ARCHAEOLOGICAL RECORDING

BIOMASS WOOD PROCESSING PLANT

FORMER POLLINGTON AIRFIELD

NORTH SIDE OF HECK AND POLLINGTON LANE

HECK

NORTH YORKSHIRE

2010 and 2011

Work carried out on behalf of DALKIA BIO ENERGY LTD

Planning Ref:	NY/2009/0113/FUL
Grid reference:	SE 6029 2106 (approximate centre)
HFA site code:	PAF 2010

INTERIM REPORT

K. Adams
HUMBER FIELD ARCHAEOLOGY, The Old School, Northumberland Avenue, KINGSTON UPON HULL, HU2 0LN

March 2011

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1 SUMMARY

Archaeological monitoring, investigation and recording ('strip, map and record') has been underway since May 2010 in advance of the proposed construction of a Biomass Wood Processing Plant on part of the former Pollington Airfield, north of Heck and Pollington Lane, Heck, Selby District, North Yorkshire. The work has been undertaken by Humber Field Archaeology on behalf of Dalkia Bio Energy Ltd., following previous desk study, geophysical survey and trial excavation which had demonstrated the potential for the survival of significant archaeological remains of Romano-British or later date.

The ongoing monitoring has so far recorded a number of features which represent activity on the site from the Roman period through to the present day. The features have predominantly been linear ditches which, although undated during the current work, correspond to similar features recorded during the previous trial excavations and/or geophysical survey which have been assigned a Romano-British or later date. A Romano-British ditched trackway, seen on air photographs and recorded by geophysical survey and trial excavation, was able to be examined further when exposed during elements of the development.

Recording work will continue within the proposal area in advance of each element of construction.

2 INTRODUCTION

2.1 Site background

A programme of archaeological recording was undertaken in advance of the proposed construction of a Biomass Wood Processing Plant on part of the former Pollington Airfield, north of Heck and Pollington Lane, Heck, Selby District, North Yorkshire (approximate central NGR SE 6029 2106; see Figure 1). The site lies within an important archaeological landscape where cropmarks on aerial photographs have recorded the remains of late prehistoric, Romano-British and later settlement in the form of ditches, enclosure and trackways, the presence of which has been confirmed by recent trial excavation.

Planning permission (application no. NY/2009/0113/FUL) was granted on 25th November 2009 for: "Extension to the Biomass and Wood Fuel Processing Plant – construction of buildings for storage, testing, maintenance and processing and associated storage, transport, security and safety facilities."

A condition (no. 25) on the planning permission states that:

> The development hereby approved shall not commence until the Applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the Applicant and approved in writing by the County Planning Authority thereafter the development shall be carried out in strict accordance with the approved details of the scheme.

Prior to submission of the planning application, Humber Field Archaeology (HFA) were appointed by *ethical partnership*, acting on behalf of Dalkia Bio Energy Ltd., to undertake geophysical survey and produce a desk-based assessment (Steedman 2008). The survey and assessment concluded that there were potentially remains of archaeological significance within the area of the proposed development and consultation with the North Yorkshire County Council Heritage and Environment Section (NYHES) resulted in the recommendation that archaeological trial excavation took place prior to determination of the planning application, to more fully characterise the nature, extent and condition of the archaeological remains, thus enabling the formulation of detailed mitigation proposals for their protection to be conditional on any planning permission.

The excavations were carried out between 7th and 20th January 2009 (HFA Site code PAF 2008; Adams 2009). The archaeological origin of many of the geophysical anomalies was confirmed, while a small number of archaeological features were also recorded which the survey had not detected or which lay in unsurveyed areas. Most of the recorded features are assumed to be of an Iron Age or Romano-British date, due to their probable association with a ditched trackway, marked by flanking ditches, which was seen on aerial photographs. The excavation trenches established that archaeological features were potentially present over much of the proposal area, for the following reasons:

i) the targeting of anomalies detected by the earlier geophysical survey resulted in the confirmation that most of the anomalies represented archaeological features;
ii) other features were found to be present which had not been detected (presumably due to the low magnetic responses which prevailed during the survey);

iii) the examination of unsurveyed areas also resulted in archaeological features being encountered.

The preferred mitigation to protect archaeological remains is to allow their preservation *in situ*, and it is this principle which guides national archaeological planning policies like PPG16, or its successor PPS5 – this is usually achieved through design solutions such as changes to foundation design or the re-siting of elements of a development. The nature of the proposed development precludes modifications to foundation design, and to some extent, location; with this being the case, it was concluded that archaeological investigation and recording (*preservation by record*) would be required. This was to take the form of a "strip, map and record" exercise to enable surviving features to be exposed during the initial topsoil strip and be subject to an appropriate level of recording before construction works commence, including detailed examination of selected areas where necessary.

Following the results of the trial excavation, the advice of NYHES during determination of the planning application was that further archaeological recording should take place in advance of construction, taking the form of a "strip, map and record" exercise. Accordingly HFA prepared a project design (Steedman 2010) for the fieldwork necessary to satisfy the planning permission, outlining the proposed methods and approaches required to carry out the work, and this was submitted as the written scheme of investigation to NYHES for their approval in advance of the commencement of any site works. The fieldwork commenced during May 2010 and is still underway.

This interim report presents results of the recording works to date (March 2011), in advance of specialist works being undertaken on finds and environmental material from the site. However, sufficient specialist information has been included where available to inform site interpretation and likely significance. A finished post-excavation assessment report, incorporating any specialist work, will be issued upon completion of the fieldwork.

2.2 **The site – topography and geology**

The proposal area directly adjoins the southern side of the M62 motorway, adjoined by a gravel quarry to the west, Heck and Pollington Lane to the south and arable farmland within the former airfield to the east. The land in the vicinity here slopes generally down from south to north (towards the valley of the River Aire to the north), being at its highest in the village of Pollington to the east and generally level (between 8 and 9m OD) in the area of the former airfield. Underlying geology is a mix of glacial sand and gravel, forming the low ridge upon which sit the villages of Pollington and Great Heck, with glaciolacustrine (25ft Drift of Vale of York) silt and clay deposits to the south and outcropping Bunter (Sherwood) sandstone to the north (British Geological Survey 1:50 000 Sheet 79, Drift edition; BGS data).

2.2 Archaeological and historical background

In November and December 2008, HFA carried out a desk-based assessment and sample geophysical survey (Steedman 2008), followed by evaluation by trial excavation (Adams 2009); the section below summarises the results.

Desk-based assessment
The archaeological context of the development area was assessed through examination of available published or unpublished records, to identify key archaeological features and

identify any risks or constraints associated with the construction project, allowing identification of mitigation measures which might be required to safeguard archaeological remains during construction.

A Study Area was defined which encompassed the Proposal Area and a significant area bordering it. An area of 9km^2 was involved, including land within the parish of Heck in North Yorkshire and the parishes of Gowdall, Pollington and Balne in the East Riding of Yorkshire.

The assessment identified 51 archaeological monuments or find-spots, assigned varying grades of importance: no sites of the national importance were identified, though a significant number of sites of regional or regional/local importance were, varying from Grade II listed buildings through to Iron Age and Romano-British settlement sites identified by geophysical survey or air photography; a number of features associated with the former World War II airfield, which operated as a bomber base between 1941 and 1945, were also identified.

Geophysical survey
The survey was carried out by GeoQuest Associates, sub-contract specialists in geophysics, between 26th November and 2nd December 2008. Five survey blocks, totalling 13.14ha in size, were subject to survey. Geomagnetic anomalies throughout the survey area were found to be extremely weak; however, with the exception of a few areas, the survey blocks were found to contain very low densities of surface iron litter, a factor which fortuitously improved the detection of minor geophysical anomalies of archaeological interest.

The survey confirmed the existence of a ditched trackway previously seen as cropmarks on aerial photographs. A number of other magnetic anomalies were detected, either in close proximity to the trackway, or further afield, the character, plan or alignment of which strongly suggested the presence of archaeological settlement features, principally soil-filled ditches taken to represent ditches and enclosures.

A recent date for some of the features is possible, though the layout of the fields in the farmland prior to construction of the WWII airfield has been compared with the geophysical survey and there was only one possible correspondence; it might also be possible that some of the linear anomalies detected represent service trenches, cable ducts and drains connected with the former airfield or the site's subsequent development. On morphological grounds, however, the enclosures, trackway and ditches are considered most likely to be of late prehistoric or Romano-British date, being similar in form to cropmarks from the surrounding area which have been interpreted as representing settlement of that date.

Trial excavation
Eight trenches were excavated in January 2009, targeting linear geophysical anomalies and unsurveyed areas. Most of the anomalies turned out to represent archaeological features, while a small number of features were also recorded which the survey had not detected; in addition, trenches in unsurveyed areas also encountered features.

