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**YORKSHIRE FORWARD AND THE
WHITE ROSE UNIVERSITY
CONSORTIUM**

**OUTLINE PLANNING APPLICATION FOR A SCIENCE
RESEARCH AND DEVELOPMENT FACILITY AT
BURN AIRFIELD, BURN, SELBY, NORTH YORKSHIRE**

**Technical Appendix 4 Archaeology and
Cultural Heritage**



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1 INTRODUCTION

York Archaeological Trust (YAT) were commissioned to undertake an archaeological and historic assessment for the proposed Scientific Research development Facility which may incorporate the European Spallation Source Project development at Burn Airfield Selby North Yorkshire (NGR SE 59902770 Figure 1). The YAT report has been used as the basis for this chapter of the Environmental Statement. The site is bounded to the east by the Selby – Doncaster rail line, to the north by agricultural ground, to the west by Burn village and the A19. The southern boundary is principally occupied by farms beyond which is the east coast main railway line.

1.1 The Site and Study Area

The site defined in this report as the airfield lies c. 5km south-west of Selby immediately south-east of the village of Burn. The solid geology is of Bunter Sandstone overlying the Barnsley Coal Seam (Geological Survey).

The drift geology of the area consists of glacial sands, silts and clay. The ground is relatively flat and lies at c. 6.5m OD.

Although the eastern limit of the site is straight, the other sides are somewhat irregular. The airfield measures approximately 2.4km from north to south and c. 1.4km east to west.

In addition to the area of the airfield, aerial photographs and other archaeological information was gathered for up to 5km from the centre of the site and up to 15km for section 2.4, although it should be noted that not all the information examined has been included in this report. For the purposes of this study, the area within 5km of the airfield is referred to as the study area.

1.2 Aims of the Study

The objectives of this study were:

- ◆ to elucidate the current archaeological background of the development area from a wide range of sources
- ◆ to undertake a walkover survey to establish the current conditions of any upstanding archaeological features, earthworks or structures
- ◆ to understand the current state of historical knowledge, including modern cultural information, in relation to the site and to develop a mitigation strategy and
- ◆ to make available the results of this investigation

1.3 Method Statement

The archive of information held at the Sites and Monuments Record (SMR) at the Heritage Unit, County Hall, Northallerton, North Yorkshire was searched and the contents relevant to the study area assessed. A similar search was made of the National Monuments Record (NMR) for archaeological records and any useful aerial photographs covering the area under consideration. Aerial photos held by the University of Cambridge Air Photograph Library were checked as were any



photographs in the archive of YAT. Local publications pertinent to this study were also examined.

The site was the subject of a walk-over survey on 27th April 2004 when notes were made and photographs taken of the airfield as it is at the time of the compilation of this report.

The study area research notes are currently stored with the York Archaeological Trust under their accession code YORAT 2004 17.

2 ARCHAEOLOGICAL BASELINE

All information from the NMR and SMR was examined in order to produce this section of the report. However, not every single site or discovery is included due to the volume of information. Sufficient surrounding archaeological sites are mentioned to enable a reasonably clear assessment of the archaeological resource of the site and of the study area. Sites up to 5km from Burn airfield have been examined, although sites in central Selby (see Evans 2003) have not been included in this report. The information gathered from all sources is presented on a period by period basis.

There has not been a large amount of archaeological work in the vicinity of Burn but in 1963-4 excavations directed by H E J Le Patourel took place at Hall Garths Chapel Haddlesey (NMR UI 635419). A programme of field walking (SMR NY 956) took place along the proposed route of the East Coast Mam Line diversion in 1980 including work in the parishes of Burn, Temple Hirst, Chapel Haddlesey, Gateforth and Hambleton. Rescue excavations by R C Barcham in 1980 were conducted at Lund Farm, Gateforth (NMR UI 655714) and three trenches were excavated by West Yorkshire Archaeological Services at Roall Manor Farm (NMR UI 1129439, SMR NY 1294) in 1996. The area around this site had been the subject of a magnetometry survey (SMR NY 1295) between December 1991 and March 1992 and a fieldwalking survey took place at the same time. A topographical and geophysical survey (NMR UI 906747) directed by T Oliver and R Newman took place at Brayton in 1991. A desk-based assessment of the route of the Eggborough – Chapel Haddlesey Pipeline in 1997 (NMR UI 1265269) was followed by an archaeological watching brief in 1999 (NMR UI 1355818, SMR NY 633). More recently, a watching brief on Sector A of the A63 Selby Bypass took place between January 2002 and April in the Hambleton (SMR NY1892) area. Further watching briefs connected with the bypass project were undertaken at Sector B, Hambleton / Gateforth (SMR NY1893), Sectors D, E, F and G, Brayton (SMR NY 1894 - 7), Sectors I, J and K (SMR NY 1898, 1899 and 1900).

