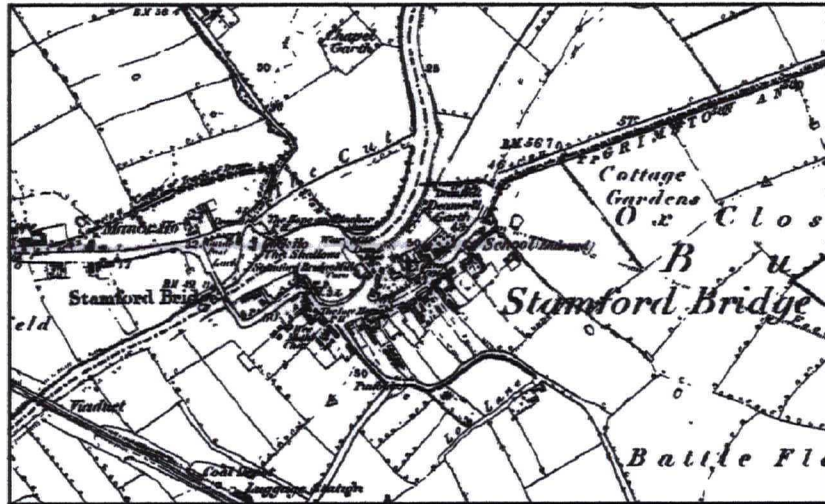




YORK ARCHAEOLOGICAL TRUST

NYCC HER	
SNY	9103
ENY	1951
CNY	3349
Parish	3021
Recd	01/11/2004



FLOOD ALLEVIATION SCHEME; STAMFORD BRIDGE NORTH YORKSHIRE

A report on an
Archaeological Watching Brief

by Gareth Dean

C 3349

E 1951

S 9103

**FLOOD ALLEVIATION SCHEME
STAMFORD BRIDGE,
NORTH YORKSHIRE**

**A REPORT ON AN
ARCHAEOLOGICAL WATCHING BRIEF**

by

Gareth Dean MA PIFA

Front cover illustration:

1st edition Ordnance Survey map of Stamford Bridge

CONTENTS

ABSTRACT

1. INTRODUCTION
2. METHOD STATEMENT
3. LOCATION AND GEOLOGY
4. HISTORICAL AND ARCHAEOLOGICAL BACKGROUND
5. THE WATCHING BRIEF
6. CERAMIC BUILDING MATERIAL
7. POTTERY
8. OTHER ARTEFACTS
9. ARCHAEOLOGICAL DISCUSSION AND CONCLUSIONS
10. BIBLIOGRAPHY
11. ACKNOWLEDGMENTS

List of Illustrations

		page
Figure 1	Location map	3
Figure 2	Location of areas monitored during watching brief	8
Figure 3	1 st Edition Ordnance Survey map	10
Figure 4	Section and plan of chamber Area 11	14
Figure 5	Projected line of Roman roads	15

List of Tables

		page
Table 1	Summary of Fabrics Present	16
Table 2	Fabric Descriptions	16
Table 3	CBM Data	17
Table 4	Pottery	18
Table 5	Daub	19
Table 6	Flint	19
Table 7	Modern	19

List of Abbreviations

BGL	Below Ground Level
CBM	Ceramic Building Material
OD	Ordnance Datum
YAT	York Archaeological Trust