Most of the recorded features are assumed to be of an Iron Age or Romano-British date, due to their probable association with the trackway, marked by flanking ditches, seen as a cropmark. The trackway ditches and their later re-cuts were examined in two trenches, though no dating evidence was recovered from the sampled sections, aside from a small sherd of 13th-century medieval pottery from an upper ditch fill; this was either intrusive or marked

redefinition of the ditch in the medieval period or later. The other recorded features consisted of linear ditches, probably marking field or enclosure boundaries, and a few pits.

At the northern end of the evaluation area, a layer of subsoil sealing the archaeological features may have formed as a result of agriculture in the medieval or post-medieval period. The latest feature recorded was a large pit contained redeposited natural subsoil from which were recovered 19th- and 20th-century pottery, clay tobacco pipe and ceramic building materials. The excavation of this large feature may have been the result of small-scale or localised quarrying, though excavation for some other reason cannot be discounted.

Of interest are the results of further archaeological evaluation by trial excavation (Adams 2010) undertaken in areas adjacent to the proposal area during January and February 2010. Fifteen trenches were excavated in two areas, testing the results of earlier geophysical surveys and investigating unsurveyed areas; the trenches in the northern area (north of Heck and Pollington Lane) lay directly east of the area previously examined by trial excavation in early 2009 (see above).

Features of a Romano-British date were recorded in both areas examined. In the northern area, within the former airfield, two of the trenches further sampled the ditched trackway, and this work recovering dating evidence from the primary fill of one of the trackway ditches, a Romano-British greyware jar sherd of the 2nd or earlier 3rd century AD, suggesting that the track was in use in the Roman period, rather than the Iron Age. In an area South of Heck and Pollington Lane, a number of ditches were recorded which were associated with early settlement remains recorded on air photographs and by geophysical survey. The ditches were substantial features (up to 3m wide) and are assumed to represent enclosure ditches or enclosure sub-divisions. Romano-British pottery of 2nd- or early 3rd-century date was recovered from the fill of one of the ditches, while further unstratified fragments – including a late 4th-century sherd – were collected from the topsoil above.

3 RESULTS OF THE ARCHAEOLOGICAL RECORDING

3.1 Methodology

The archaeological monitored topsoil strip, investigation and recording took place in selected areas, associated with specific elements of the proposed development; the stripping of topsoil from the proposal area had been planned to take place in eight separate adjacent areas (as described in the project design, part 4.1), though in the event this was not the case and the areas examined to date (Areas 1-6; 8-12) are shown on Fig. 1. Recording has so far taken place between May 2010 and January 2011.

In all areas where monitoring was able to be carried out, the recent overburden was removed by a mechanical excavator with a flat-bladed ditching bucket down to the uppermost archaeological deposits, which were then examined and where necessary cleaned and excavated by hand. The on-site excavation and recording methodology employed was in accordance with procedures set out in the site-specific project design (Steedman 2010).

Standard Humber Field Archaeology recording procedures were used throughout: each identified deposit or feature was allocated a context number, with written descriptions recorded on *pro forma* sheets. Plans and sections were drawn to scale on pre-printed permatrace sheets. A colour digital photographic record was maintained. The trench positions were surveyed using GPS equipment to give locations relative to the Ordnance Survey national grid.. Finds recovered from each feature were labelled accordingly, with those of individual interest, other than pottery or animal bone, being allocated Recorded Find (RF) numbers.

A number of selected deposits were sampled for the purpose of analysing any surviving biological remains.

3.2 Results

Recorded features and deposits have been assigned to three broad chronological phases, the dates of which are based on previous work on the site, as follows:

Phase 1 – *?Romano British*
Phase 2 – ?*Medieval/Post-medieval*
Phase 3 – *Modern*

AREA 1
Plates 1 and 2

This area was roughly equivalent to the area originally planned to be stripped as Phase 2 (see above). A trench measuring approximately 230m x 10m, running parallel to the M62, had been excavated without archaeological supervision to a depth of approximately 1.50m, and was in the process of being backfilled on first visit.

Phase 3 – *Modern*

The still visible part of the trench side showed a minimum of four modern build-up layers in section, being (in order from the earliest): 3005, sand over 0.20m thick; 3004, silt up to

0.20m thick; 3003, sand up to 0.15m thick; and, 3002, chalk and rubble hardcore up to 0.20m thick, sealed by a tarmac surface layer (3001), up to 0.08m thick

AREA 2
Figs 2 and 9; Plates 3 and 4

This area, measuring approximately 60m x 81m, lay to the north-east of the existing building, at the north-eastern end of the western runway; it was stripped to an approximate depth of 0.70m below present ground surfaces. The eastern part of this area covered part of a former agricultural field.

The natural subsoil, 3110, was of yellow-orange sand with clay and glacial erratic stones.

?Phase 1 – ?*Romano British*

The natural subsoil was truncated by a boundary ditch (3109), aligned north-east to south-west, with near vertical sides (Plate 4; Fig. 9, S.2), over 40m long, 1.9m wide and up to 1.15m deep. It contained a single fill (3108) of reddish orange sand with frequent glacial erratic stones.

Approximately 8m to the east lay another ditch (3112), aligned east-west, with gradual sides and almost flat base (Fig. 9, S.4); it had a length of at least 22m, a width of 1.2m and a depth of at least 0.2m. The single fill (3111) was brown orange silty sand with frequent glacial erratic stones.

Phase 3 – *Modern*

The western part of the area consisted of build-up layers (see Fig. 9, S.1), 3105, orange sand over 0.22m thick, beneath 3104, brown silty sand up to 0.15m thick. A hardcore layer (3103) of chalk up to 0.18m thick overlay them, over which was tarmac surface (3102), up to 0.08m thick, and concrete base (3101), 0.18m thick, for the existing building.

The eastern part of the area was sealed by a topsoil (3106) of sandy loam silt, up to 0.3m thick.

AREA 3
Figs 3 and 9; Plates 5 and 6

Area 3 was excavated for a temporary storage pond, measuring approximately 50m x 20m, aligned north-east to south-west, it lay close to the area of Trench 8 from the 2009 trial excavations.

The natural subsoil 3122 was yellow clay-sand.

Phase 3 – *Modern*

A French drain (3127) was seen cutting through the natural subsoil, on a roughly east to west alignment, being over 10m in length, and 0.5m wide, filled with stone fragment (3126). This

drain had not been noticed cutting through the build up layers (see below), and was only seen when the excavation of the storage pond reached an approximate depth of 2m.

This area had been built up in a number of layers (see Fig. 9, S.3). The principal layers, from bottom to top, were: 3125, dark grey sandy silt up to 0.20m thick; 3124, orange sand up to 0.05m thick; and, 3123, light brown silty sand with frequent glacial erratic stones, up to 1.1m thick.

These layers were sealed by a layer of topsoil (3121), dark grey-brown sandy loam silt up to 0.20m thick.

AREA 4
Figs 4 and 9; Plates 7 and 8

Area 4 was excavated for a swale approximately 181m long and 6m wide.

The natural subsoil 3133 was yellow clay-sand.

?Phase 1 – ?*Romano British*

The natural subsoil was truncated by a possible boundary ditch (3138) which truncated the natural subsoil on a north-south alignment; this corresponds with the position and alignment of an anomaly (f5) detected on the earlier geophysical survey. The ditch had gradual sides and a concave base (see Fig. 9, S.6), being 1m wide and 0.38m deep. The primary fill of dark grey/black ashy sand (3137) was overlain by a secondary/upper fill of orange brown silty sand (3136) with moderate glacial erratic stones.

Phase 2 – ?*Medieval/Post-medieval*

The Phase 1 ditch was sealed by subsoil layer (3132) of brown sandy silt with frequent glacial erratic stones, up to 0.30m thick.

A possible boundary ditch (3135) cut this layer (see Fig. 9, S.5); it was offset by 6m to the west of Phase 1 ditch 3138 and was on a similar alignment. It had gradual sides and a concave base, was 1m wide and 0.3m deep, and held a single fill (3134) of grey brown sandy silt.

Phase 3 – *Modern*

At the northern end of this area, the ground had been built up through the import of materials similar to those observed in Area 3 and in Trench 8 from the trial excavations. The sequence of deposits was sealed by a topsoil layer (3131) of dark grey-brown sandy loam silt, up to 0.20m thick.

AREA 5
Figs 5 and 9; Plate 9

Area 5 was excavated for a swale approximately 181m long and 8m wide, mainly aligned north-east to south-west.

The natural subsoil 3142 was yellow clay-sand with frequent glacial erratic stones.

