

Humber Field Archaeology

Archaeological Consultants and Contractors



Archaeological Observation
Investigation and Recording

at

Spurn Peninsula Roadway
East Riding of Yorkshire

Site Code: WB2013.012

National Grid Reference: TA 42098 14355 - TA 42122 14049

Planning Reference: DC/12/04712/STPLF/STRAT

SMR Reference: PA/CONS/18164

Museum Reference: ERYMS2013/39

for

URS Infrastructure
& Environment UK Limited

Watching Brief Report Number: 1350
May 2013

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D. Jobling (BA Hons), May 2013

Summary

A programme of archaeological observation, investigation and recording was undertaken by Humber Field Archaeology during groundwork associated with a road diversion at Spurn Peninsula Roadway, East Riding of Yorkshire.

Monitoring of the deepest excavation at the site, which constituted a new water services trench, revealed a sequence of mixed windblown and waterlain sands with occasional to moderate small gravel content. In one instance, a small patch of the underlying, modern mud flat was present towards the northern extent of the trench.

No archaeological horizons, deposits or features were recorded within the monitored excavation and no artefacts were collected or retained.

1. Introduction

This report presents the results of a programme of archaeological observation, investigation and recording undertaken by Humber Field Archaeology (HFA), on behalf of URS Infrastructure & Environment UK Limited (URS) during groundwork associated with a road diversion at Spurn Peninsula Roadway, East Riding of Yorkshire. (Figure 1, Plates 1 and 2).

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The site is located part way along the Spurn Peninsula wholly within the area owned and operated by the Yorkshire Wildlife Trust. The new roadway is located on the western sand dune to the west of the main thoroughfare running north to south from the Nature Reserve Centre to Spurn Head. The site is bounded to the west by mud flats, to the east by the roadway, and former roadway and to the north and south by the continuation of the sand dune bank.

2. Archaeological Background

(abridged, after Hall 2002)

Prehistoric

The Spurn Peninsula, like many promontories, may have constituted a favourable situation for early settlement. The neck of this promontory may have formed an easily defensible settlement area against attack from the Humber Estuary. In common with adjacent stretches of the Holderness coast, it is likely that the Spurn Peninsula may have intensively occupied since the early Prehistoric. The extensive post medieval and modern works on the headland could well mask such potential. The presence of late bronze age to early iron age burial mounds is evidenced by the by the finding of a cinerary urns and the remains of several others in 1957 on the beach at Kilnsea Warren. The one complete cinerary urn contained calcined human bone. Nearby associated cobbles also demonstrated evidence of burning, which may have been the remains of hearths. These remains may indicate evidence of nearby associated and contemporary settlement activity, but such potential has not yet been located. The discovery of a single sherd of late Iron Age pottery found in a ditch on the Humber foreshore in 1962, demonstrates that the use of the headland continued into later prehistory and also shows that previously unknown archaeological sites may be revealed by the results of wind and sea erosion.

A single prehistoric flint scraper was found to the entrance to the Spurn Nature Reserve. The cropmark remains of an irregular field systems and the parchmarks of

three possible barrows have been located from aerial photographic sources to the north east of Warren Cottage. The field system is overlain by later ridge and furrow.

The Humber Sites and Monuments Record Officer notes the finding of two skeletons on the shore near Spurn. The skeletons were said to have originated from a large mound which had been washed away by the sea. The skeletons were contained within basketwork and enclosed in clay within a circle of flat burned stones. The implication that these inhumation burials were retrieved from a mound may indicate a possible prehistoric origin, although they could be attributable to a later period. The location of this site is unknown.

An excavated Bronze Age barrow lies at TA 40875 18065 which overlies an earlier Neolithic land surface.

The location of a Bronze Age timber stake circle is known to the north-east at TA 42158 14518 and has been radiocarbon (C^{14}) dated to 2040 – 1880 cal BC (Brigham and Jobling, forthcoming) Further, exposures of a Neolithic to Bronze Age land surface survives in some repair to the immediate east of the current development site. The date range for this forest is between 3640–3370 cal BC and 2880–2570 cal BC (*ibid*). Severe winter storms in 2013, which lead to the collapse of the roadway also exposed further prehistoric land mass sections which are being eroded at a considerable rate.

Anglo-Saxon

A small community and a chapel dedicated to St Andrew were founded on the peninsula in c.AD600. Alcuin's *Vita Sancti Willibrordi* tells of one Willgills father Wilbrood who in the 7th century possessed a little oratory dedicated to St Andrew at Spurn. The king gave him as a "perpetual gift" certain lands adjoining the promontory that a church ought to be rebuilt there. The sand spit was recorded in contemporary Norse sagas as *Hrafseyrr* or "Hrafn's sandbank". This may give some indication that the peninsula may have assumed the nature of a defensive site.