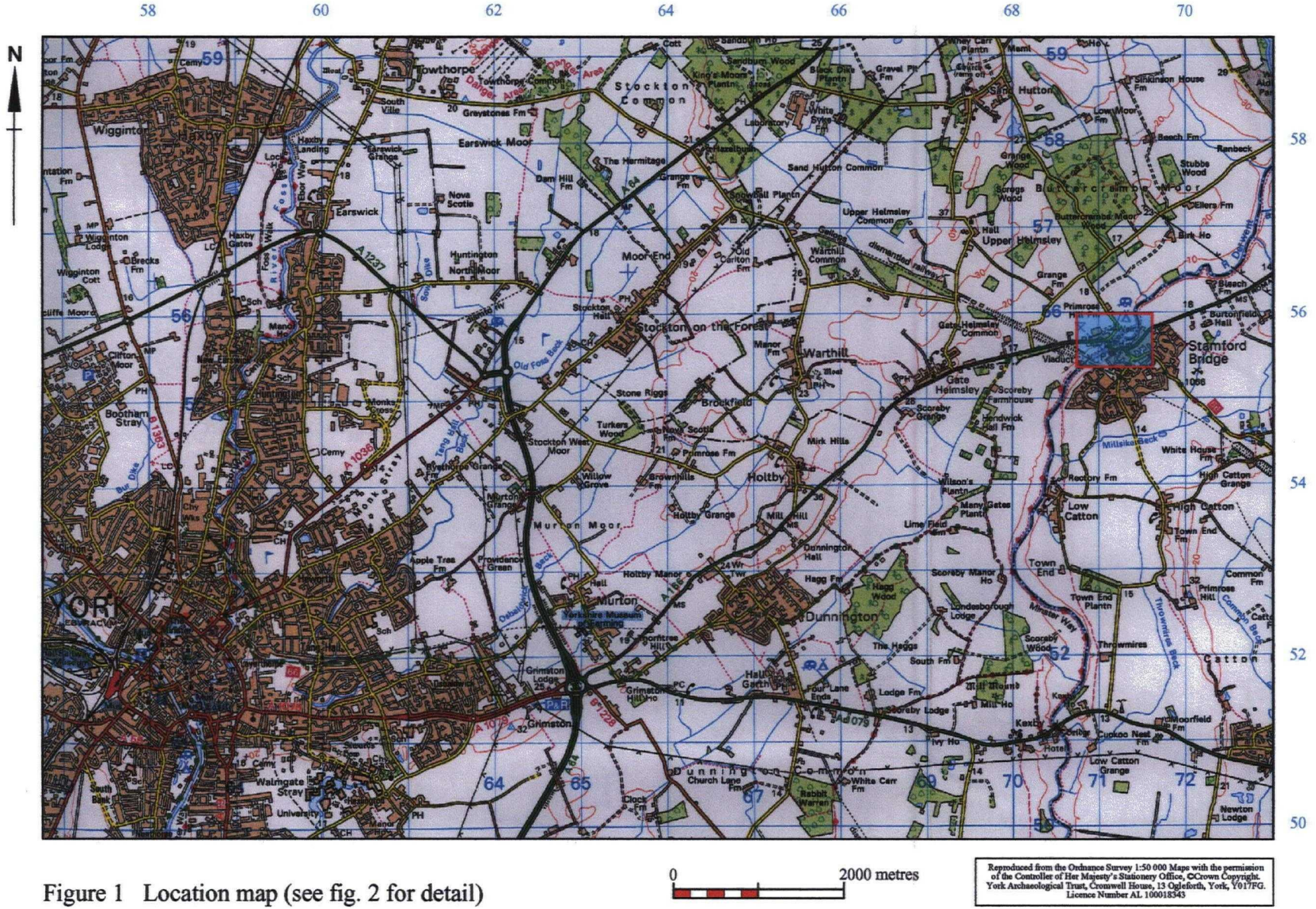


Figure 1 Location map (see fig. 2 for detail)

Reproduced from the Ordnance Survey 1:50 000 Maps with the permission of the Controller of Her Majesty's Stationery Office, © Crown Copyright. York Archaeological Trust, Cromwell House, 13 Ogleforth, York, YO17FG. Licence Number AL 100018343

ABSTRACT

An archaeological watching brief was carried out by York Archaeological Trust on the site of a flood alleviation scheme at Stamford Bridge. This entailed the observation of excavated pipe trenches and areas for the clay banks of the flood defenses. Remains observed during the construction of the flood defences consisted predominantly of alluvial silt deposits and natural clay beneath the modern topsoil. In one area to the west of the Buttercrambe Road, medieval pottery was found in association with a concentration of stones that may be the remains of stone banks. The function of this area is uncertain but it is probably the result of medieval ploughing, with the pottery either a dump or associated with manuring. The stones are possibly associated with field clearance. Close to the 18th and 19th century mill on the eastern side of the village, the construction of the flood defence wall exposed deposits associated with the infilling of the mill pond. A chamber excavated on the Buttercrambe Road exposed a layer of rough cobbles that was probably a Roman road surface.

1. INTRODUCTION

Between June 2003 and August 2004 York Archaeological Trust undertook an archaeological watching brief on the site of the flood alleviation scheme at Stamford Bridge, East Yorkshire (NGR SE713 556; Fig. 1). The watching brief involved the monitoring of topsoil stripping prior to the construction of haul roads and flood embankments, and the excavation of pipe trenches. The watching brief was carried in accordance with an archaeological specification agreed by the East Riding and North Yorkshire County Councils.