2.1 The Prehistoric Period (Pre AD71) (Figure 2)

Evidence for this period is not uncommon in the vicinity. The earliest known activity comes from Brayton (NMR UI 56328 and UI 1209905), c 2km to the north of the site, where scrapers, cores, blades, microliths and micro-burins of the Mesolithic age have been found. A Neolithic flint adze head has been recovered from Camblesforth (NMR UI 57933, SMR NYM 10046), some 4km to the south-east of the airfield. A moderate number of probable or possible Iron Age enclosures and field systems, located mainly by aerial photography, is known from the locality. Features of this period have been tentatively identified at Brayton (NMR UI 1307495 and UI 1306760), at Carlton (NMR UI 1304192), c 2km south of Camblesforth, at Kellington (NMR UI 1315792), c 5km to the south-west of Burn, and particularly at Hensall (NMR UI 1315630, UI 1315714, UI 1317491 and UI 1360715) which lies c 3.5km south of Burn Airfield. The Lund Farm site at Gateforth (SMR NYM 10010) produced a flint flake of the prehistoric period. An undated ring ditch (SMR NYM 10006) seen as a cropmark, recorded c 1.5km west of Burn village, may be prehistoric in date, as may be another ring ditch (SMR NYM 10007) seen as a cropmark c 100m to the south. Flint cores of uncertain date, but probably prehistoric, have been found in Carlton parish (SMR NYM 10049 and 10050).

2.2 The Roman Period (1st to 5th centuries AD) (Figure 3)

Although not abundant activity of this era is believed to lie close to the site within Burn Parish. A possible Romano-British double ditched enclosure (NMR UI 1318872) identified from aerial photographs has been noted close to Burn Lodge Farm c 1.25km south-west of Burn village. A possible settlement (NMR UI 1308879) of the period has been located some 0.5km east of the eastern perimeter of the airfield between Hagg Bush and Primrose Hill and a rectilinear enclosure (NMR UI 1309241) of possible Roman date has been seen on aerial photographs just 0.25km east of the southern limit of the airfield. Further away a possible linear settlement (NMR UI 1308995) has been recorded near Carlton. Limited excavation near Gateforth (NMR UI 56185) c 4km to the west has confirmed the presence of an early Roman rectilinear enclosure containing rectangular timber buildings. The most substantial activity in the general area identified from aerial photographs and subsequently confirmed by a geophysical survey, is an early Roman fort (NMR UI 900082) with probable adjacent vicus (SMR NYM 12279) found at Roall Manor Farm near Kellington (Bewley and Macleod 1993). This is a scheduled ancient monument (SAM 30128). Roman material was also recovered from Lund Farm and the watching brief on the Eggborough – Chapel Haddlesey Pipeline (NMR UI 1355818) produced evidence for a Roman pond, trackway and road.

2.3 The Anglian and Anglo-Scandinavian Periods (5th to 11th centuries AD)

There is only slight evidence for these periods in the general area and none within, or close to the site. An 8th century spearhead was found at Ferrybridge Power Station c 15km to the south-west of Burn and a very rare Carolingian winged spearhead, known to be used for hunting, came from the River Ouse at Kelfield c 10km north of Burn airfield. On the outskirts of the study area, in the 19th century skeletons in hollowed out tree-trunk coffins were found around Church Hill (SMR NYM 10426) in central Selby c 4.5km north-north-east of the airfield and although they are difficult to date they should belong to either the Anglo-Saxon or Anglo-Scandinavian periods. Skeletons found at Riccall Landing c 10km to the north-north-east at various points during the 19th and 20th centuries are normally ascribed to the Anglo-Scandinavian period and may be victims of the battles between the English and Norwegian armies in 1066 (Scott 1986).