Medieval

In the 13th century the sand spit was known as Ravenser Odd or "headland" and later as Ravenser Spurn or a "projecting piece of land". Spurn Head belonged to the lords of the manor of Kilnsea along with the town of Ravenser Odd, which was established by the Count of Aumale in c1230 on an island which was contemporaneously described as being "cast up from the sea" and somewhat tenuously attached to the mainland. In 1251 the Count was granted the right to hold a weekly market and an annual fair. The town of Ravenser Odd was described as being a Borough between 1241 and 1249. By the 1260s it had a mayor and other borough officers detailed shortly afterwards included a toll collector, a clerk and two servants to keep the town and market. From its foundation the town for nearly a century provided the Counts of Aumale and subsequently the Crown with revenue from the profits of fishing and trade. A map of 1869 indicates that the site of this lost town was probably situated to the east of the present Spurn Head.

A chapel in the town dedicated to St Mary the Virgin is mentioned as being consecrated in 1274. The chapel was destroyed along with the town in the early 14th century. Prior to its destruction by the sea, the chapel also appears to have had a burial ground because corpses were revealed by the sea. In the 1350s these were ordered to be reburied at Easington. The location of this site is uncertain.

There are documentary references to a windmill at Ravenser Odd in the 1260s and to a further three in 1296-7. In the early 14th century the town was said to be located about a mile from the mainland with a sandy approach road connecting it to the mainland, which was “scarcely a bowshot broad” and raised a little above the level of the estuarine and seaward tides.

There are documentary references to Ravenser Odd having thirty-six taxpayers in 1297. The town received a Royal Charter from King Edward I in 1299. Such was its status as a Borough that Ravenser Odd returned two members to Parliament in 1300, 1305 and in 1326-7. A street named Newgate is referred to in 1300. It appears that erosion of this site by the sea began in the early 14th century. Ravenser Odd first had a grant of quayage in 1297 indicating its initial importance as a port. A further grant of quayage was made in 1310, but this referred to the quay already being inundated by the sea. By 1346, two-thirds of the town was said to have been destroyed with the destruction completed by c1370.

By the mid 14th century Meaux Abbey was given a half acre plot in Ravenser Odd. A plot at Ravenser Odd was also given to St Leonard’s Hospital at York in 1300 and a house there to Swine priory in 1306.

When Henry of Lancaster landed at Spurn or Ravenserespurne in 1399 on his way to claim the crown of England, it was inhabited by only one person, a hermit – one Matthew Danthorpe. He was licensed by the King to complete a chapel dedicated to Our Lady and St Anne at Ravenser. In 1427 Danthorpe was granted by King Henry VI the right to extract dues from passing ships to complete a lighthouse or beacon, which he apparently had already begun to construct. The beacon was probably completed around 1428, but there is no record of how long it was in operation, its location is unknown and there are no further documentary references to it. In 1471 King Edward IV landed at Spurn on his return from exile during the Wars of the Roses.

The site of the lost medieval town of Ravenser or Ald Ravenser is thought to be situated to the south of Kilnsea and to the north of Spurn Head, though its exact location is uncertain. The Danes probably founded the town in the 9th century. It is not mentioned in the Domesday Survey of 1086 but was probably incorporated with the entry for Kilnsea. The Abbey of Meaux held land here during the medieval period. In 1241 King Henry III granted the Earl of Albemarle the right to hold markets and fairs at Ravenser. Two members were returned to Parliament from the reign of Edward I to that of Edward III when councils replaced them as representatives of the town. It is uncertain when the town and port were destroyed, but Ravenser probably survived the demise of the nearby Ravenser Odd. It is possible that Ravenser may still have been in existence at the time of the antiquary- Leland – in the 16th century. There were unconfirmed reports of sightings of fragments of walls and buildings at Old Den on the low tide in the Humber Estuary at the beginning of the 19th century. In addition

diggings at Old Den prior to 1841 had yielded ashlar fragments of building foundations. A map of 1869 suggests that the location of this site may be to the east of the present Spurn Head.

During the medieval period the sandy wastes at the northern part of the Spurn Peninsula were utilised as rabbit warrens, hence the origin of the name of Kilnsea Warren towards the north. These sites were used for the breeding of rabbits for local consumption and trade and it is likely that the warrens of Kilnsea originated in the 15th century. They remained in use until the 18th century.