The main contractors on the site were Interserve Project Services Ltd. working on behalf of the Environment Agency. All finds and site records are currently stored with the York Archaeological Trust under the East Riding of Yorkshire Museum accession code ERYMS: 2003:73

2. METHOD STATEMENT

The excavation of pipe trenches, topsoil stripping of compound areas, haul roads and areas for the flood defence embankments was carried out by either a wheeled excavator or a 360 mechanical excavator using toothless a ditching or bucket.

To help with the interpretation of the results the various parts of the work were divided into areas (Fig. 2).

Area 1 was the main compound on the left bank of the river Derwent at the western end of the present car park. Area 2 lay on the north bank of the river and comprised an area used for the storage of material during the works. Area 3 was a haul road on the north side of the river running to the river from a farm entrance onto the road Stamford Bridge West. A soakaway 1m deep and 10m wide was excavated on the west side of the haul road. Area 4 was a pipe trench, also on the north side of the river, 2m wide and 1.5m deep. Area 5 was a small pipe trench on the south side of the river, 1m wide and 1m deep. Area 6 was a pipe trench excavated on the south side of the river, 2m wide and

1.5m deep. Area 7 was the embankment on the northern side of the river and its associated drains, and a stretch of flood wall up to the bridge. Area 8 encompassed the embankment on the south side of the river and its associated drains. The width of the area stripped for the embankments was 9-10m wide. No archaeology was observed in them. The main drain for the embankment excavated along its southern side was 0.8m wide and 1.4m deep.

Area 9 was a haul road on the south side of the river. Area 10 was an excavation for a wall footing for the flood defences which ran across the front of the Old Corn Mill and behind the shops on the north side of The Square. Area 11 encompassed the flood wall along the edge of The Cut on the northern side of the river and a chamber excavated on the south side of the Buttercrambe Road. Area 12 encompassed the embankment on the north side of the river east of Buttercrambe Road.

The haul road areas (Areas 3 and 9) were stripped to a depth of between 0.30m and 0.40m below modern ground level exposing alluvial silt deposits and some areas of subsoil. Pipe trenches, excavated for emergency stand-by pipes in case existing high pressure water mains were damaged, were excavated to a depth of between 1.20m and 1.40m. The pipe trenches exposed a sequence of deposits consisting of topsoil overlying river silt at the valley base or on the higher areas a red silt sand subsoil overlying either a clay or clay and sandstone natural.

The archaeological deposits encountered in Area 2 were recorded as drawn sections at a scale of 1:20 and recorded using the York Archaeological Trust *Fieldwork Recording Manual*. The rest of the work was recorded in a watching brief notebook in the form of measured sketch plans and sections. All depths detailed below are in relation to ground level during the work.

3. LOCATION AND GEOLOGY

These topics have already been covered in a detailed environmental statement (Babtie Brown and Root 2002) and are summarised in this report. Stamford Bridge lies in the valley of the River Derwent, at a point where the river flows between the York and Escrick glacial remains. An outcrop of Keuper sandstone forms a natural ford over the Derwent, and it is probably this that led to the establishment of the settlement. The landscape of the town and its surroundings is gently undulating with the flatter areas largely former marsh land. The ground level varies between 10m OD on the floodplain rising to 30m OD at the valley crest which the A166 from York runs along. The underlying solid geology consists of Triassic Sherwood Sandstone to the south-west and Triassic Mercia Mudstone to the north-east. The solid geology is covered by superficial deposits comprising areas of sand and gravel with the much of the valley sides covered with Quaternary Warp and Lacustrine clay whilst the valley floor comprises recent alluvial deposits.

4. HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

The watching brief was carried out because the area has produced a number of important archaeological discoveries, and the historical and archaeological importance of Stamford

Bridge has been previously detailed in an environmental statement (Babtie, Brown and Root 2002) and is summarised here.

The work on the archaeological discoveries at Stamford Bridge showed that there is little evidence for activity in the area for Palaeolithic, Mesolithic, or Neolithic periods. It is from the Bronze Age that the first traces at Stamford Bridge occur with the discovery of a dagger 200m up stream of the weir. There is no evidence for Iron Age activity in Stamford Bridge, although aerial photographs have identified a number of crop marks in the fields around the town of ditched enclosures and possible track ways.

The Roman period led to the creation of an infrastructure of roads, forts and towns. Stamford Bridge is thought to have been the site of a fort located at the crossroads between two roads - one running north-south from Brough-on-Humber to Malton via Buttercrambe and the other east-west from York to the coast. There was probably a crossing point over the Derwent to the north of the present weir, at the natural crossing point called 'The Shallows'. The position of another crossing point has recently been established over 1km downstream of the present bridge with a substantial settlement on either side of the river.