?Phase 1 – ?*Romano British*

The natural subsoil was cut at the south-western end of the area by a possible boundary ditch (3146), aligned north-north-west to south-south-east with gradual sides and near flat base (Fig. 9, S.8); it was over 8m long, 1.1m wide and 0.37m deep, with a single fill (3145) of brown silty sand with frequent glacial erratic stones. The ditch appeared to correspond with geophysics anomaly f12 and a ditch (204) recorded in Trench 2 of the trial excavations.

Approximately 62m to the east was the trackway on a north-north-west to south-south-east alignment which had been previously seen during the trial excavations of 2009 and 2010 (in Trenches 3, 4, 10 and 12), and corresponding to geophysical anomaly f7. The ditches were 6.4m apart, being 1.70m wide with gradual sides and near flat bases and having single fills of brown-orange silty sand with moderate glacial erratic stones: ditch 3148, fill 3147, to the west (Plate 10); and, ditch 3150, fill 3149, to the east (Fig.9, S.9).

Phase 3 – *Modern*

At the south-western end of the area was a pit (3144), roughly circular in shape with irregular sides and base (Fig. 7, S.7), 1.05m wide and 0.15m deep, having a single fill (3143) of red-orange sand with moderate glacial erratic stones. This fill showed signs of heat effect, and may have been deposited when the airfield was in use.

The sequence was capped by topsoil (3141) of dark grey-brown sandy loam silt, up to 0.30m thick.

AREA 6
Plates 11 and 12

Area 6, lying between Areas 2 and 3, was excavated for a service pipe, around 77m long by 1.00m wide, to an approximate depth of 1.20m, being mainly aligned west-north-west to east-south-east.

Phase 3 – *Modern*

The eastern end was situated to the north of Area 3, and encountered a build up layer (3162) of light grey brown silty sand over 1.10m deep, equivalent of 3123 in Area 3. This was sealed by topsoil layer (3161) of dark grey-brown sandy loam silt up to 0.30m thick.

AREA 8
Fig. 6, Plate 13

This area measuring 189m by 35m on a north-east to south-west alignment, lay at the south-western end of runway, from the entrance of Great Heck Road. It was excavated for construction of a new weighbridge.

Phase 3 – *Modern*

A maximum depth of 0.5m was removed by machine, which encountered three build-up/levelling layers, from the lowest: 3304, brown silty sand over 0.04m deep; 3303, very dark grey sandy silt, up to 0.2m deep; and, 3302 red orange sand, up to 0.15m deep. These were sealed by stone and tarmac surface 3001, up to 0.15m deep.

30m from the north-eastern end of this stripped/reduced area, four parallel footings for the new weighbridge were machine-dug, each measuring 25m by 4m, cutting up to 0.5m into the possible natural subsoil (3305) of yellow-orange sand with frequent glacial erratic stones. Beneath the tarmac surface, a service trench (3307) was seen to cut through the build-up/levelling layers on a roughly east-west alignment, extending through each of the footings trenches. It had a fill (3306) of brown sandy clay over two parallel ceramic salt-glazed pipes.

AREA 9
Figs 7 and 9, Plates 14 and 15

This north-east to south-west aligned oval area, excavated for a pond, measured 38m by 25m and lay in the south-eastern part of the site, close to the local authority boundary between North and East Yorkshire. A maximum depth of 1.5m was removed by a machine to reach natural subsoil (3323) of orange sand with frequent glacial erratic stones.

?Phase 1 – ?*Romano British*

The natural subsoil was truncated by an east to west aligned gully (3328), over 38m long, 0.6m wide and 0.15m deep, with gradual sides and a concave base (see Fig.9, S.10), having a single fill (3327) of grey sandy silt.

Phase 3 – *Modern*

Sealing the gully were two build-up/levelling layers, orange sand (3326), up to 0.2m deep, and brown silty sand (3325), up to 0.3m deep, over which was dark grey sandy silt (3324), up to 0.1m. A subsoil (3322) of brown sandy silt with moderate glacial erratic stone ,up to 0.4m deep, was sealed by topsoil, dark grey-brown sandy loam silt (3321), up to 0.4m thick.

AREA 10
Fig. 8, Plates 16 and 17

This area was located at the northern end of the site, measuring approximately 29m wide for 45m, narrowing to 6m for the remaining 22m north-westwards. Only 0.15 – 0.2m depth of

topsoil (3301) was machine-stripped to reach the required depth for laying a stone hardcore surface.

Several modern services (one BT cover, two water pipe trenches, four manholes, three earth rods and an electric cable trench) had been previously been cut through this area of the site to serve the building which lay to the west. Two sections were machine-dug through the electric cable trench (3333), which lay on a north-east to south-west alignment and had a fill (3332) of brown silty clay with occasional building rubble; this gave an opportunity to observe the sequence of deposits close to the building.

The electric service trench cut through three build-up/levelling layers each up to 0.2m deep, being lowest to highest: 3336, orange sand; 3335, grey clay; and, 3334, light brown sandy clay. The machine stripping in the eastern part of this area exposed patches of possible natural subsoil of yellow sand (3337) with frequent glacial erratic stones, but no archaeological features were observed.

AREA 11
Plate 18

An area measuring 5m by 5m, located 11m to the south-west of Area 9, was excavated for a downstream defender for the drain leading from the weighbridge area. A maximum depth of 1.50m was removed by machine to reach natural subsoil of orange sand (3343) with frequent glacial erratic stones.

Phase 3 – *Modern*

No features were encountered in this area, only the modern build-up/levelling layers, similar to those seen in Area 9, lowest to highest: 3346, orange sand, up to 0.20m deep; 3345, brown silty sand, up to 0.30m; 3344, dark grey sandy silt, up to 0.10m; subsoil of brown sandy silt (3342) with moderate glacial erratic stone, up to 0.40m deep; sealed by topsoil of dark grey-brown sandy loam silt (3341), up to 0.40m thick.

AREA 12
Plate 19

Situated between Areas 8 and 11, this area was machine-excavated to a depth of 6m and a width of 1.4m, for insertion of a concrete drainage pipe from the weighbridge area. Natural subsoil of yellow sand (3343) with frequent glacial erratic stones was encountered.

Phase 3 – *Modern*

Modern build-up/levelling layers, similar to those seen in Area 9 were encountered: orange sand (3357), up to 0.2m deep, and brown silty sand (3356), up to 0.3m deep, over which was dark grey sandy silt (3355), up to 0.1m. A subsoil (3354) of brown sandy silt with moderate glacial erratic stone, up to 0.4m deep, was sealed by topsoil, dark grey-brown sandy loam silt (3353), up to 0.4m thick.

Cutting through the topsoil was a 1.20m-wide service trench (3352) on a north-east to south-west alignment, containing a large metal pipe and backfilled with roughly hewn stone blocks and multiple fills of sand and silt (3351).

PRELIMINARY CONCLUSIONS

3.3 Discussion of the site sequence – preliminary conclusions

The monitoring so far has recorded a number of features which represent activity on the site from the Roman period through to the present day. The features are predominantly linear ditches which, although undated during the current work, correspond to similar features recorded during the previous trial excavations and/or geophysical survey which have been assigned a Romano-British or later date. The Romano-British ditched trackway, seen on air photographs and recorded by geophysical survey and trial excavation, was able to be examined further.

Recording work will continue within the proposal area in advance of each element of construction; there is therefore potential for additional evidence of early activity to be encountered and investigated.

3.4 Preliminary recommendations

The ongoing fieldwork has recorded important additional information which complements that previously recorded during the evaluation of the proposal area. The written, drawn, photographic, artefactual and ecofactual data generated by the fieldwork should be collated into a site archive, to be combined with the records from the evaluation and the previous desk study, as well as with the records of archaeological fieldwork undertaken on associated developments. From this site archive should be generated a report or reports presenting the results; though these would in the first instance take the form of unpublished client reports, should the overall results be of sufficient merit, it might be appropriate for a published account to be produced, following any necessary post-fieldwork research or analysis. Upon completion of any such works, the site archive would ultimately be deposited in an appropriate local museum.

ACKNOWLEDGEMENTS

The fieldwork was commissioned by Dalkia Bio Energy Ltd, through their agent, *ethical partnership*, and grateful thanks are extended to them; particular thanks are due to Allen Creedy of *ep* for his help and co-operation throughout this project. The on-site work was carried out in accordance with a project design submitted to and approved by Mr Nick Boldrini of the Heritage and Environment Section at North Yorkshire County Council.

The on-site recording was undertaken by Karen Adams.

The site description was written by Karen Adams, with this interim report being compiled and edited by Ken Steedman, who also contributed to the Discussion and Recommendations. The figures and photographs are the work of Karen Adams. Administrative support was provided by June Rooney.