2.4 The Medieval Period (11th to the 16th centuries AD) (Figure 4)

Evidence for this period is plentiful and exists within as well as around the site. Lying below Burn Airfield identified from aerial photographs is part of an extensive field system (NMR UI 1308756) measuring at least 800m x 600m. Also within Burn parish there is aerial photograph evidence for medieval ploughing in the form of ridge and furrow (NMR UI 1309762), probable buried medieval pits (NMR UI 1318946) and another possible field system (NMR UI 1308790). Further photographic evidence for ridge and furrow cultivation, a common feature of the medieval period, comes from Gateforth (NMR UI 1319501), Hensall (NMR UI 1303291), Eggborough (NMR UI 1315590) some 5km south-west of Burn, Thorpe Willoughby (NMR UI 1321220) c 2.5km north-west of the village of Burn and Temple Hirst (NMR UI 1303285) some 4km south-east of Burn. Other features of the period include a double moated manor house site (NMR UI 56177) at Chapel Haddlesey 2.5km south-west of Burn, the site of a preceptory (subordinate community) of the Knights Templar at Temple Hirst (NMR UI 56180), a possible enclosure at Gateforth (NMR UI 1319153), three buried ponds at Eggborough (NMR UI 1315781) and an enclosure and trackway at Kellington (NMR UI 1315784). Brayton parish contains two moated sites (NMR UI 56321 and UI 58052) both with

some surviving upstanding earthworks and the remains of a field system (NMR UI 1309284) The 1963 – 4 excavations at Hall Garths Chapel Haddlesey (SMR NYM 9969 - 87) recorded details of the manor house and its moat Medieval material was also recorded at Lund Farm Gateforth (SMR NYM 10010) Field walking along the East Coast Mam Line diversion at Temple Hirst in 1980 recovered medieval pottery (SMR NYM 9877) A gold ring with a rilled outer edge (SMR NYM 23659) may be of this period and is believed to have been found near Kellington

2.5 The Post-medieval and Modern Periods (16th to the 20th centuries) (Figure 5)

Archaeological evidence for these periods is quite abundant and includes ploughed-out ridge and furrow (NMR UI 1309762) at Burn earthworks including a moat (NMR UI 1319163) and brickearth pits or a kiln site (NMR UI 1319237) at Gateforth levelled ridge and furrow (NMR UI 1303291) at Hensall and parts of a field system (NMR UI 1309284) at Brayton An earthenware jar containing at least 33 gold and silver coins of the period c 1600 AD to c 1799 was ploughed up at Thorpe Willoughby (SMR NYM 10415) Brayton parish contains the buried remains of a World War II searchlight battery (NMR UI 1319042) There may be buried remains relating to the airfield (SMR NYM 10063) surviving below the modern ploughsoil

2.6 Discussion and Conclusions on Archaeological Baseline

It is clear from the evidence above that the study area has a number of significant archaeological sites of all periods except perhaps the Anglian and Anglo-Scandinavian Analysis of the NMR and SMR records indicate that new sites of archaeological potential have been identified and occasionally investigated in recent years The Burn area has produced evidence for prehistoric and Roman activity although medieval and later activity is also well represented Very little archaeological field work has taken place in the Burn area however and much of what is known is based on interpretation of aerial photographs

The landscape usage of the study area prior to the medieval period is most uncertain but there are hints that archaeological remains such as burial monuments routeways field systems and small scale rural settlements of prehistoric date may lie in the area There is evidence of at least one small Roman settlement close by, whose remains may well spread into and across the study area There is no archaeological evidence for the 5th – 11th centuries close to the airfield although there is considerable place-name evidence for some form of activity close by during these centuries

The village of Burn may have originated in the early medieval period and never seems to have grown much beyond its present limits although Burn Hall Farm may indicate the residence of a family of some note in the medieval or post-medieval periods

Burn village appears to retain its Victorian and earlier layout However the study area has changed considerably initially with the construction of the Great Northern Railway (Northern Direct Line) between Doncaster and Chalconer Whin Junction (south of York) in 1871 and later by the construction of the airfield in 1941-42

The land on which the new development is proposed has probably been rural fields or parkland since the medieval period or earlier Modern land use seems mainly confined to agriculture and the activities of the gliding club