Post-Medieval

In 1567 Ravenser Spurn was described as a “sandy hill environed...with the sea and...the Humber containing six acres whereupon is...only a few small bents and short scrubby thorns” and the nearby Conny Hill, four acres in extent was also surrounded by the sea. Saxton’s map of the county of Yorkshire of 1577 was the first to call the peninsula Spurn Head. From the late 16th century onwards many proposals were made for the erection of beacons to guide shipping safely in and out of the Humber Estuary. This culminated in 1674 with the erection of the St Angell High and Low Lights by one Justinian Angell, who held a Crown grant of Spurn. As a result of the rapid erosion by the sea, the low light had to be moved several times. The high light survived until 1776, when two new lighthouses designed by John Smeaton (high and low lights) were built for the Hull and London Trinity Houses. These were initially lit by coal fires, but changed to oil lamps with reflectors in 1816 and in 1819. The sites of these high and low lights are referred to on the first edition 6”-1 mile scale O.S. map of 1852 as the “Spurn High Light” and the “Spurn Low Light”. In the 19th century, the low light again had to be repeatedly removed owing to the effects of sea and wind erosion. A severe storm in 1849 sustained heavy damage upon the low light and it was rebuilt on the landward side of the sand spit in 1852. Although the tower of the Low Light has been disused since 1895, it still survives and is Grade II listed. After the Low Light went out of use, it was used for a time by the War Office for the storage of explosives.

In 1841 the Spurn High and Low Lights were sold by the descendants of Justinian Angell to the London Trinity House. By 1895 the Spurn High Light was in a dangerous structural condition and was subsequently demolished. But the circular compound wall around it was retained. New lightkeepers cottages were constructed around the compound wall to service a new high lighthouse, which was constructed between 1893-5. This Grade II listed lighthouse is still extant, and has been disused since 1985. In 1957 the Spurn Lighthouse was automated. However the lightkeepers cottages were retained and used as a Field Study Centre, until 1985 when the compound wall and all of the interior buildings were finally demolished.

At Kilnsea strip cultivation in open fields continued until well into the early 19th century. The earliest documentary reference to a field name of South Field is as late as 1608. The remaining common land within the parish of Kilnsea was enclosed as late as 1843 under the General Enclosure Act of 1836. Kilnsea Warren was excluded from this enclosure and remained as common land. The aerial photographic research has shown the remnants of 19th century post enclosure ridge and furrow in the fields to the immediate north and north east of Warren Head. Warren Cottage at Kilnsea Warren

was constructed in 1841 for a bailiff, who on behalf of local lords of the manor of Kilnsea collected royalties from every ton of stones taken from the nearby beaches for ships ballast.

During the Napoleonic War, the first military sites were constructed with the setting up of two signal stations at Spurn Head in 1796 and in 1803. A gun battery comprising six 24-pounder cannons and a barracks were also built there in 1804. This site has not been specifically located, as the shape of the Spurn Peninsula has altered radically since the early 19th century. It is very likely that the site may have either been removed by sea erosion or may be obscured by sand.

However the Napoleonic battery had been dismantled by 1809 and the barracks were purchased by Francis Constable for conversion to a lifeboat masters house, lifeboat station and an inn. These were opened in 1810 and still stood until 1852. The lifeboat crew lived at Kilnsea until 1819, when a row of ten cottages was built for them. At the western end of this row a bigger building was added, which became the Lifeboat Inn in 1858. When erosion eventually threatened the cottages, a new terrace was constructed to the south of the lighthouse in 1857-8 with the addition of a school building in 1893. The school remained in operation until 1946. This school building and the row of cottages were finally demolished in 1976. The area is now occupied by a car park fronting onto the estuary, with a zigzag shaped retaining wall, which still survives. The rubble was used elsewhere for sea defence. In addition a watch house was set up at Spurn Head for the preventative Water Guard in 1822. The exact location of this site is uncertain.

The early 19th century row of cottages were retained and were given the added protection of a sea wall. During the Second World War they were used as Army married quarters, but were severely damaged in a storm in February 1953. These buildings were finally demolished in the mid 1970s and the rubble used for nearby sea defences.

Previous walkovers of the area have identified a series of small stock enclosures or possible allotments, which may have been associated with the nearby terrace of lifeboatmen's cottages constructed in 1819. These small enclosures are first identified on the First Edition O.S. map of 1854 and may have originated as the result of Spurn Point having become an island by sea action between 1849 and the early 1850s. The enclosures are distinguished and surrounded by small boundary earthwork banks. Some are visible on an early 20th-century photograph close to the Lighthouse Inn.

A further consequence of this breach in the peninsula by sea action in 1849, chalk banks were constructed in 1855 and in 1870 as anti-flood measures. The present chalk bank dates from 1870.

The coming of the First World War in 1914 necessitated the increasing militarisation of the Spurn Peninsula. In particular the shelling of the eastern coastal towns of Great Yarmouth, Gorleston, West Hartlepool, Whitby and Scarborough by the German North Sea Fleet between November and December 1914 raised fears of similar raids on the hitherto largely unprotected Humber Estuary and the port of Hull.

By 1915 the Spurn Peninsula had been converted into a large building site. At Spurn Head and at Kilnsea two large batteries of two 9.2-inch guns were constructed within circular concrete pits. In addition smaller calibre 4-inch and 4.7-inch quick firing guns were built to provide close defence against enemy torpedo boats. Both batteries had tall reinforced concrete battery observation posts with underground magazines and electricity generating rooms. They were protected by concrete walls, blockhouses, trench systems and tunnels. Spurn Head or Green Battery was known as Spurn Fort and also included an army camp within its confines.

