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**A164 Humber Bridge to Beverley
Road Improvement Scheme,
East Riding of Yorkshire
Archaeological Strip and Record**

**Report No.
Y064/12**

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Summary

An archaeological strip and record was undertaken by CFA Archaeology during the topsoil stripping for the widening of the A164 Beverley to Hessle Road between 12 June and 10 September 2012. No archaeological features were recorded and apart from unstratified flints recovered from areas 5 and 9 no artefacts were recorded.

1. INTRODUCTION

This report presents the results of archaeological monitoring undertaken by CFA Archaeology Ltd (CFA) on behalf of Pell Frischmann for East Riding of Yorkshire Council. The fieldwork took place between 12 June and 10 September 2012. The CFA code and number for the project is BEHE/2065.

1.1 Site Location and Description

The A164 is a major trunk road between Beverley and Hessle in the East Riding of Yorkshire. The road connects the Humber Bridge to the west of the City of Hull with the Yorkshire Wolds to the north. A number of areas alongside the road were developed to expand the road surface and improve the flow of traffic. The areas in question are located alongside a number of roundabouts and their approach roads near to the suburbs of Willerby and Cottingham on the western outskirts of the City of Hull (Fig. 1). Of the nine areas, seven were located around Willerby Roundabout (Figs 3-7) and two were located at Skidby roundabout about 4 miles to the north (Fig. 2).

The surrounding landscape along this part of the road is generally flat with a gentle rise to the north on the approach to Skidby roundabout.

A number of retail outlets and businesses are located adjacent to the road just east of Willerby Roundabout including a hospital and a number of supermarkets. To the west, the road borders a number of open fields used for pasture and farming.

The nine development areas were all located on green-field sites apart from Area 3 which was situated on part of a disused railway embankment. Due to the disturbed nature of this area and stripping not going deeper than made ground, it was not included in the archaeological scheme of works.

The solid geology of the area is of the Burnham Chalk Formation, the overlying superficial deposits are Devensian glacial Till (BGS 2012). The soils of the area are described as chalky, clayey loam, with the surrounding land use predominantly arable and horticulture (NERC 2009). The sites lie at between 35 and 45m above the Ordnance Datum (AOD).

1.2 Historical and Archaeological Background

The area of the Yorkshire Wolds is well known for crop marks identified from aerial photographs (Stoertz 1997). There is a high concentration of putative prehistoric and Romano-British settlements and long-distance linear earthworks. The area has a high

potential for significant archaeological remains dating to the prehistoric and other periods.

1.4 Objectives

The objectives of the project as outlined in the project design (CFA 2012) were to:

- determine the form and function of any archaeological features encountered;
- determine the spatial arrangement of any archaeological features encountered;
- as far as practicable, recover dating evidence from the archaeological features, and;
- establish the sequence of any archaeological remains present on the site.

2. METHODS

All work was undertaken according to the Institute for Archaeologists' Code of Conduct, and relevant Standards and Guidance documents (IfA 1996, 2001), the specification Partnership (Evans 2012, ref. DE/CONS/13215), CFA's written scheme of investigation and standard procedures.

2.1 Archaeological Monitoring

All machining was undertaken by a mechanical excavator using a toothless ditching bucket under constant archaeological supervision.

2.2 Standards and Guidance

CFA Archaeology is a registered organisation (RO) with the Institute for Archaeologists (IfA). All work was conducted in accordance with relevant IfA Standards and Guidance documents (IfA 1996, 2001), English Heritage guidance (EH 2005, 2006 and 2008), and CFA's standard methodology.

2.3 Archiving

The site archive currently consists of a single folder of recording forms along with digital photographs and five small finds. The site archive will be ordered and stored according to national guidelines at the Hull and East Riding Museum (Brown 2011, IfA 2001). A summary of the results of archaeological works will be submitted for inclusion in OASIS under the directory number: cfaarcha1-137385.

3. RESULTS

Eight areas were monitored during the topsoil strip prior to the road widening. The results are described by area below, with Appendix 1 summarising the contexts recorded.

3.1 Areas 1 and 2

Areas 1 and 2 were to the north of the A164 at the immediate west of Willerby roundabout (Figs 3 and 4). The two areas had combined length of 210m and were between 0.5m and 8m wide.