3 HISTORY AND CULTURAL HISTORY BASELINE

3.1 The Village of Burn

Little is known concerning the origins of Burn but it is possible that the name is derived from the Old English meaning area cleared by burning (Domesday Book On/line). The village is first mentioned in charters of the 11th century c 1030 where it was known as Byrne. It appears the area was still well wooded at the time of Domesday, the name Hagg Bush immediately east of the airfield boundary being old Norse for part of an area of woodland. At the time of the compilation of the Domesday Book in which it does not appear Burn was in the manor of Brayton in the wapentake of Barkston Ash. Medieval charters make frequent mention (Butlin 2003: 77) of woodland and woodland management in the area and it is thought that in the medieval period much of this region was part of Sherwood Forest ((Worsfold 1894). Persons of some note probably living in Burn are mentioned as witnesses to a number of York charters (Tringham 1993) during the 13th century and later. The Poll Tax assessment of 1377 gives a population of 129 and a Gild of St Katherine is attested at Burn during the 15th century.

By the 1820s the population of Burn was 238 (Baines 1822) when there were two victuallers in the village. By the end of the 19th century Worsfold describes the area as mainly cornfields and pasture with patches of woodland. Much of the region between Haddlesey and Selby was badly affected by two major floods in the 19th century those of 1866 and 1892. Burn also was affected by an outbreak of typhus or black fever in 1857. One of the earliest maps of the area was one of 1620 by Mercator (Figure 6). This depicts Haddlesey and Selby but not Burn and although detail is very limited it does appear to show a considerable amount of woodland to the west and possibly south of Selby. There appears to be little cartographic evidence relating to Burn prior to the first edition of the Ordnance Survey 6 inch to the mile map of 1852 although Jeffery's *Map of Yorkshire 1775* (Figure 7) shows Burn but not in any great detail. Comparison with modern maps shows that there has been very little change certainly with regard to extent since the 19th century. An item of note on the 1852 OS map (Figure 8) is a lane named Park Lane running under what is now the northern half of the airfield. The stunted remains of this lane are still part of the principal access to the airfield. Also on the 1852 OS map are a large number of curvilinear field boundaries surround the area bisected by the lane forming a very roughly circular area of land c 1.5km across. Parts of the airfield boundary seem to respect this circular area (Figure 9). The name of the lane and the size and shape of the area enclosed may suggest a medieval deer park although none is listed in the *Historical Atlas of North Yorkshire* for this area (Butlin 2003).

Although Burn has no church of its own it does have a Methodist chapel. The Methodists are first mentioned in a Selby Circuit account book of 1813 (Moody 1994) but until the first purpose-built chapel was erected in 1846 they met in a small old thatched cottage in the village. Unfortunately this early Victorian structure was demolished in 1994. Due to age and the number of Methodists in the village typically c 30 during the second half of the 19th century a new chapel was begun in 1894 and opened in 1895. This is still standing and in use. Businesses recorded in Burn during the 19th century included farmers, a joiner, a wheelwright, an undertaker, and persons in the timber trade. In the 1930s there was an annual sports day and local show and an outing for the children to either Scarborough or Bridlington. Local entertainment during the 1960s included musical evenings.

Although bisected by the A19 Burn is now a fairly quiet village although in the past it appears to have been a bustling little place possessing at one time or another

two chapels a blacksmith s a shop a post office a garage two public houses and a wood yard (Chivers 2003) It still does have two pubs The Wheatsheaf and The Anchor Other busnesses include a company dealing in lubricants a timber merchants a farm machinery outlet and an accident repair company There is no local post office shop or school but there is a cricket club and a community website (www.ukvillages.co.uk)

3 2 Burn Airfield

This is only a brief summary but a comprehensive history of the airfield has been published by Cawdron (2001)