Between Spurn Fort and the second battery at Kilnsea housed at Fort Godwin, a large concrete and steel tower was built. This was the Port War Signal Station, which was constructed just to the north of the lighthouse and outside the boundaries of Spurn Fort. This building controlled the shipping entering the Humber Estuary. It remained standing until the 1970s and is shown on the extract from the 1:2,500 scale O.S. map of 1971. An extant concrete observation post is located at the south western corner of a loopholed perimeter wall. This perimeter wall protected the Port War Signal Station. Other miscellaneous buildings dating to the First World War have also been identified and recorded further (Brigham and Jobling 2011). The fragmentary remains of a blockhouse comprising the remains of a concrete floor base are situated at Spurn Warren and have been identified on the ground in previous walkovers of the area (Hall 2002).

Vast quantities of building materials and equipment were required for these major civil engineering works. However the contemporary road and railway network was inadequate to meet these demands. The problem was resolved by supplying the area by boat. A new jetty was built at Spurn near the army camp, and was linked to a narrow gauge railway, which extended along the whole length of the peninsula to a railhead at Kilnsea. This railway was known as the Spurn and Kilnsea Railway, but was not finally handed over to the military until 1919. The railway comprised a single line with passing places at intervals. The remains of various structures associated with the railway have been identified by a previous assessment (*ibid*). These include the remains of a single storied steam locomotive shed comprising a concrete floor base and a section of track bed; various sections of in situ railway line remain and a second building represented by the remains of a concrete floor base, located to the north of the Spurn lighthouse. An early 20th century photograph of the area, which was part of the Fortress Study Group Spurn Point Survey archive, shows that this building was connected to the main line by a siding. The site of an engine room for the railway locomotives, which was a single storied building, was situated at Warren Head.

After the First World War, the Spurn Point was quickly reduced in military status to a “care and maintenance” basis. The First World War gun batteries were run down and the Spurn fort was mothballed. The 4.7-inch guns were removed in the early 1920s; the 4-inch armaments followed in 1928 and the larger guns of the Green Battery were finally dismantled in 1933.

However by 1936 with the growing threat of war, plans were made by the War Office to upgrade the armaments at Spurn, but no funds were provided to carry out any of the proposed improvements. When war finally came in 1939 it was war of a new kind. The Spurn fortifications had originally been constructed to withstand sea borne attacks from enemy shipping. Now there was an equal need to ward off aerial attack.

To this end a new anti-aircraft installation was developed at Warren Head, where the Bird Observatory and the Spurn Information Centre are now situated. A cluster of around thirty huts were constructed to house the men and women who manned the anti-aircraft facility. Some of these buildings remain, while of the remainder only the concrete bases of their floors survive. Initially the armaments comprised two 4.5-inch anti-aircraft guns to be replaced later by four 3.7-inch guns and two Bofors guns. The concrete holdfast of one of the 3.7 inch guns still remains in situ. This gun emplacement site was from 1944 onwards part of the Diver Fringe of Operation Diver and manned by 65 AA Brigade of the Royal Artillery. This comprised a series of 3.7-inch anti-aircraft guns, which were deployed along the east coast of England for the defence of the Midlands against the V1 flying bombs. A second such site was located on the seaward side of the Spurn Peninsula, though its precise whereabouts are uncertain.

The fear that the Spurn Peninsula might be a target for invasion by the Germans provided a huge stimulus to the construction of anti-invasion obstacles such as concrete anti-tank obstacles and road and rail blocks. Substantial remains of these features have been noted as having been removed from their original locations and dumped onto the beach to act as sea defences (*ibid*). Further blocks and anti-tank ditches were put in at two points to the immediate south of the Chalk Bank. At this point the military railway passed through a narrow gap in the antitank defences. These blocks and the accompanying anti-tank ditches may still be seen on the ground.

By 1941 the military defences of the Spurn Peninsula had been greatly enhanced by the addition of new 6-inch guns on Spurn (which replaced the older 4.7-inch guns). Two additional batteries of 3.7-inch guns were built on the site of the former Green Battery at Spurn. Many other light anti-aircraft emplacements for Oerlikon cannon, Bofors and Lewis guns were spread out along the length of the peninsula. Other anti-invasion defences included minefields (including the one at Kilnsea Warren); pillboxes beach searchlights, concrete road blocks, railway blocks and anti-tank obstacles, anti-tank ditches, weapons pits, blockhouses, beach tubular scaffolding and Spigot mortar positions. In addition Spurn had the only full-time Royal Observer Corps post at Warren Head. In early 1941 a concrete lane was constructed between Kilnsea and Spurn in addition to the military railway. This road was breached several times by sea action in the 1960s, in 1978 and in 1996.