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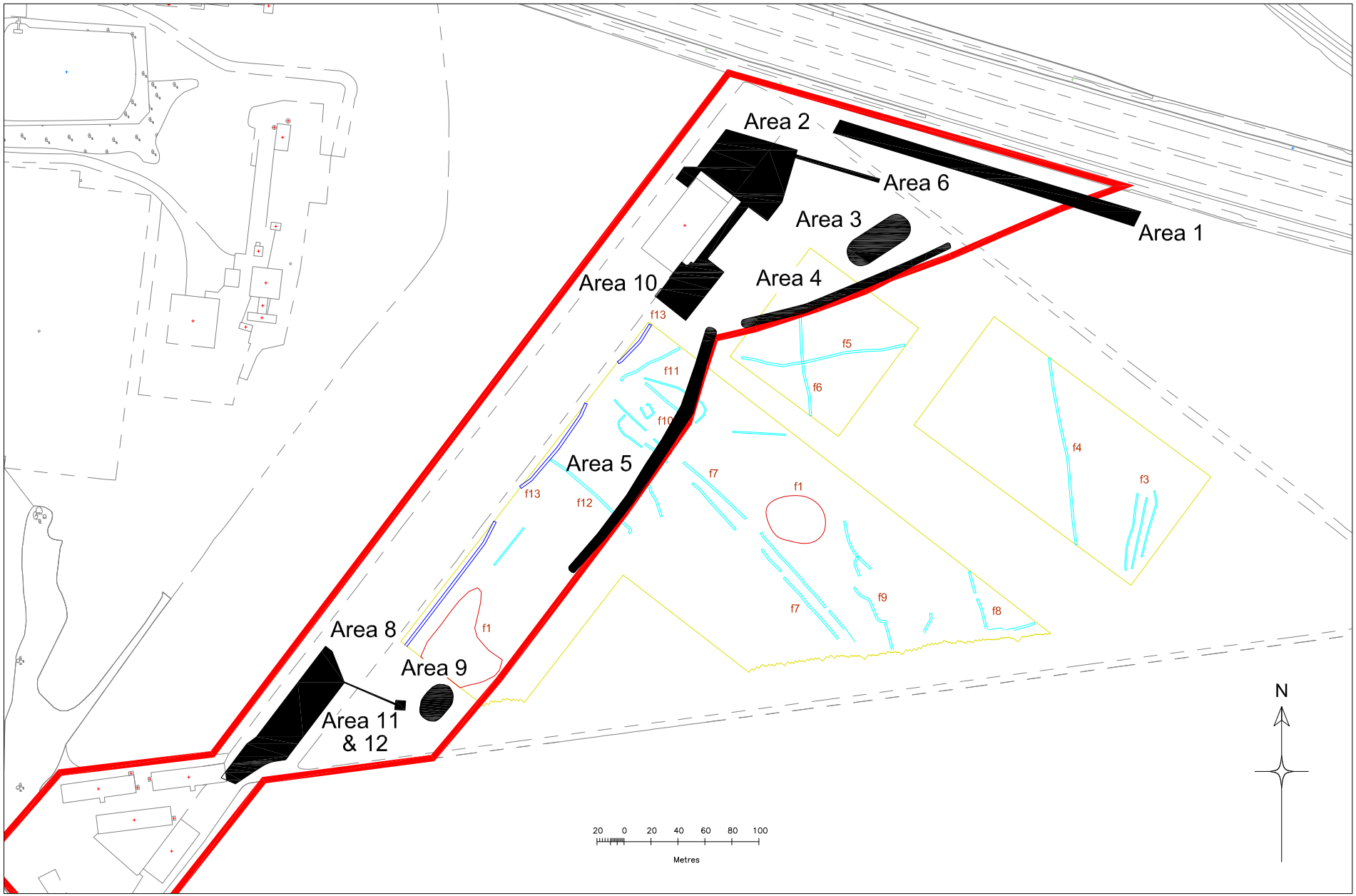

Figure 1: Areas recorded (black)