The airfield was one of many constructed in this region during World War II and was designed as a standard bomber base Work on the 600 acre site bounded by the A19 road the Doncaster – Selby LNER railway line and the Selby canal commenced in 1941 but was not completed until November 1942 It had three runways measuring 950m (4290 ft), 1100m (4620 ft), and 1300m (5700 ft) in length each 46m wide (*The Handley-Page Halifax* web site) The airfield possessed two T2 type hangars and a single type B1 hangar The nearly completed airfield was briefly used by 1653 HCU an American Liberator unit which disbanded at Burn in October 1942 The next occupants were 431 (Iroquois) Squadron RCAF who flew Wellingtons from the base until moving to Tholthorpe in July 1943 For the remainder of 1943 Burn was used as a relief landing ground by a large variety of units from Army Co-operation Austers to Halifax bombers The airfield accommodated some 230 buildings on 12 sites by January 1944 In February 1944 578 Squadron flying Halifax 111s moved to Burn and was still there when it was disbanded in April 1945 at which point Burn was closed for flying It was used in 1946 for a huge War Department disposal sale the long runways proving ideal for storing and displaying large quantities of war surplus equipment Between 1945 and 1958 the airfield was utilised by the army as a tank park and saw heavy usage during the Korean War and the Suez crisis Since then much of the airfield has been returned to agriculture and many of the original buildings have gone A water tower remains as do a few buildings now used by farmers and building companies and the stand-by operations block, sergeants mess and part of the bomb-dump were reported as still extant in 1998 The runways are used by Burn Gliding Club which is based here A number of buildings used by the World War II airbase are still extant in Burn village A memorial to the men of 578 Squadron was unveiled as recently as 1991 in Burn (Otter 1998)

3 3 Conservation Areas and the Local Plan

There are no conservation areas in the immediate vicinity of Burn Airfield The nearest such area covers ground around the church at Brayton but changes to it are currently being proposed in the Selby Local Plan The village of Burn is covered by Policy H7 of the local plan which identifies it as a settlement where within defined limits residential development will be restricted to sensitive infilling and other small scale development, redevelopment of land or premises, or conversion or change of use of existing buildings (*Selby Council* website)

3 4 Listed Buildings and Scheduled Ancient Monuments

There are no known Listed Buildings in the immediate vicinity of the airfield but the NMR lists a number in the study area Gateforth Hall, Gateforth (NMR UI 56186) is listed as Grade II* and the former coach house, stables and dovecote to Gateforth Hall are listed as Grade II (NMR UI 1321958) In Camblesforth Camblesforth Hall is



listed as Grade I (NMR UI 57938) The nearest listed structure is St Wilfred's Church, Brayton (NMR UI 58063) parts of which date back to the 12th century The church is listed as Grade I The Rectory and two adjacent barns are also listed Grade II (NMR and SMR numbers not known) Other listed structures in the area according to the SMR are gate piers at Kellington (SMR NYM 9867) St Mary's Church Carlton (SMR NYM 9870) and the remains of the preceptory of the Knights Templar at Temple Hirst, Grade II (SMR NYM 10015) According to the NMR the only known Scheduled Ancient Monument known in the general area is the Roman fort and vicus at Roall Manor Farm (SAM 30128) The SMR also lists as a Scheduled Ancient Monument Hall Garth Chapel Haddlesey (no SAM number given)

3.5 Other Local Factors

A Bypass around the Village of Burn has recently been proposed by North Yorkshire County Council the scheme is now included in the Local Transport Plan (Selby Council/ website) The current proposed route cuts through the western extremity of the study area immediately east of Burn village

The site also encompasses a Site of Importance for Nature Conservation (SINC SE 62-19) and another four (SINC 52-19 SE 62-06 SE 62-02 and SE 62-18) lie within 2km of the airfield

Burn airfield is currently operated by Burn Gliding Club Ltd of Park Lane, Burn Selby North Yorkshire The airfield is an unlicensed aerodrome used primarily for gliding operations using a winch and aerotows

4 THE WALKOVER SURVEY

The site was visited during the morning of 27th April 2004. In the course of the visit the entire circumference of the airfield was walked along the surviving taxiway and notes and photographs taken. A small number of photographs of Burn village were also taken. There was no activity at the airfield and it is understood that gliding operations only take place on certain days mainly over weekends and in good weather. At the time of the walkover it was raining with a low cloud base.

Apart from the concrete runways of the World War II airfield the entire site within the perimeter taxiways was devoted to arable farming. In a small number of locations principally towards the southern and eastern parts of the airfield the extremities of the runways have been used for agricultural storage of hay and manure. The only buildings noted during the walkover were the modern hangar, clubhouse and ancillary structures associated with Burn Gliding Club. These occupied a relatively small area at the western extremity of the airfield close to Burn village.