The Fortress Study Group in their survey of military sites at Spurn in 1995 and the RCHME in their survey of 1992 noted a series of engine rooms within the Port War Signal Station complex. These powered arch searchlights to guide the other defence and anti-invasion sites in the area such as gun and AA emplacements. The Port War Signal Station was connected via a tunnel to a pillbox on the seaward side of the peninsula.

The 1995 Fortress Study Group survey also included a ground measured survey of military sites in the vicinity of the concrete railway blocks. This survey included known sites such as the anti-tank ditch to the west and the pillbox, which protected the western end of the anti-tank ditch. In addition the survey also included anti-tank cylinders and sockets for concrete road blocks. These features were located at the north eastern end of the anti-tank ditch. They had presumably been covered by either dense gorse and vegetation ground cover or had been covered over by the sand dunes.

Other miscellaneous buildings remains and structures associated with this intensive Second World War defensive network have been identified during the early part of the 21st century (Brigham and Jobling 2011). This includes the sites of two possible gun emplacements. In situ remnants of possible military buildings comprising the remains of walls are also known. The RCHME in their 1992 survey and the Fortress Study Group in their survey of military sites at Spurn in 1995 noted that the gun emplacement site was the location of a 4-inch gun, which originally faced the Humber Estuary.

The construction of the concrete roadway marked an end to the importance of the Spurn and Kilnsea Railway, though the railway would continue to operate until the early 1950's. In March 1944 Operation Flood Tide began a complete re-organisation of coastal artillery and many of the Humber batteries were reduced to a care and maintenance basis such that by 1945 all of the Humber batteries had been taken out of use. The Spurn and Kilnsea Railway was finally closed and demolished in the autumn and winter of 1951-2. In 1956 the Government decided to abolish the coastal defence artillery altogether. Further detailed reading can also be found in Brigham and Jobling (*ibid*). Equipment began to be removed in 1957 and in 1959 the military land at Spurn was put up for sale. In 1960 the Spurn Peninsula passed to the Yorkshire Naturalists' Trust, subsequently the Yorkshire Wildlife Trust bringing to an end some 45 years of military occupation. In 1969 the low voltage poles were erected along the peninsula. By the 1970s many of the remaining coastal defences were demolished and became used for sea defence.

3. Methodology, Aims and Objectives

The work associated with this project was carried out by staff from HFA, in accordance with the archaeological specification produced by URS, Date: March 2013 URS Project Number Reference: 47066425, in response to a condition placed upon the planning application. The condition stated:

'No development shall take place on the site until the applicants, or their heirs and successors in title, have 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 Planning Authority. (Circular 11/95, Model Clause 55)'

Reason

The route of the roadway lies in an area of major archaeological interest on this designated Heritage Coast, and will potentially impact on important archaeological remains, some of which are of national significance. The request for this condition is in line with historic environment policies set out within NPPF (notably paragraphs 128-9, 136-7, 139 and 141).

The aims and objectives of the works were to identify and record any archaeological deposits, features or horizons which may have been present within the footprint of the current development. Further, the programme of the archaeological observation, investigation and recording would attempt to minimise potential risks to the construction and development programme by its implementation in the correct manner.

The scheme of works comprised the monitoring of the excavation for a new water service pipe trench along the central line of the proposed new road realignment. Three full day visits were made to the site between the 8th and 13th May 2013 for this purpose.

Any exposed areas of below ground deposits and lower stratigraphic units were examined for archaeological deposits. The excavated dimensions of the water service pipe trench were recorded, as were the depth sequences of any exposed stratigraphy. Where archaeological deposits/features were identified, context numbers were assigned and detailed descriptions were made, plans and sections were drawn. In the event, no archaeological features or deposits were encountered, however, standard HFA archaeological recording practices for the exposed, more modern, deposits were utilised. Depths, thicknesses and descriptions of exposed stratigraphy were recorded onto pro-forma sheets and levels relating to Ordnance Survey datum were established. A photographic record was maintained utilising colour and black and white 35mm photography, supplemented by digital photography utilising a Pentax WG-1 14 megapixel camera. The excavations were plotted using a Trimble GeoExplorer XT handheld GPS with a differential correction (DGPS), assisted by a GeoBeacon receiver assisted by FastMap Mobile Software.

The current programme of works did not reveal any archaeological artefacts.

4. Results

Figure 2, Plates 2 to 6

The location of the new road is set to the west of the recent breach along the existing access to Spurn Point. The distance between the two ranges between 7.00m and 10.00m except at the north and south where there are returns to the extant road.

A decision was made on site, and agreed by Nick Finch (URS), not to monitor the excavation of the access road strip for the following reason: the width of the strip would be 2.40m, however the gradient of the bank on the western side in this part of the peninsula is such that around 0.20m of sand would be removed from the eastern side of the proposed road and dumped immediately to the west in order to raise the ground level. As such, no significant amount of material would be removed to expose potential underlying deposits. Therefore it was agreed to continually monitor the excavation of a new water service pipe trench which runs along the same alignment.