The overburden strip revealed light greyish-brown clayey-silt topsoil (001) 0.2-0.3m deep, which overlay a firmer medium greyish-brown subsoil deposit (002) 0.2m thick. The natural substrate was firm orange-brown clay with occasional chalk pebbles and patches of coarse red-brown sand. The box-cut for the construction of the original road and its services (004) extended four to five metres from the current road, with that area being truncated and backfilled with a made-ground gravel deposit (003), leaving only a thin margin of undisturbed ground (Plate 1).

Area 2 (Plate 2) was on land that had been significantly built-up to facilitate a saw mill to the north. The overgrowth and topsoil in this area was stripped down to the construction level of the original road which revealed further made-ground (003).

3.2 Areas 4, 5 and 6

Areas 4, 5 and 6 were to the north-west of the A164 road (Figs 5, 6 and 7). The construction cut of the original road (004) extended out between four and five metres from the current road-surface (Plate 3), which was backfilled with a deposit of firmly compacted clay and gravel (003).

During the removal of the topsoil deposits at Area 5, four unstratified flint artefacts were identified and retained.

Area 6 was purchased to remove surrounding vegetation and was not affected by the construction of the new road surface (Fig. 5)

3.3 Area 7

Area 7 was located across the gate to a field (Fig. 7). The area was approximately six metres long by four metres wide. The removal of topsoil (001) and a thin sub-soil band (002) revealed the firm orange-brown natural clay substrate (000).

3.4 Areas 8 and 9

Areas 8 and 9 were located at either side of the A164 to the immediate north of Skidby Roundabout (Fig. 2). Both areas were on present road embankments between adjacent fields and the footpaths alongside the road (Plate 4). The embankments were stripped of topsoil and then cut into to allow the placement of a revetting wall, and no new land was affected by the road widening. During the topsoil strip of Area 9 an unstratified flint was identified.

3.5 Flint Artefacts

by Martin Lightfoot

Five unstratified flints were recovered during the monitoring of topsoil stripping in the vicinity of areas 5 and 9 (Figs 2 and 6).

Number	Context	Weight	Description and comments	Dating
1	U/S Area 5	5g	Sub-oval scraper, light brown to cream coloured with some weathering	Neolithic / Bronze Age?
2	U/S Area 5	6g	Light grey broken side scraper, c. 50% sheared off, no cortex, but slightly weathered	Neolithic / Bronze Age?
3	U/S Area 5	5g	Angular core-preparation flake, light grey in colour, similar to #2	Unknown
4	U/S Area 5	<1g	Small secondary flake, cream coloured, very weathered condition	Unknown
5	U/S Area 9	<1g	Small primary core preparation flake, consisting mainly of cortex	Unknown

Two of the flints from Area 5 (3 and 4) and the one from Area 9 (5) were not diagnostic and may date to any period. However two more from Area 5 (1 and 2), though in poor condition and in one case broken are likely to indicate Bronze Age or earlier activity. All the flints examined are likely to have derived from riverine pebbles and all being weathered to a greater or lesser degree may indicate they have travelled or been redeposited. Due to the small size of the assemblage and the fact that all the flints are unstratified it is not possible to draw any meaningful conclusions of the nature of activity on the sites of their discovery. The flints however should be retained with the archive.

4. CONCLUSION

Although the A164 traverses across an area of high archaeological potential, no archaeological features were identified during the topsoil stripping of the areas subject to road widening. However, the five unstratified flint artefacts do provide further evidence for prehistoric activity in the wider area.

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APPENDICES

Appendix 1: Context Summary

Context no.	Trench /Area	Fill of	Type	Description
000	All		Deposit	Natural substrate; comprising firm light yellowy-grey boulder clay, with sandstone fragment inclusions.
001	All		Deposit	Topsoil; deposit of friable brown-grey, clayey-silt.
002	All		Deposit	Subsoil; firm light brownish-red clayey-silt.
003	All	004	Deposit	Made ground deposit; reinstated hardcore, pea gravel, re-deposited clay and modern detritus.
004	All		Cut	'Box-Cut' of previous road development.