During this walkover it was noted that most of the northern taxiway and all of the eastern taxiway were designated public footpaths. This was confirmed by the Ordnance Survey 1:25000 Explorer map of the area which also showed a public footpath from the gliding club to the village and another one leading from the northern taxiway towards a minor road off the A 19 close to Burn Grange. The footpath along the eastern taxiway forms part of the Trans Pennine Trail between Selby and Snaith. There are no known designated footpaths running across the airfield or in the area bounded by Brick Kiln Lane, Burn Lane and the western taxiway.

4.1 Identified Potential Receptors

Table 1 summarises the outputs of the baseline assessment and includes all the archaeological and cultural heritage resources that may be affected by the proposed development.

Table 1 Summary Table of Listed Buildings, Scheduled Ancient Monuments and Cultural Resources considered by this study

Reference number	Source	Grid Reference	Description	Comments
1	NMR Grade II* listed building	SE 5559 2958	Gateforth Hall Early 19 th century	Of significance due to its architectural value retains many original features
2	NMR Grade II listed building	SE 5550 2950	Gateforth Hall coach house and cottages Early 19 th century	Converted into three houses Of special architectural interest
3	NMR Grade I listed building	SE 6467 2615	Camblesforth Hall Built c 1700	Of national importance Unaltered until last

				decade
4	NMR Grade 1 listed building	SE 6041 3099	St Wilfrid s Church Brayton 12 th – 15 th century	Building of special Architectural significance
5	Selby Council Website	SE 6038 3100	Rectory and two adjacent barns west of St Wilfrid s Church	Buildings that Compliment and Add historical Depth to church
6	SMR listed grade unknown	SE 5693 2474	Gate piers Kellington	Remains of some local importance
7	SMR listed grade unknown	SE 6472 2404	St Mary s Church Carlton 19 th century	Local example of Gothic revival style
8	SMR Grade 11 listed building	SE 5970 2510	Preceptory of the Knights Templar Temple Hirst 12 th – 14 th century	Remains of Regional significance
9	NMR SAM 30128	SE 5643 2521	Roman fort and Vicus Kellington 1 st – 4 th century AD	Site of national importance
10	SMR SAM No number	SE 5874 2570	Hall Garths Chapel Haddlesley 12 th – 14 th century	Site of national significance
11	Selby Council Website	SE 6040 3100	Brayton Conservation Area	Area of historic interest

5 POTENTIAL IMPACTS AND ASSESSMENT OF SIGNIFICANCE

Assessment of the heritage value of the buildings and areas within this study has been determined by expert opinion informed by legislation and guidance such as the Ancient Monuments and Areas Act 1979 PPG15 – Planning and the Historic Environment [Ref 12 1] and the Listed Buildings and Conservation Areas Act 1990. The significance both of the structures and areas and the impact of development upon them was assessed in accordance with the methodology laid out in the Department of Transport's *Guidance on the new approach to appraisal* [Ref 12 2]. This assessment was made with reference to the structures and areas form survival condition complexity, context and period. The scale of importance significance and rarity were also examined prior to the assessment of impacts of the proposals on individual buildings and areas of significance. This was assessed on a seven point scale, ranging from substantial adverse to substantial beneficial. This scale was derived from the Department for Transport publications *Guidance on Methodology for Multi-Modal Studies* (GOMMS) dated March 2000 and the GOMMS Supplement 1. This impact assessment has also been influenced by issues including proximity to the development area and the historic character and heritage of the Burn area.

Table 2 identifies the potential impacts and includes the assessment of significance of the affects identified.

Table 2 Impacts of the new development on identified receptors

Number	Building	Impact	Comments
1	Gateforth Hall	Negligible	The Hall lies some 4km to the west of the site and the project design envisages major tree planting to screen the site from all directions
2	Gateforth Hall coach and cottages	Negligible	Impact is the same as for Gateforth Hall
3	Camblesforth Hall	Negligible	Very little impact due to distance c 4km and intervening screen of woodland
4	St Wilfrid s Chutch Brayton	Negligible to slightly adverse	The church is c 2km north of the Site and screened from it by much of Brayton village but may be affected by increased traffic
5	Rectory and barns Brayton	Negligible to slightly adverse	Impact is the same as with St Wilfrid s Church
6	Gate piers at Kellington	Negligible	Distance c 4km and tree screening of the