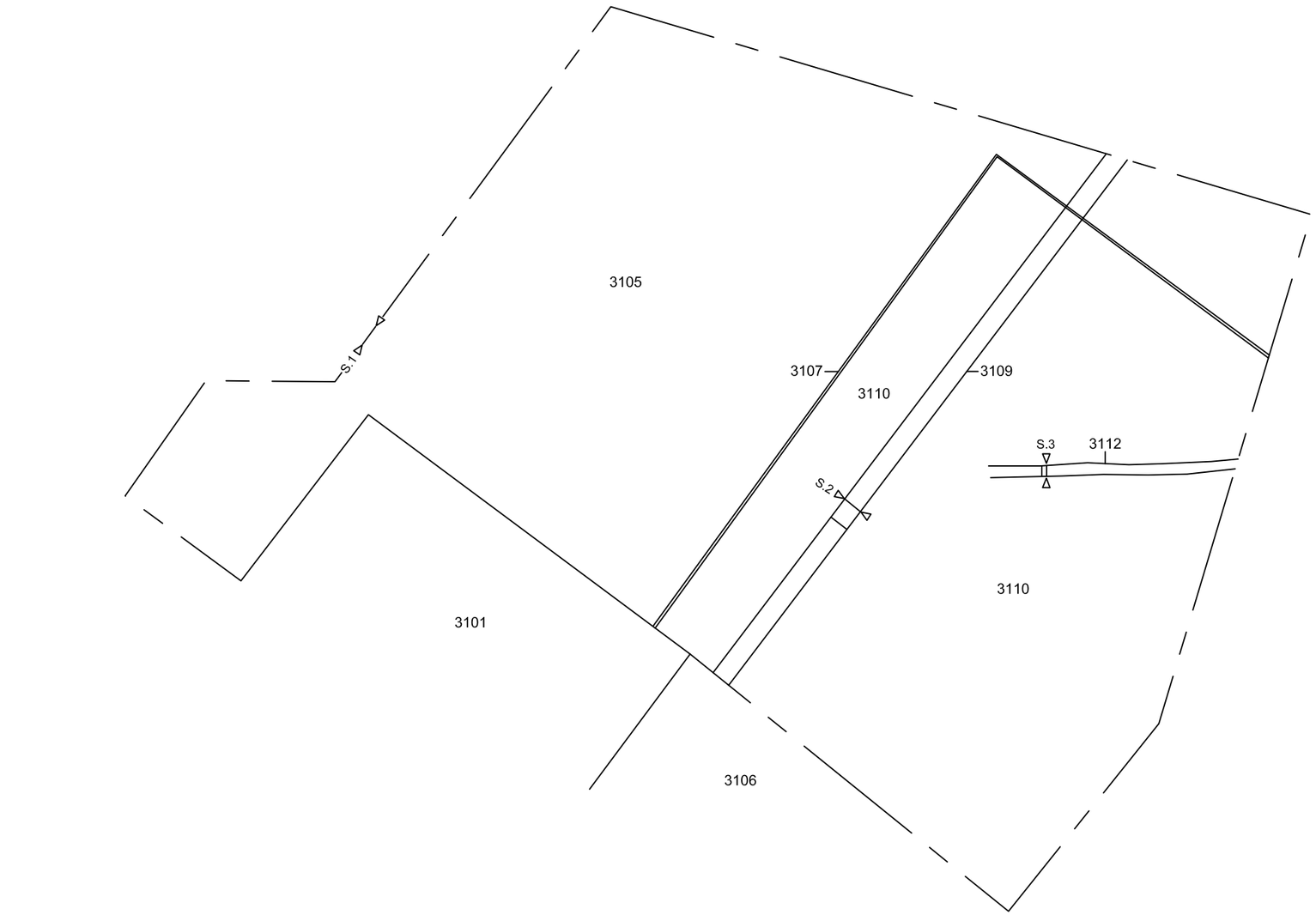

Figure 2: Area 2, Plan

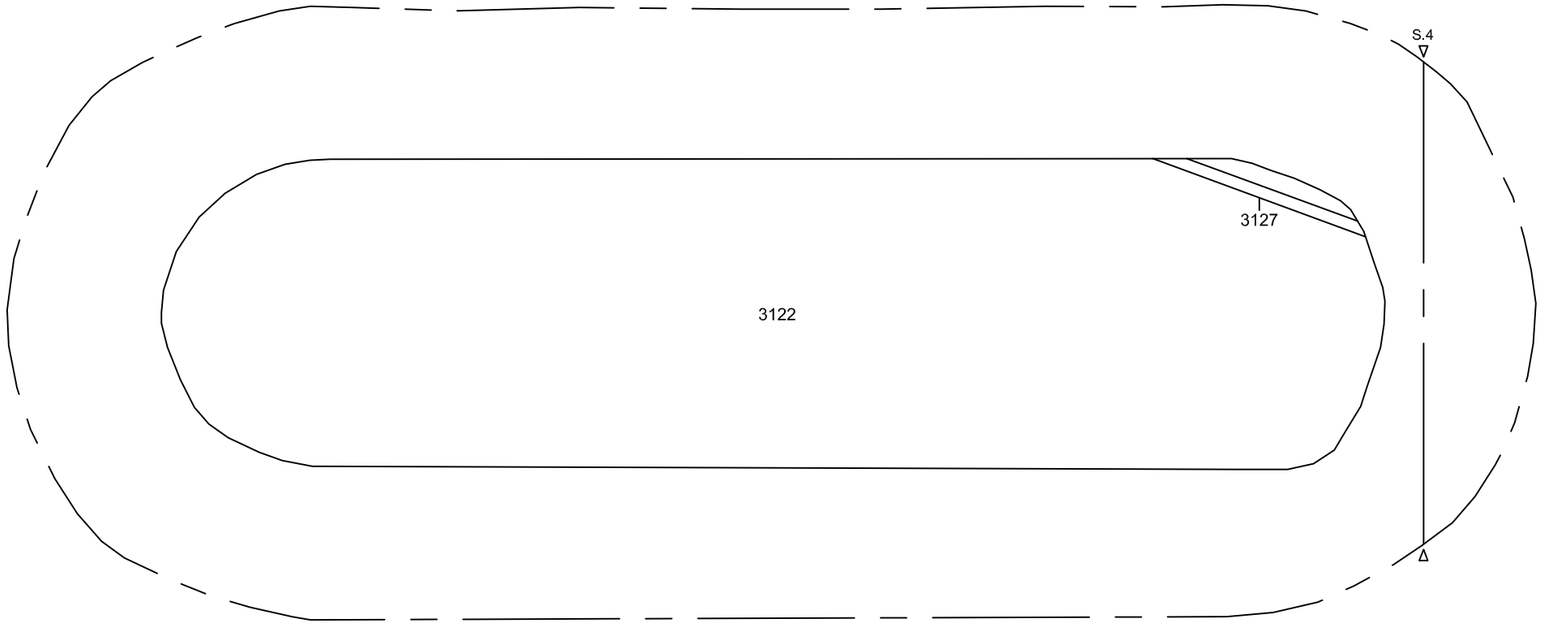

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Figure 3: Area 3, Plan

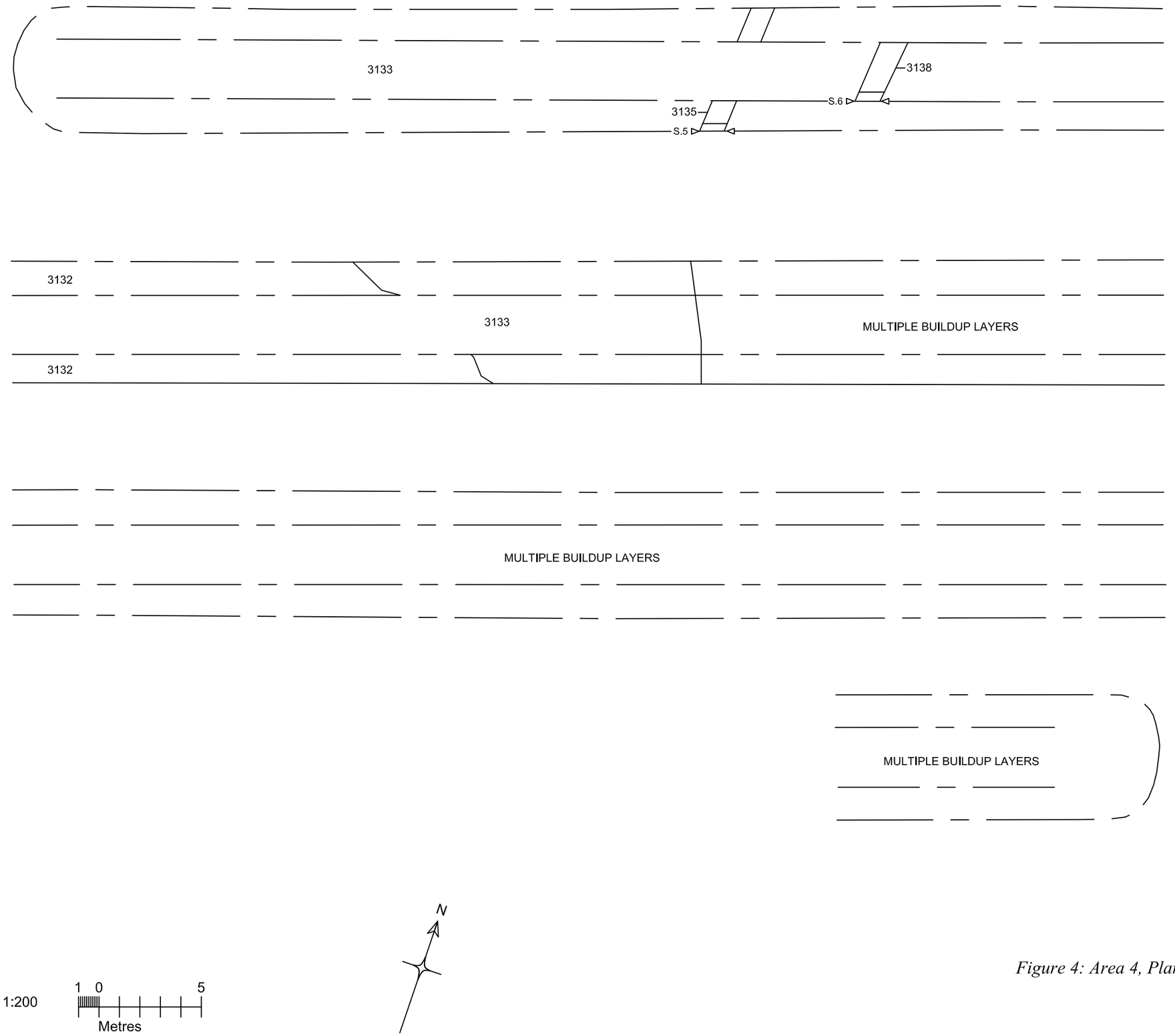