Appendix 2: Photographic Register

No	Contexts/description	Taken from	Conditions
1	General shot of Area 1 prior to topsoil removal	South-west	Overcast
2	Working shot of Area 1 during topsoil removal	North-east	Overcast
3	General shot of Area 2 during groundworks	West	Overcast
4	Area 8 during topsoil removal	West	Overcast
5	Area 8 during topsoil removal	North	Overcast
6	Area 6 following de-turfing	North-east	Overcast
7	Area 9 following topsoil removal	South	Bright
8	Area 1 during subsoil removal	North-east	Bright
9	Area 4 following de-turfing	South-west	Overcast
10	Area 4 following topsoil removal	North-east	Overcast
11	Area 4 following topsoil removal	South-west	Overcast
12	Area 5 following topsoil removal	North-east	Bright
13	Area 7 following topsoil removal	West	Overcast

Plates 1-4



Plate 1: Area 1 during topsoil removal



Plate 2: Area 4 following topsoil removal



Plate 3: Area 5 following topsoil removal



Plate 4: Area 9 following topsoil removal

Figures 1 – 7

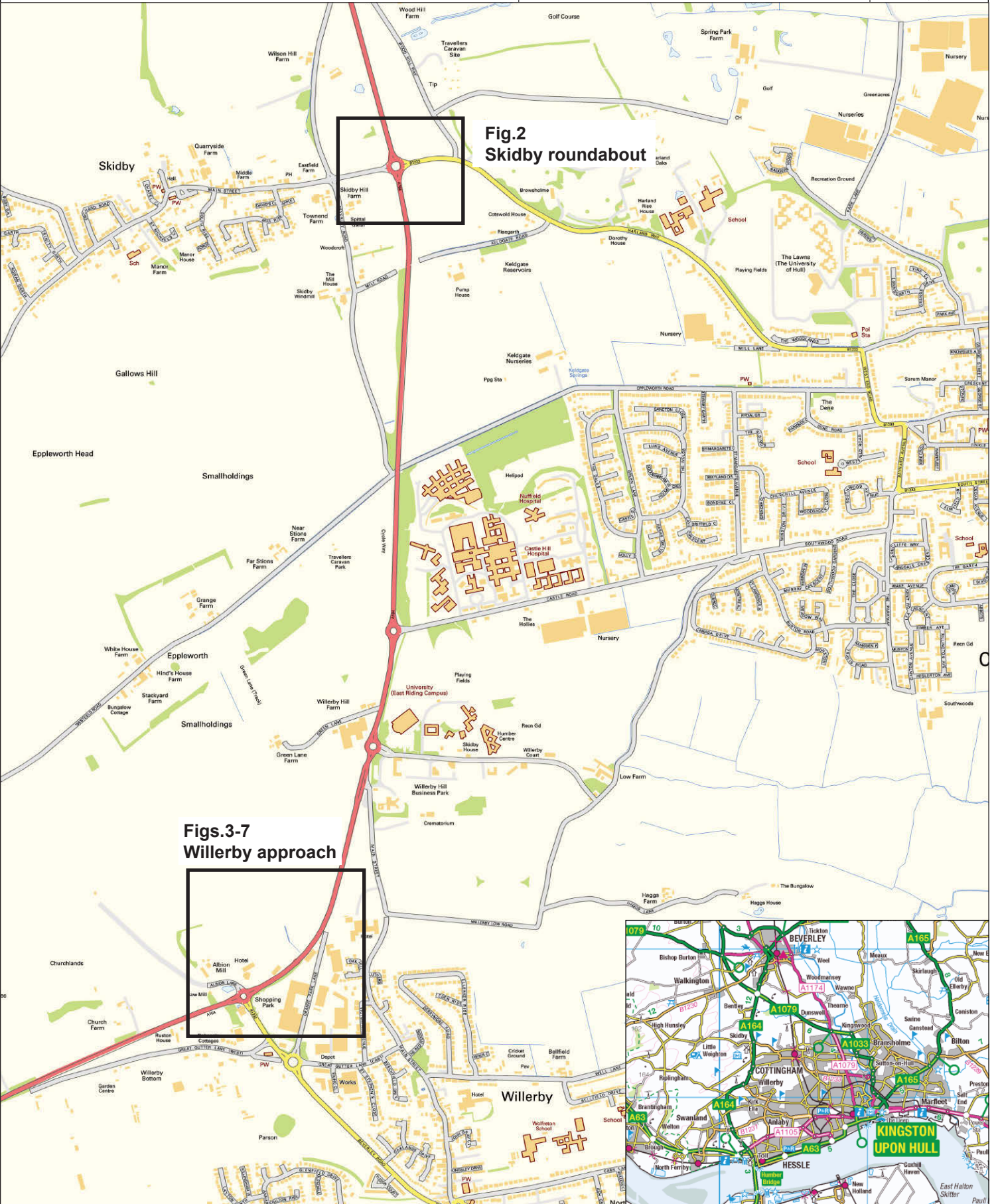


Fig.2
Skidby roundabout

Figs.3-7
Willerby approach

Key:



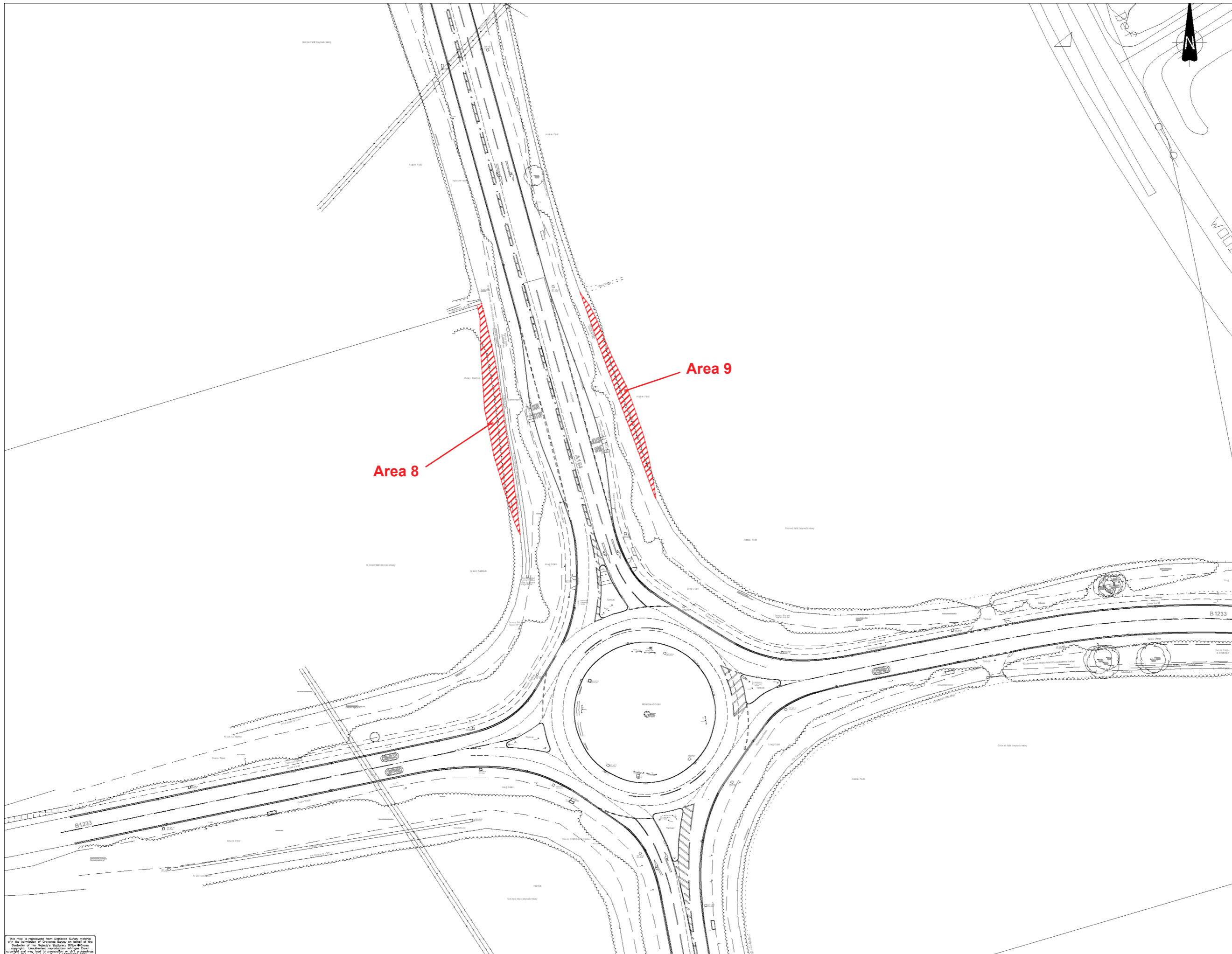
Fig. No: 1 Revision: A Client: Pell Frischmann