			site should result in minimal visual impact
7	St Mary s Church Carlton	Negligible	Distance tree screening of the site and intervening woodland should mean little visual impact
8	Preceptory Temple Hirst	Negligible	Distance c 4km and tree screening of proposed development should mean little visual impact Much of this is below ground
9	Roman fort and vicus Kellington	Negligible	Distance c 3km and tree screening of proposed development should mean little visual impact All below ground
10	Hall Garths	Negligible	Tree screening of proposed development should mean little visual impact Remams of Hall Garths are below ground
11	Brayton Conservation Area	Negligible to moderately adverse	This Conservation Area is screened from the development area by Brayton village Little visual impact but may suffer from increased traffic flow to development during construction and operation Proposed Burn bypass has potential to increase this impact Extra pollution and noise from traffic
12	Burn Airfield	Moderately adverse to largely beneficial	Archaeology below the airfield in areas of demolition / construction liable to disturbance

The development as proposed will add a new dimension to the area occupied by Burn Airfield The creation of the parkland lakes and wooded screen will undoubtedly enhance the ecological diversity to a great degree although benefits to

the public may be limited to visual enhancement of the environment depending on access limitations to the site

The creation of the new access road / Burn Bypass will be of great benefit channelling much of the present road traffic around and away from the village. This should reduce noise, pollution and vibration in the village since the bypass will be lined by substantial embankments.

These potential benefits should however be weighed against the potentially adverse impact on any archaeology below the airfield. Although the construction of the runways will have resulted in major disturbance of any archaeological sites in their path, it is quite possible that any remains adjacent to them may be relatively intact. Removal of the runways may result in further damage to any archaeology below and beside the runways. Landscaping within the site and access road construction could also have an adverse impact on any archaeology present. It is not possible at this stage to estimate the significance of the impacts due to existing data limitations.

5 1 Impacts During Operations

Once construction is complete there would appear to be no obvious impacts on the archaeology and cultural / historic heritage of the site although the potential for increased traffic through the Brayton Conservation Area may have an as yet uncertain adverse effect on the conservation area and the listed buildings within it.

5 2 Summary of Impacts

None of the Scheduled Ancient Monuments in the study area is likely to be adversely affected either directly or indirectly and most of the listed buildings within the study area are unlikely to be affected. The only clearly identifiable adverse effect would be to any archaeology present on the site during construction.

5 2 1 Significant Impacts

There is relatively little of known archaeological and historical significance on or in the immediate vicinity of the airfield although evidence suggests that there is the potential for archaeological sites of uncertain significance and potential around and possibly below the site.



6 PROPOSED MITIGATION

The development as currently proposed, should have no direct impact on the known and existing Listed Buildings or Scheduled Ancient Monuments none of which lie in or close to the area of proposed development. As such there is no mitigation required to either mitigate adverse impacts or provide benefits.

However, as stated in the summary of significance, the archaeological potential of the site remains uncertain and there is justification for undertaking some form of further archaeological assessment of the proposed area of redevelopment. Since most of the site is under agricultural land, a geophysical survey would be appropriate given the existing uncertainty of the archaeological potential within the study area itself. This may indicate the need for further investigative work before or during construction. It would be recommended that this is undertaken prior to the commencement of development and should be subject to a planning condition.

7 OVERALL CONCLUSIONS

The development area and its wider setting have been assessed from a number of perspectives including the landscape its historical form and heritage value the archaeology the built heritage and its setting the visual setting of the development and its impact and the cultural use of the area This assessment has been undertaken to consider the impact on the archaeological and historic environment potentially affected by the development proposals It is felt that there will be a negligible impact on the known archaeological and historic environment of the study area as a whole but it is at this stage impossible to fully assess the impact of the development on any archaeology below the airfield

7.1 Data Deficiencies

This evaluation has looked at the site as it is today and the impact to the cultural and historical heritage at the present time This study has not taken into consideration any plans for other new developments with the exception of the proposed Burn Bypass in the area which have been granted planning permission or are in the process of planning

A small number of sites, buildings and finds were discovered in a source (NMR SMR webpage etc) that did not provide full information for example SMR number or grade of listed building It has not at the time of writing been possible to fill in these few gaps which are identified within the study It should also be noted that the information received from the SMR and NMR may not be completely up to date

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