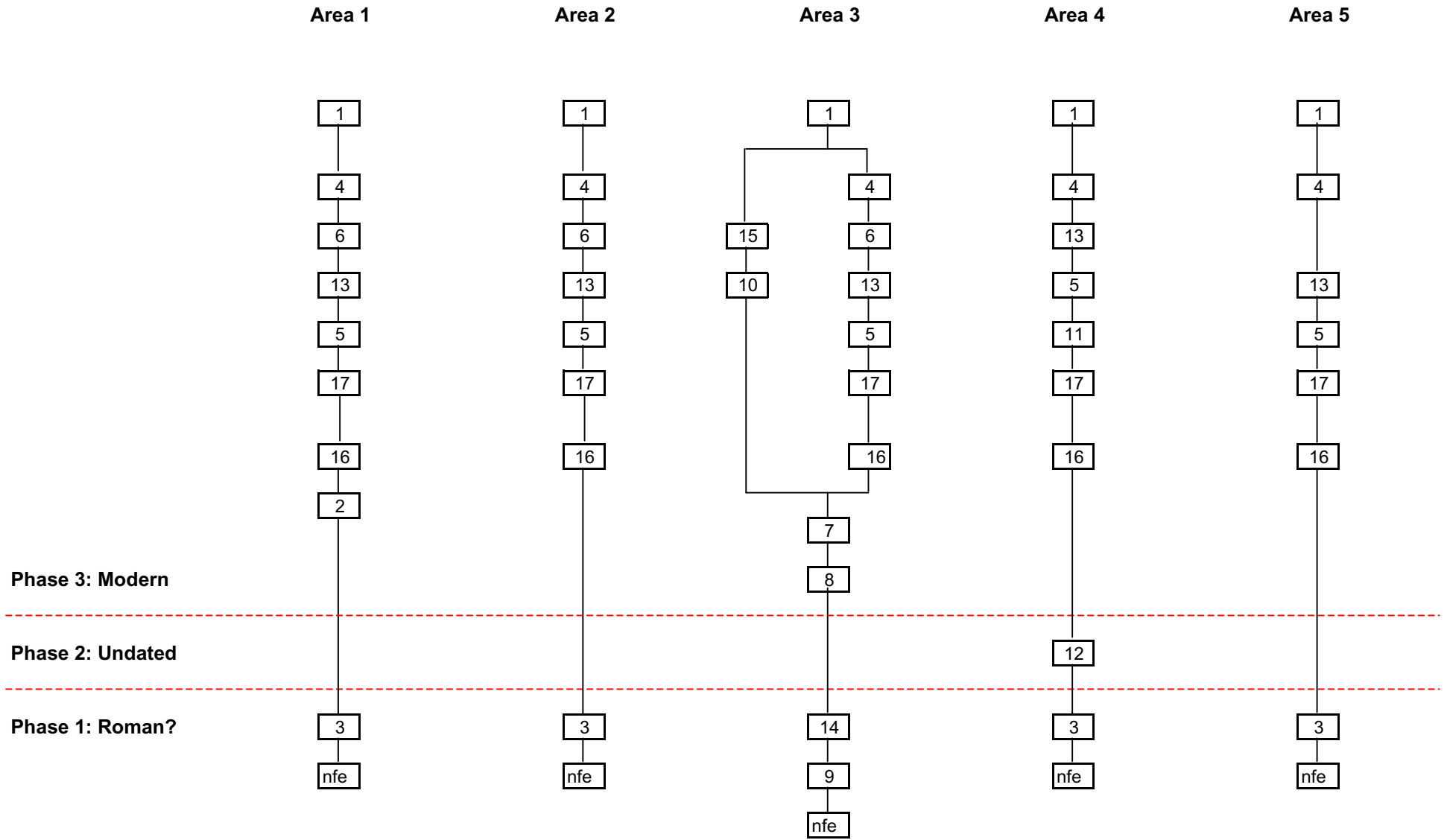
CAD: Hayley Baxter

Other Credits

Roman pottery comment: Alexandra Croom, Tyne and Wear Museums

APPENDIX A
STRATIGRAPHIC MATRICES

CBK 10: STRATIGRAPHIC MATRICES



APPENDIX B
CONTEXT INDEX

CBK 10: CONTEXT INDEX

| Context | Area | Phase | Type 1 | Type 2 | Interpretation |
|----------------|-------------|--------------|---------------|---------------|--|
| 1 | 1-5 | 3 | Deposit | Layer | Topsoil and turf |
| 2 | 1 | 3 | Deposit | Layer | Silty gravel dump |
| 3 | 1-2, 4-5 | 1 | Deposit | Layer | Developed soil |
| 4 | 1-5 | 3 | Masonry | Surface | Tarmac footways |
| 5 | 1-5 | 3 | Masonry | Structure | Concret kerbs |
| 6 | 1-3 | 3 | Deposit | Layer | Hardcore sub-base for footways |
| 7 | 3 | 3 | Deposit | Fill | Fill of feature [8] |
| 8 | 3 | 3 | Cut | Discrete | Tee/shrub root bole |
| 9 | 3 | 1 | Masonry | Surface | Metalled surface |
| 10 | 3 | 3 | Cut | Linear | Service trench |
| 11 | 4 | 3 | Masonry | Structure | Kerb foundation |
| 12 | 4 | 2 | Deposit | Layer | Dump layer |
| 13 | 1-5 | 3 | Masonry | Structure | Cement bond for kerbs |
| 14 | 3 | 1 | Deposit | Layer | Disturbed developed soil |
| 15 | 3 | 3 | Deposit | Fill | Fill of service trench [10] |
| 16 | 1-5 | 3 | Deposit | Layer | Former topsoil |
| 17 | 1-5 | 3 | Cut | Linear | Construction cuts for kerbs and footways |

APPENDIX C
PLATES



Plate 1. Area 3, Surface [9], looking South-West (scale 0.5m)



Plate 2. Area 1, Layer [3], looking South-West (along corridor for new footway)



Plate 3. Roman Pottery Sherd (from layer [3] in Area 1) (scale 0.10m)



Plate 4. Area 4, Layer [3], looking South-West (scale 0.5m)



Plate 5. Area 4, Section 2 (scale 0.5m)