Title: Site Location

Project: A164 Beverley to Hessle Road Improvement Scheme

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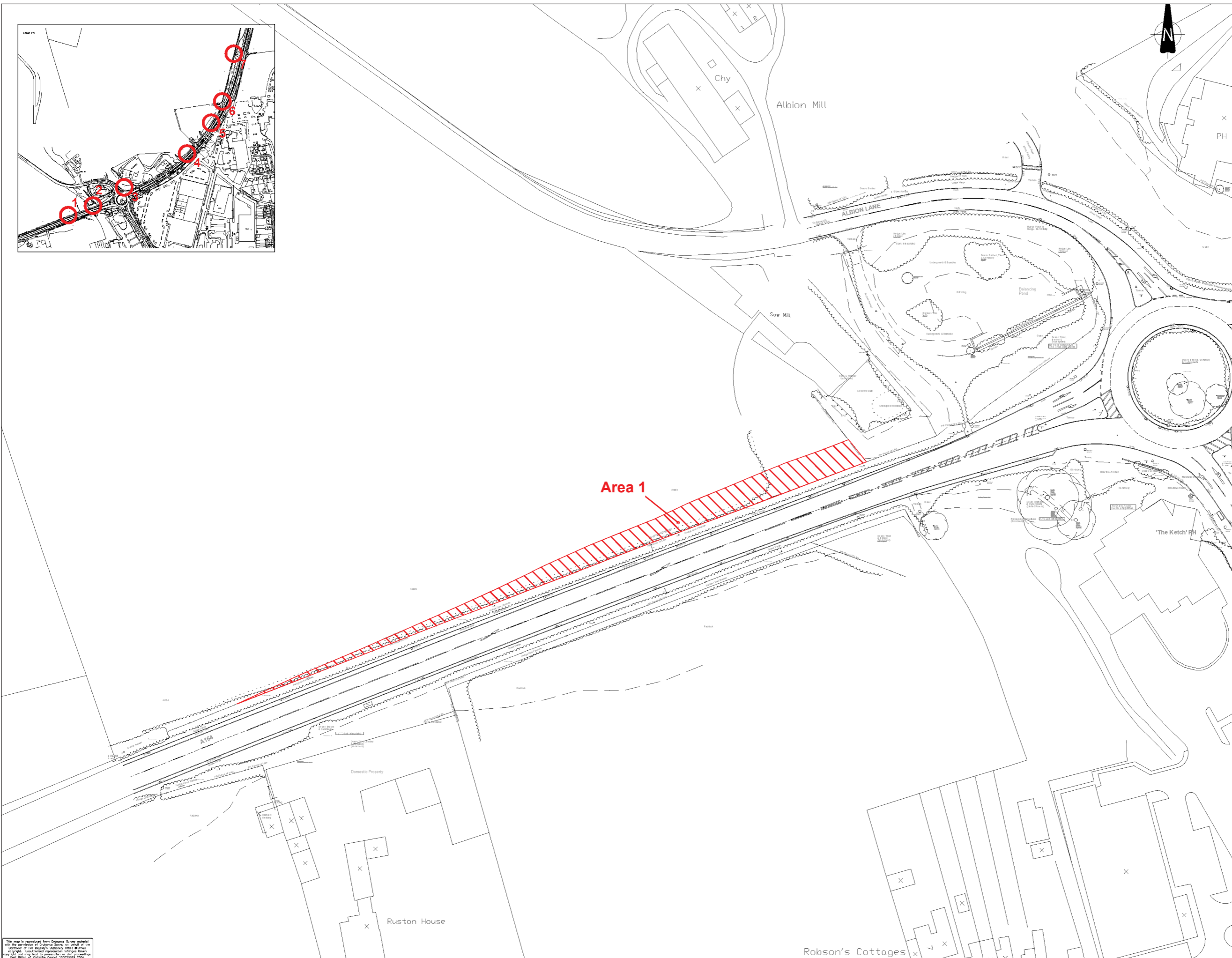
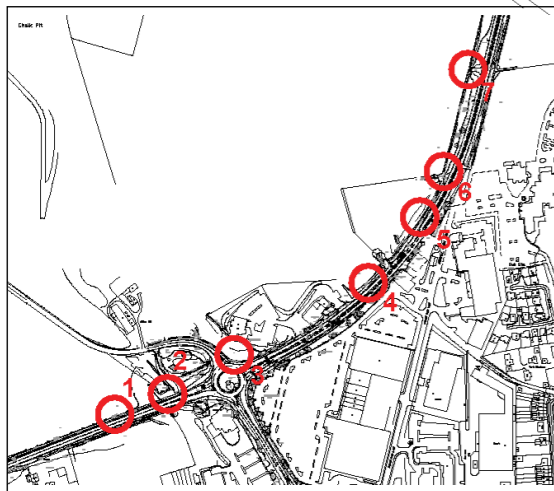
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Skidby roundabout 'Strip and Map Areas 8 and 9