The water service pipe trench was oriented north to south over a distance of 307.50m starting at TA 42098 14355 and finishing at TA 42122 14049. It was located centrally along the mid point of the proposed new access road, offset 1.20 from the eastern edge of the road boundary. The width of the trench was nominally 0.80m wide, but generally increased in width at the top of the trench to around 1.00m where collapse occurred frequently. The depth of the trench averaged 0.90m occasionally increasing to 1.00m below the current ground level. The height at ground level ranged between 3.52m O.D at the north to 3.65m O.D. at the south. The deepest part of the excavation was at 2.62m O.D which varied only slightly along the trench base.

Only two deposits were encountered throughout the entirety of the excavation. In one instance in the base of the trench, located at TA 42100 14340, was deposit (102) a mid brown silt clay mud with very occasional small gravel inclusions exposed for only 0.50m in plan. The depth at which it was revealed suggested it to be the same mud flat deposit which lies less than 7.00m to the west in the lee of the Spurn Peninsula. The uppermost deposit recorded, and which constituted the majority of the material exposed was (101) mid golden brown windblown and waterlain sands with varying amounts of small gravel content.

Following the completion of the water service pipe trench excavation, the programme of archaeological observation, investigation and recording was concluded.

5. Discussion

The following is solely the opinion of Humber Field Archaeology, and may not reflect that of Humber Sites and Monuments Record Office, archaeological advisor to the Local Planning Authority (LPA).

The current period of archaeological monitoring has not identified any significant features or deposits. Of the two deposits exposed, one constituted a continuation of existing mud flats which was only exposed in one area of the trench and the other was the current ground surface layer which consisted of windblown and waterlain sands with some gravel content.

Prehistoric deposits and structures, both Neolithic and Bronze Age in date, survive in a truncated and denuded state on the eastern side of the Spurn Peninsula, directly opposite the current programme of works. However they lie at around 1.00m to 1.50m O.D. (Brigham and Jobling, forthcoming) which is lower by of around 1.00m in relation to the deepest part of the current excavations which was at 2.62m O.D.

The roadway strip and levelling will not impact on these lower deposits and will in fact probably only affect the upper elements of the backfilled water service pipe trench.

It is clear, however, that important archaeological prehistoric deposits survive in this area in addition to the remaining World War II defences. It is therefore our recommendation that should any work be proposed that affects these deposits, a suitable scheme of archaeological recording should be implemented.

6. Acknowledgements

Thanks are accorded to Nick Finch and URS for their co-operation during the course of this project. Thanks are also extended to Mike Rimmington of Associated British Ports (ABP) and Mark and Steve of sub-contractors A. Torn Construction Limited, who undertook the excavation. Finally, thanks are also due to David Marchant and Debbie Hardy of the East Riding of Yorkshire Museums Service.

The work was carried out in accordance with a site specific specification for archaeological watching brief produced by URS (March 2013). The onsite work, report, illustrations, presentation of the plates and collation of the archive are the work of the author. Administrative support was provided by Georgina Richardson and June Rooney.

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8. Appendices

Appendix 1 Context list

- (101) – Modern accumulation of windblown and waterlain sands with some small gravel content inclusions
- (102) – Continuation of the extant mud flats which appear to the immediate west of the current construction works

Appendix 2 Archive

Project Details: Archaeological observation, investigation and recording at Spurn Peninsula Roadway, East Riding of Yorkshire

Site Code: WB2013.012

National Grid Reference: TA 42098 14355 - TA 42122 14049)

SMR Reference: PA/CONS/18164

Planning Reference: DC/12/04712/STPLF/STRAT

Accession Number or Museum Reference: ERYMS2013/39

Author: Doug Jobling (BA Hons) **Date of fieldwork:** 8th to 13th May 2013

Report Number. Humber Field Archaeology Watching Brief Report Number: 1350
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Quantity

5 x clear plastic A4 wallets contain the paper archive

A digital copy of the report has been lodged with ERYMS (East Riding of Yorkshire Museums Service) but the physical archive remains with HFA. A digital copy of the report will also be lodged with OASIS (Online Access to the Index of Archaeological Investigation Scheme).

Summary of work

A programme of archaeological observation, investigation and recording was undertaken by Humber Field Archaeology during groundwork associated with a road diversion at Spurn Peninsula Roadway, East Riding of Yorkshire.

Monitoring of the deepest excavation at the site, which constituted a new water services trench, revealed a sequence of mixed windblown and waterlain sands with occasional to moderate small gravel content. In one instance, a small patch of the underlying, modern mud flat was present towards the northern extent of the trench.

No archaeological horizons, deposits or features were recorded within the monitored excavation and no artefacts were collected or retained.