The road from York through Gate Helmsley was identified during the construction work of the plastics factory on the north side of the village, indicating that it followed the parish and county boundary until it meets the road from Buttercrambe. This route was until recently marked by the earthworks of a hollow way.

An Anglo-Saxon settlement probably existed at Stamford Bridge although its location is uncertain but may have been near the ford. A bridge had been built across the river before 1066 and became the site of the famous battle on the 25th September 1066, when the English King Harold defeated the King of Norway, Harald Hardrada, and his supporter Earl Tostig. The Anglo-Saxon Chronicle suggests that the bridge would have been a narrow wooden structure- perhaps acting as a foot bridge, with the ford remaining as the main crossing. The location of this bridge is uncertain and the battle of 1066 is believed to have been fought partly on the bridge and partly on higher ground to the south. It is in 1075 that the first documentary reference to Stamford Bridge occurs as *Stanyford brycg* in the *Anglo Saxon Chronicle* account of the battle of 1066. The name derives from the Old English for stone paved ford.

After the Norman Conquest at the Battle of Hastings in 1066, a series of rebellions broke out led by the Anglo-Scandinavian aristocracy of Yorkshire and provoked William the Conqueror to carry out the infamous 'harrying of the north'. What form the harrying actually took is uncertain, but it did result in the subjugation of the area. The Domesday survey of 1086, shows that a number of areas were 'waste' although what this means is unclear. At the end of the 11th century Yorkshire was organised into a basic administrative hierarchy that lasted up to the 19th century. Stamford Bridge, later divided into two townships, north and south of the river, formed part of the manor and parish of Catton (a village c. 2.5 km to the south), in Pocklington Hundred.

The medieval village would have been surrounded by two or more large open fields with associated woods, meadows and pastures with individual land holdings consisting of

narrow strips distributed through out the fields. This system of agriculture resulted in the ridge and furrow earthworks visible in fields that show on aerial photographs from the 1940s-70s. Many of the earthworks have been destroyed by modern intensive farming or housing development, but ridge and furrow earthworks still survive to the west of Stamford Bridge.

Although the location of the Anglo-Saxon bridge is uncertain, the medieval bridge was located about 100m downstream of the weir at the west end of The Shallows. The position of the bridge may be due to the construction of a weir for mills that would have affected the water levels at the ford. There is a reference for the repair of a bridge in 1280-2 and numerous medieval documents refer to it from this time onwards. The semi-ruinous remains of the bridge were drawn in 1724 prior to the construction of the present bridge and showed that it was of timber construction on stone piers.

There are many documentary references to the presence of corn mills and fulling-mills (for dying of fabric) at Stamford Bridge throughout the medieval period from 1130-35. The evidence would suggest that several of the mills were in operation at the same time. The location of the medieval mills is uncertain but they are thought to have been concentrated in the area of the present weir and mill, and probably stood on both sides of the river. Sites close to the medieval bridge are also possible and the presence of a dye house recorded adjacent to the medieval bridge in 1724 is related to one of these mills. Stamford Bridge prospered because it was located on one of the main roads from the coast, a route established in the Roman period and the river was navigable as far as the town. The river crossing influenced the plan of the village with successive diversions of the main street first from the ford the medieval bridge and later to the 18th century bridge.

In the post-medieval period the medieval field system was replaced by smaller farmsteads. The large fields of were divided into smaller areas in a process known as enclosure. This was a piecemeal process until the 18th and early 19th centuries when most remaining areas of land were divided up and enclosed by Parliamentary Enclosure Acts. Stamford Bridge was enclosed in 1766.

The effect of the industrial revolution on Stamford Bridge was to increase the scale of the mills. By the late 16th century there were two corn mills and one fulling mill on each bank of the river. They were taken down and rebuilt on the south-east side of the river in 1602, at the same time as a stone weir or dam was built. These mills were presumably replaced by the present mill which is of mid-18th century date. It was rebuilt in 1747 after a fire and greatly enlarged in the 18th century. It was last worked in 1964 and is a Grade II* Listed Building. The mill stands on a narrow spit of land extending across the south end of the weir which may have been part of the weir built in 1602. This spit of land was greatly increased in size in the 20th century, partly filling The Shallows and producing the appearance of a large steep-sided island. The alteration to the size of the mill pond and The Shallows is clearly visible in a comparison of the 1854 Ordnance Survey map (Fig. 3) with the modern map (Fig. 2).