Figure 4: Area 4, Plan

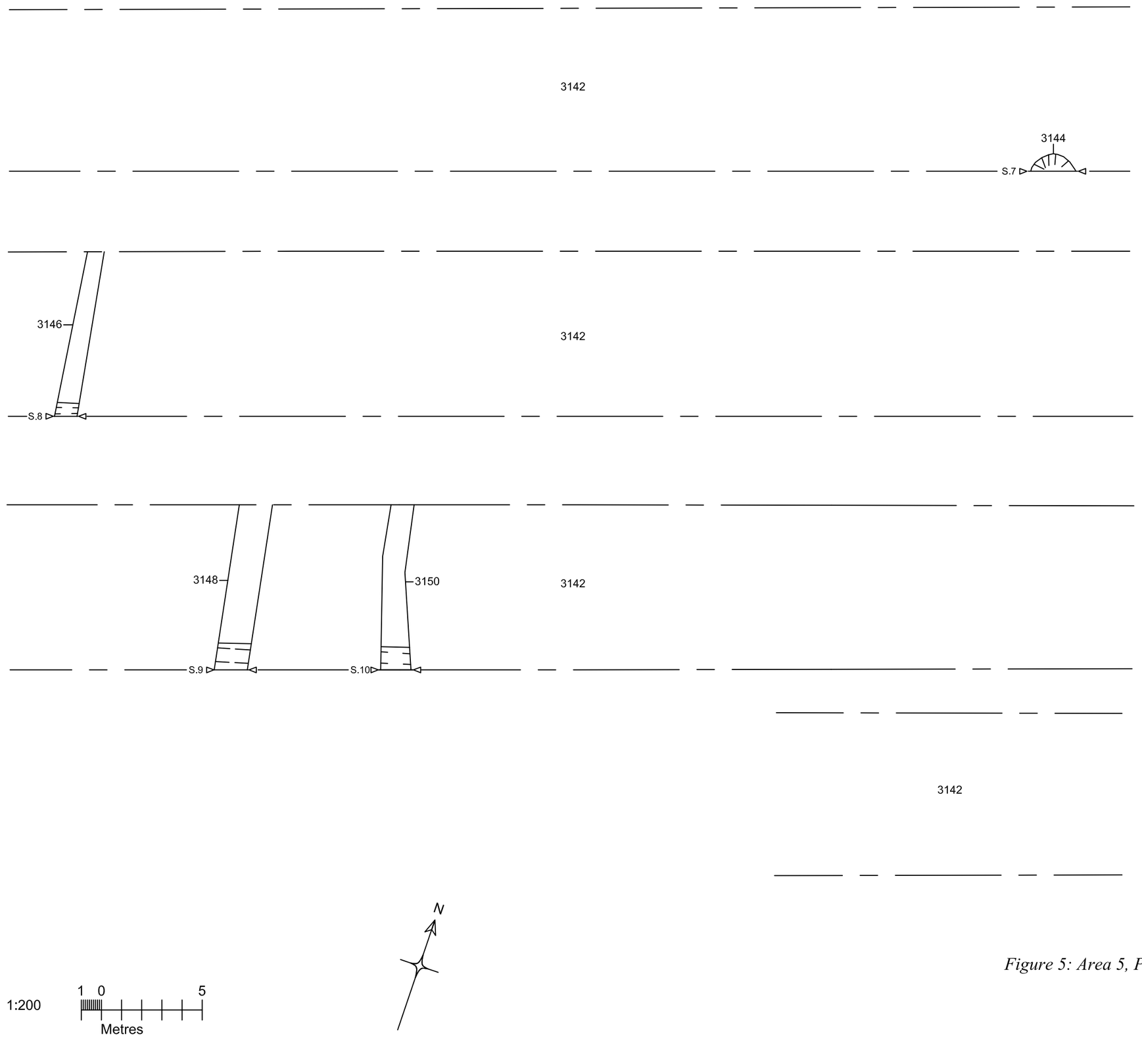


Figure 5: Area 5, Plan

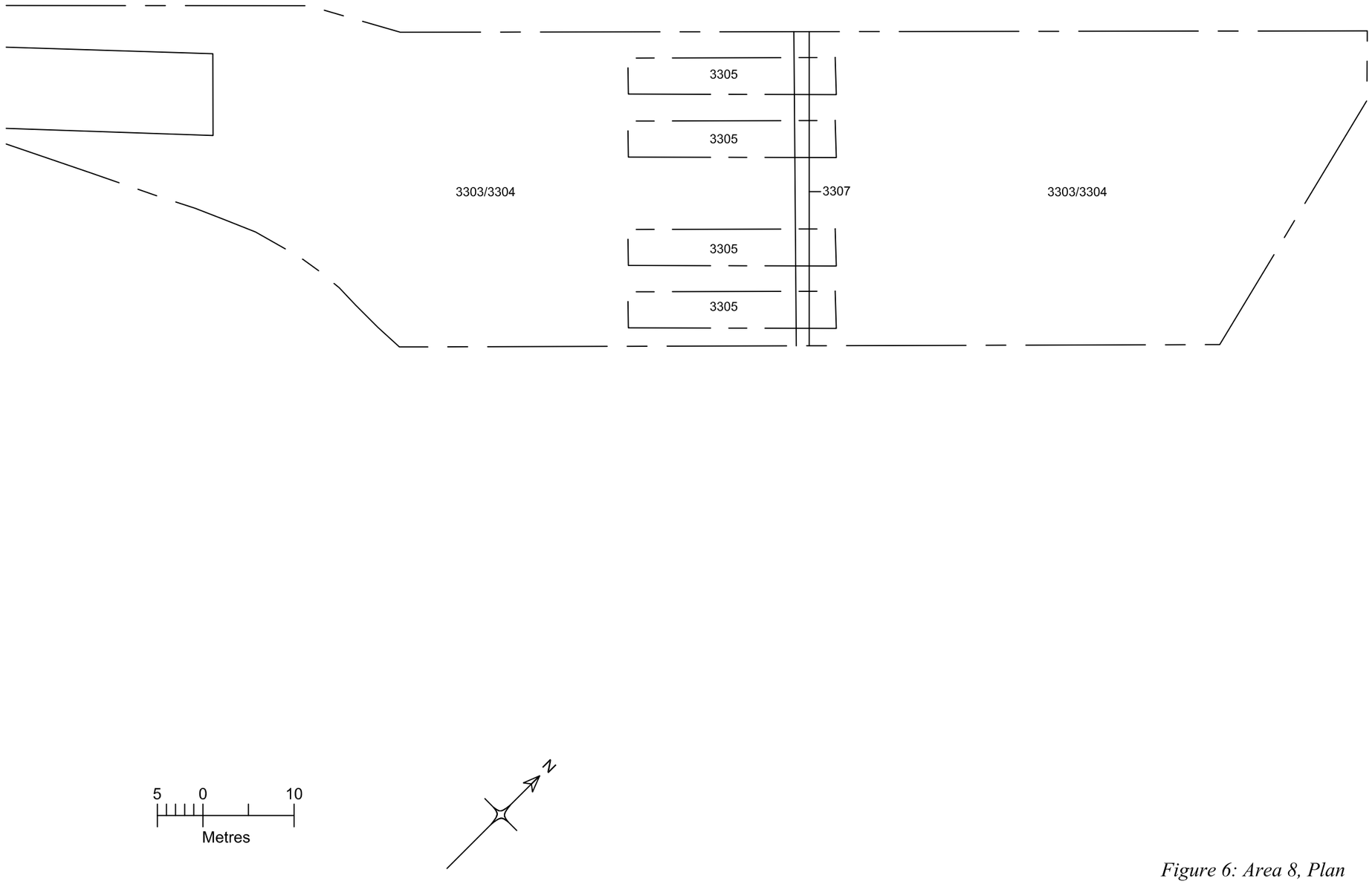


Figure 6: Area 8, Plan

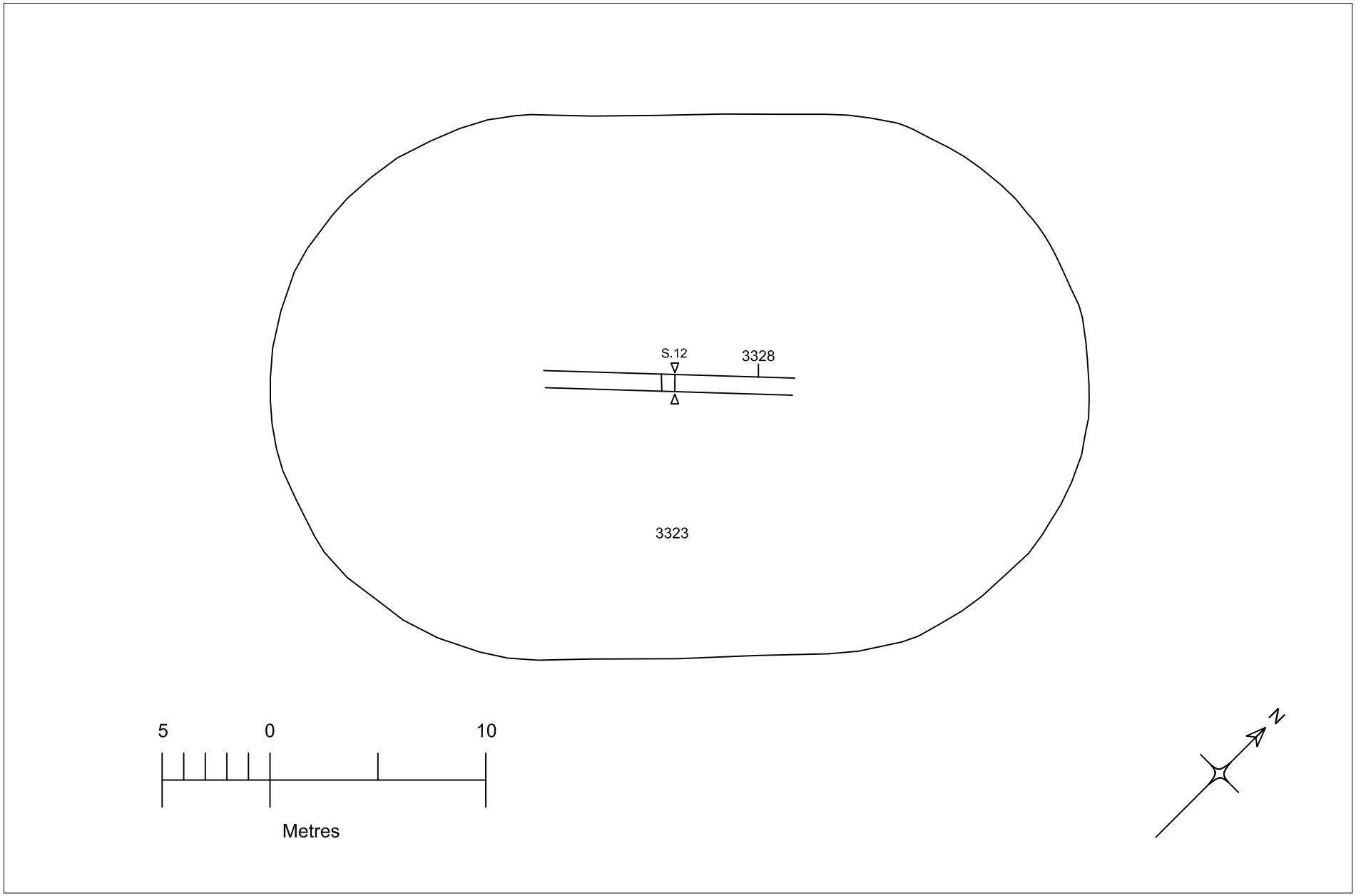