Index to Archive

1 Background:

1.1 Specification

1.2 Correspondence

2 Site Data:

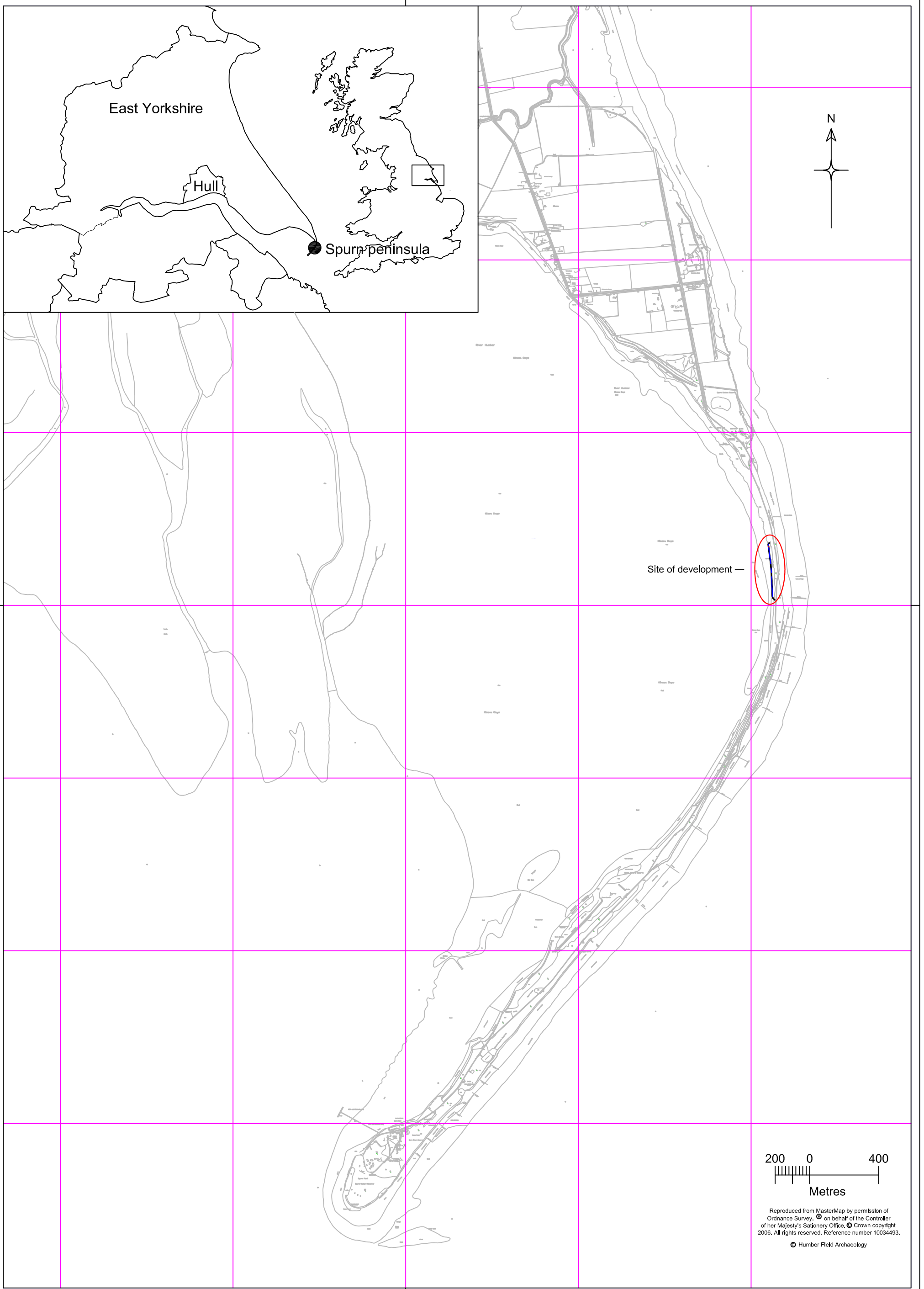
- 2.1 Context register and context sheets
- 2.2 Staff site visit log
- 2.3 Site plans
- 2.4 Level transcriptions

