

**NORTHERN ARCHAEOLOGICAL ASSOCIATES LTD  
FLATTS LANE, NORMANBY, REDCAR AND CLEVELAND**

**Additional monitoring**

<b>Site name:</b> Flatts Lane	<b>Grid reference:</b> NGR 454687 516753
<b>Parish:</b> Normanby	<b>District:</b> Redcar and Cleveland
<b>County:</b> North Yorkshire	<b>Development:</b> Residential
<b>Client:</b> Miller Homes	<b>Contractor:</b> Esh Construction
<b>Planning application reference:</b> R/2019/0443/RMM	R/2016/0326/OOM; APP/V0728/W/16/3158336;
<b>Site supervisor:</b> Holly Drinkwater	<b>Project manager:</b> Matthew Town
<b>Fieldwork Date(s):</b> 10-09-2020	<b>NAA project number:</b> 1305 <b>Site code:</b> FLN20
<b>NAA report number:</b> 20-87	<b>Report date:</b> 02 October 2020

### **Reasons for watching brief**

NAA conducted an initial watching brief at the site that concluded in July 2020. The archaeological works included a slot across the historic routeway of Flatts Lane, that revealed at least two phases of a well-preserved stone trackway underneath the existing public footpath (NAA 2020). Although the route of Flatts Lane is being preserved within the current development, a requirement arose to excavate two further trenches across the alignment for the installation of drainage for the residential development. These trenches were monitored by NAA on 10th September 2020 and this report can be viewed as an addendum to the previous work. The locations of the trenches can be viewed on Figure 2.

### **Results**

The first trench was excavated to a width of 1.5m across the line of the footpath using a 360° tracked excavator with a toothless ditching bucket. The modern footpath gravel and underlying topsoil was stripped by machine until the stone trod of the earlier trackway was encountered. The area was then cleaned by hand before a second 0.5m wide slot was excavated by machine at the western edge of the trench to record the make-up of the trackway.

The trackway was constructed of roughly squared limestone setts with the vestiges of a kerb of sandstone blocks along the northern edge (Plate 1) and survived up to 1m in width. The previously excavated slot to the east, showed that the trackway would have initially been flanked by a pair of sandstone kerbs (Plate 2), however this intervention showed greater disturbance because of rooting and the slumping of the stone surface into the later, northern hedgerow ditch. The initial excavation had also revealed an earlier ditched trackway, denoted by a 0.3m wide ditch running along the southern edge that had been truncated by the later cut for the stone track. This ditch was absent in the current trench; however, the southern edge of the trackway had been heavily disturbed, and it is possible that the ditch had been removed along with the southern kerb.



*Plate 1: Slot across Flatts Lane looking west, showing stone trod and vestiges of the northern kerb.*





*Plate 2: Original slot across Flatts Lane from the previous watching brief (NAA 2020, Plate 3) showing flanking sandstone kerbs and southern ditch.*



*Plate 3: Heavily disturbed sandstone culvert.*

To minimise any further disturbance to the historic trackway, the second drainage trench was installed within an existing culvert that had been dug through the line of Flatts Lane when the surrounding fields were farmland. Clearing of the vegetation and modern footpath gravel revealed a heavily disturbed sandstone culvert, likely installed in the 19th century (Plate 3). None of the original stone trackway survived in this trench. The remnants of the disturbed culvert were removed, and the existing trench was formalised for the installation of the modern drain.

**Archive deposition:** The digital archive from the current works will be added to that from the previous excavation and deposited with Kirkleatham Old Hall Museum.

### References

Northern Archaeological Associates (2020) *Archaeological Investigations at Flatts Lane, Normanby, Redcar and Cleveland*. Unpublished Report NAA 20-58