Figure 7: Area 9, Plan

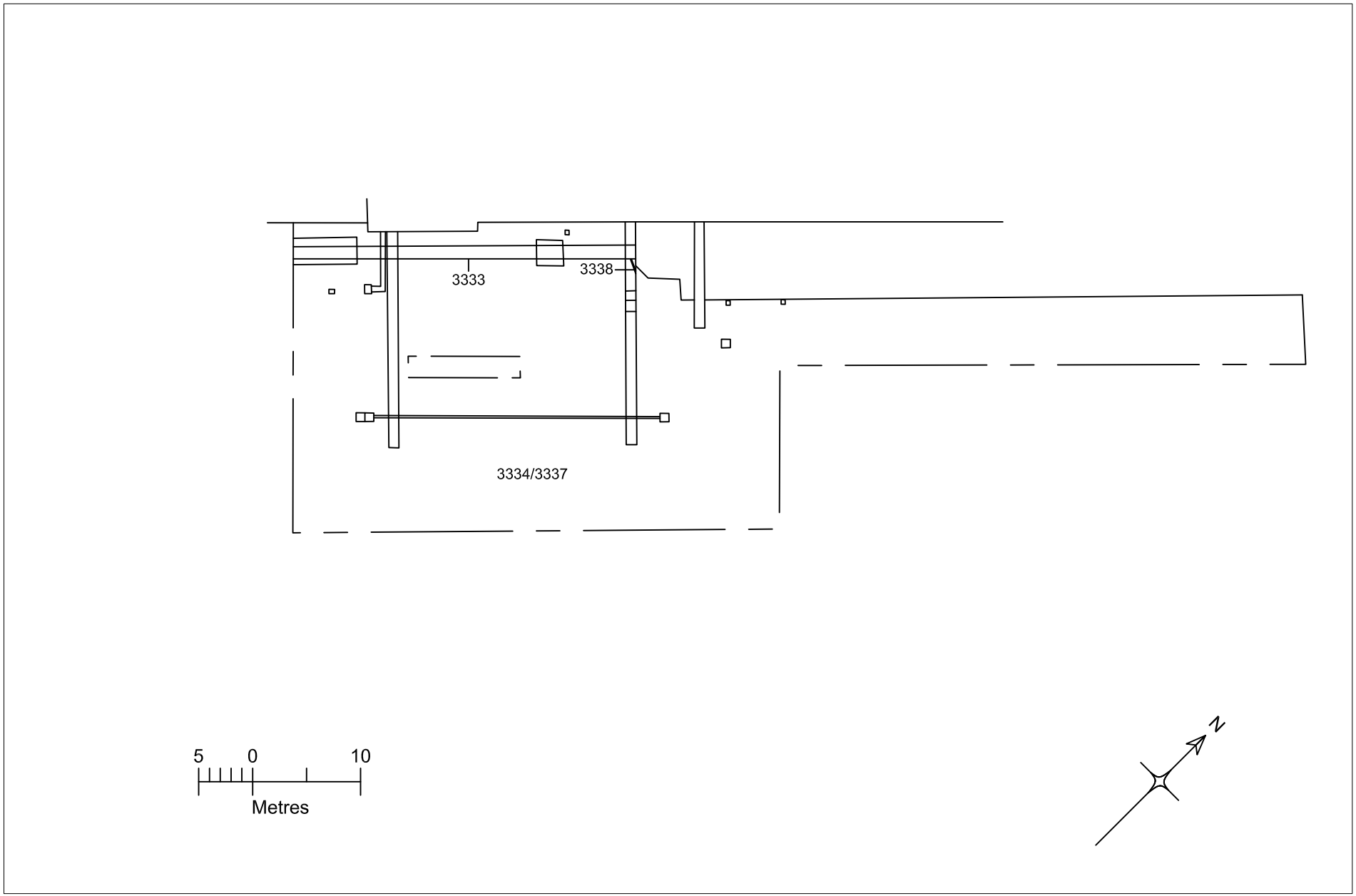
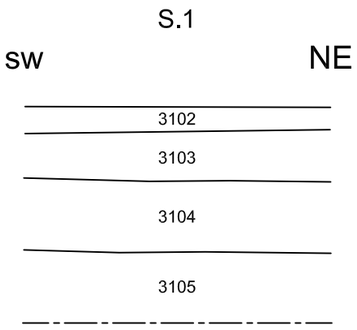
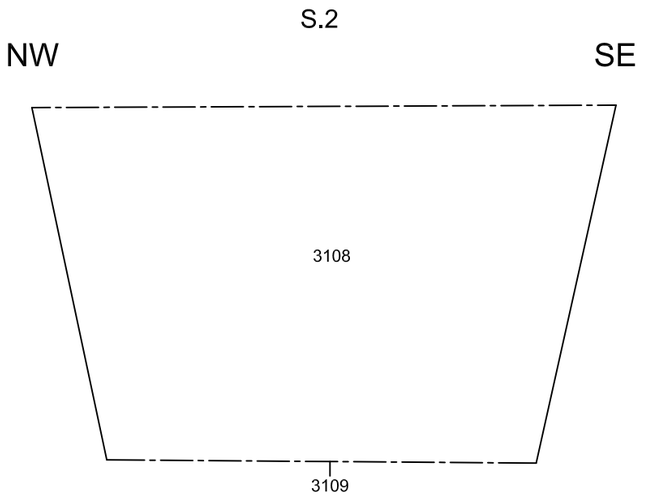
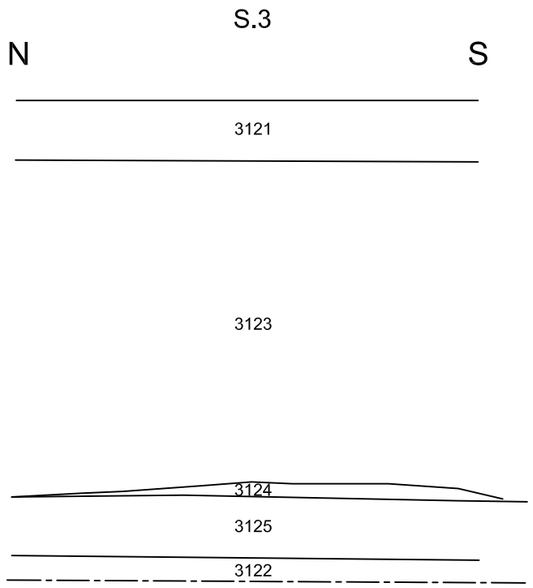
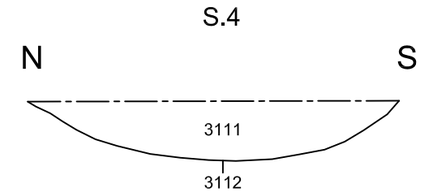