3 The Photographic Record:

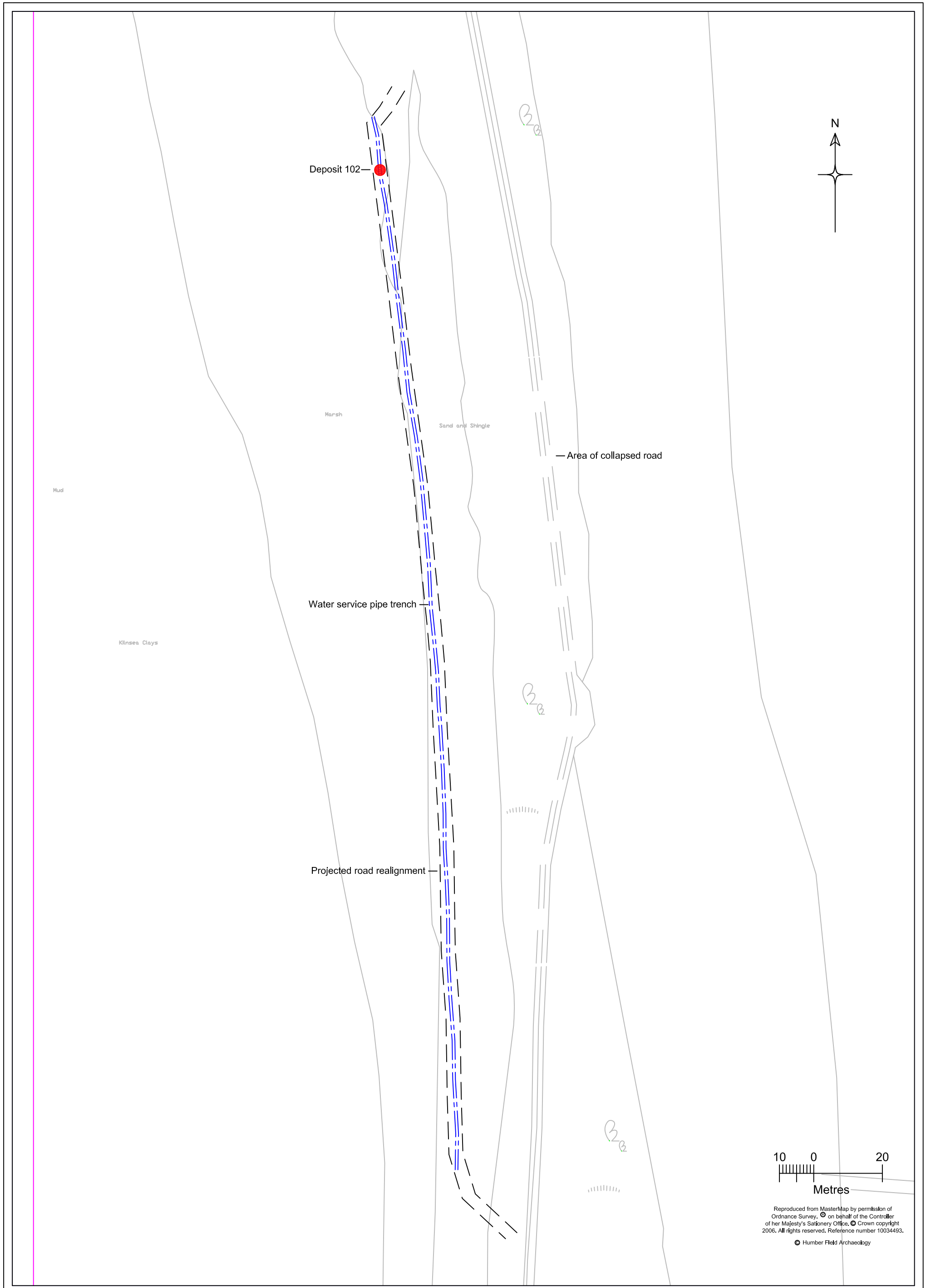
- 3.1 Photographic Catalogue
- 3.2 Digital Contact Sheets
- 3.3 Digital Reference Prints
- 3.4 35mm colour slides
- 3.5 35mm black and white prints
- 3.6 35mm colour and black and white negatives

4. Final Report:

Archaeological Observation, Investigation and Recording at Spurn Peninsula Roadway, East Riding of Yorkshire. Humber Field Archaeology Watching Brief Report Number 1350, May 2013.



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scale 1: 1000 @ A3

Figure 1 Plan showing the route of the new water service pipe installation and outline of the projected road realignment



Plate 1 The site of the development, showing the collapsed and washed-out road; the proposed road is to the west (right). Viewed from the north.



Plate 2 View of the site from the south showing the former position of the road.



Plate 3 The site of the repositioned roadway along the western bank of Spurn peninsula. The metal road pins on the right demarcate the eastern side of the new road. Viewed from the south.



Plate 4 Showing the partially excavated water service pipe trench in the northern half of the proposed works. Viewed from the south.



Plate 5 Showing the remainder of the water service pipe trench from the southerly extent of the works, looking north.



Plate 6 A typical profile view of sand deposit (101) within the trench system. A minor amount of the underlying mud flat layer (102) can be partially seen at the bottom of the scale bar. Looking east, 0.5m scale.

Humber Field Archaeology

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Project Management • Desk-based Assessment • Field Survey • Fieldwork • Finds Research
• Post-excavation Analysis • Inter-tidal Work

Humber Field Archaeology is an independently-funded part of the Humber Archaeology Partnership, a partnership serving The East Riding of Yorkshire Council and Kingston upon Hull City Council