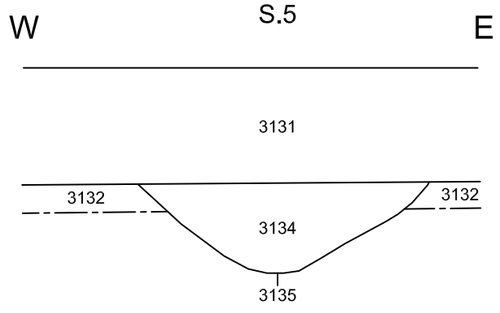
Figure 8: Area 10, Plan

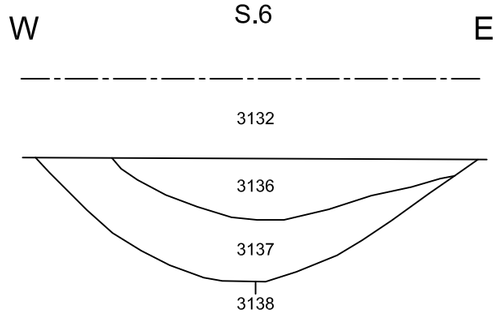


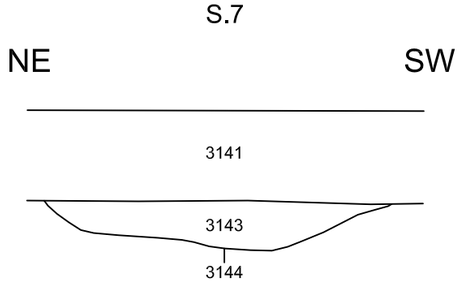


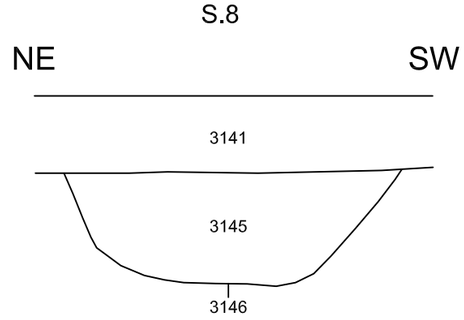


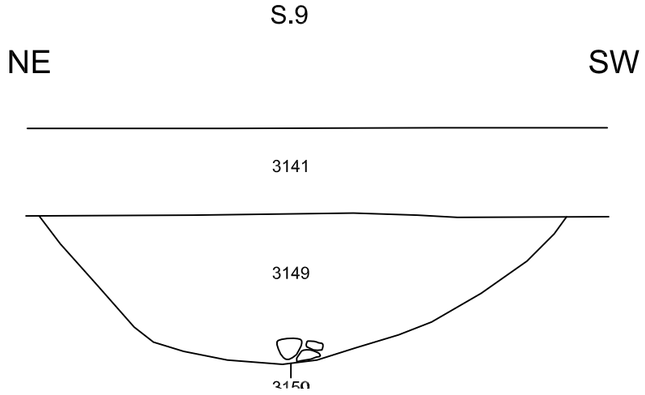












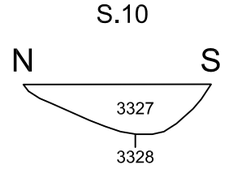


Figure 9: Sections S.1 - S.10

Plate 1: Area 1

Plate 2: Area 1, section

Plate 3: Area 2

Plate 4: Area 2, boundary ditch 3109 in section (1m scale)

Plate 5: Area 3

Plate 6: Area 3, section (1m scale)

Plate 7: Area 4 (1m scale)

Plate 8: Area 4, boundary ditch 3138 (0.5m scale)

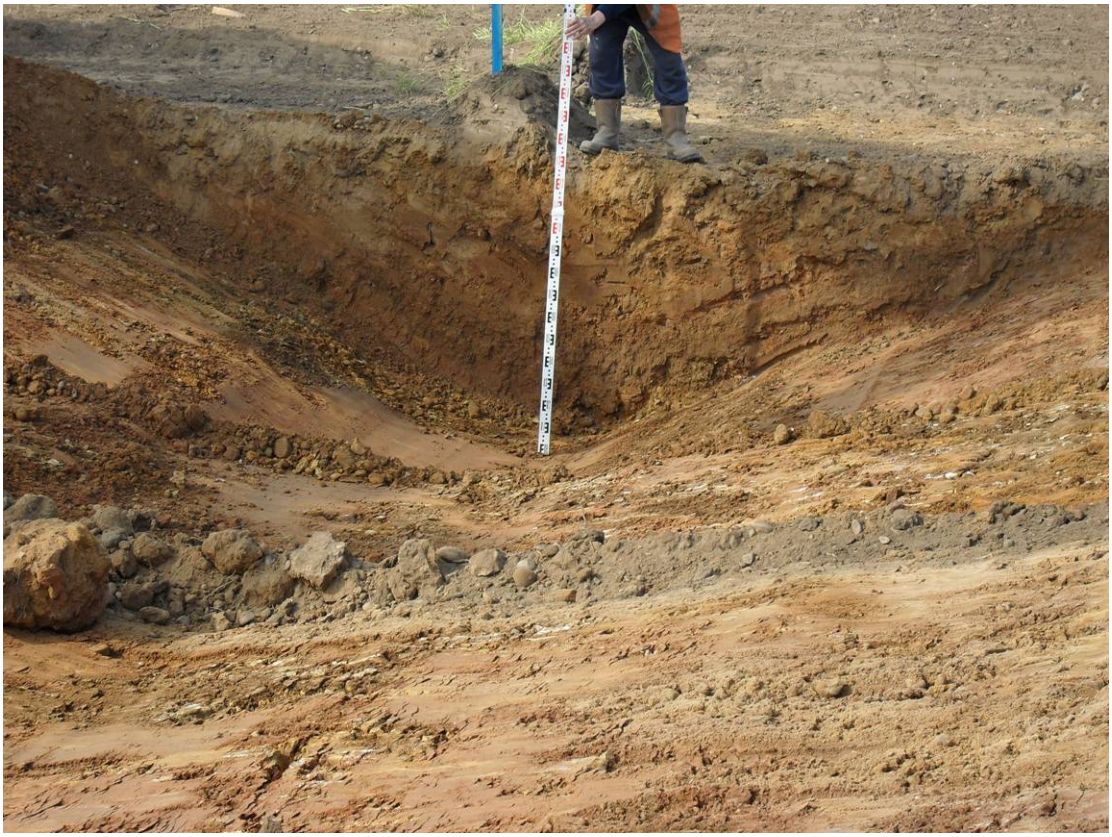


Plate 9: Area 5

Plate 10: Area 5, western trackway ditch 3148, in section (0.5m scale)

Plate 11: Area 6

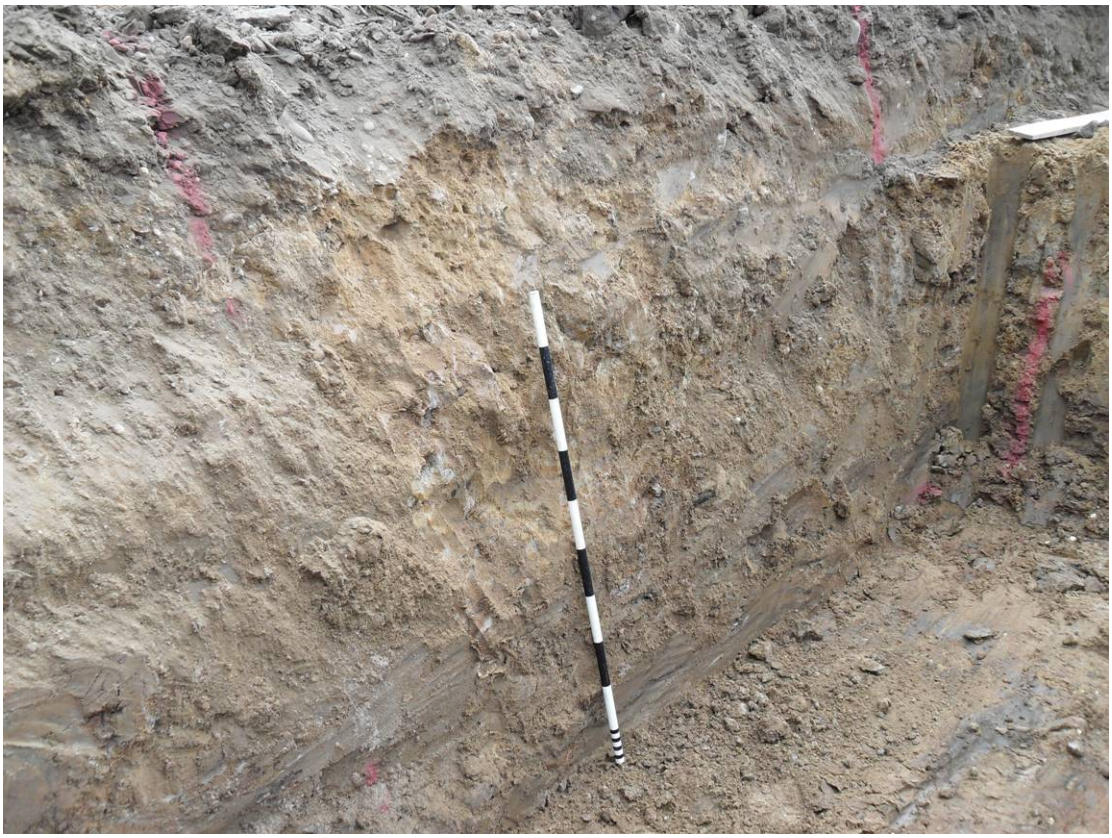


Plate 12: Area 6, Section (1m scale)

Plate 13: Area 8

Plate 14: Area 9 (1m scale)

Plate 15: Area 9, gully 3328 (0.5m scale)

Plate 16: Area 10, initial topsoil stripping

Plate 17: Area 10, middle foundation trench (1m scale)

Plate 18: Area 11 (1m scale)

Plate 19: Area 12