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Fig. No: **3** Revision **A**

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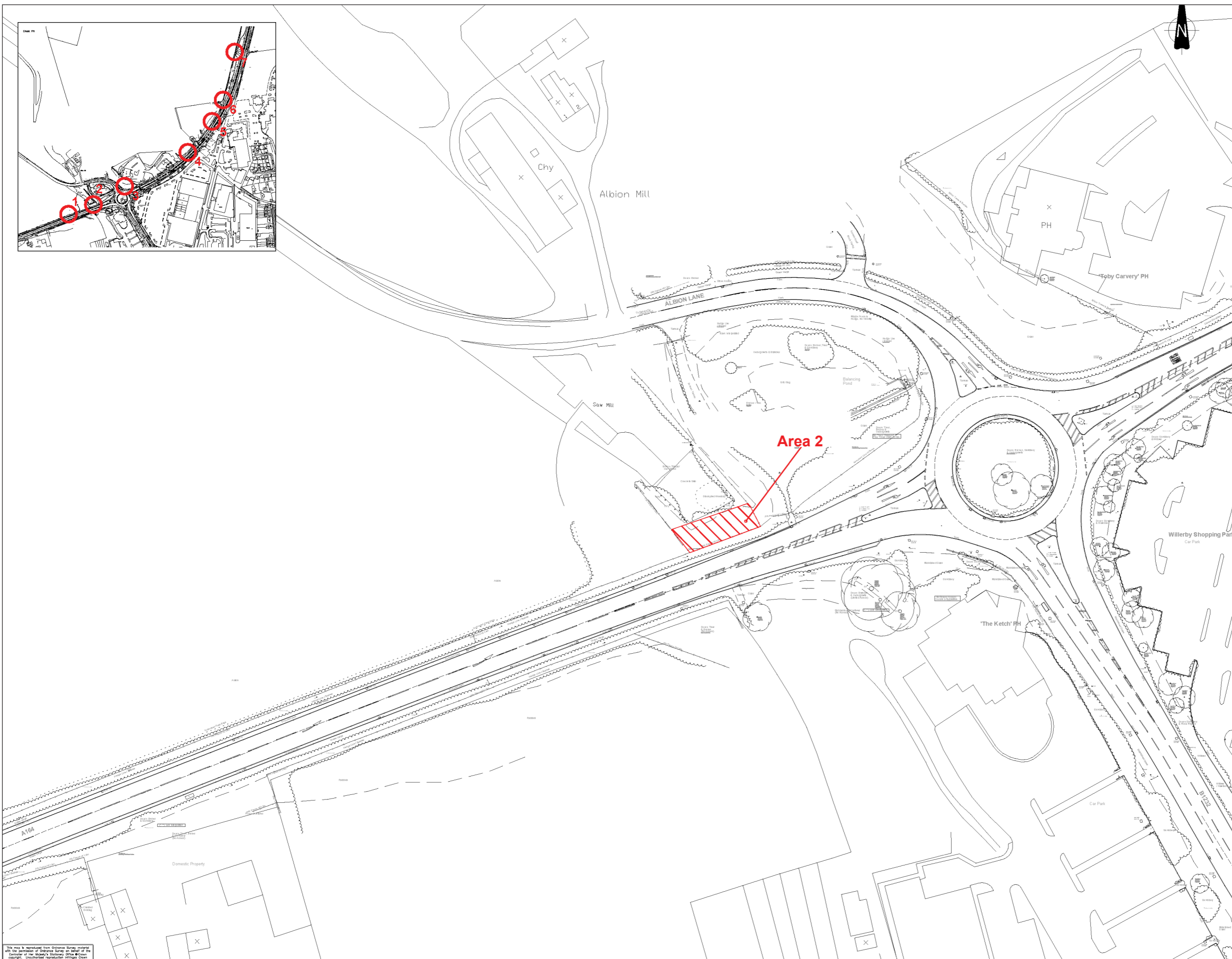
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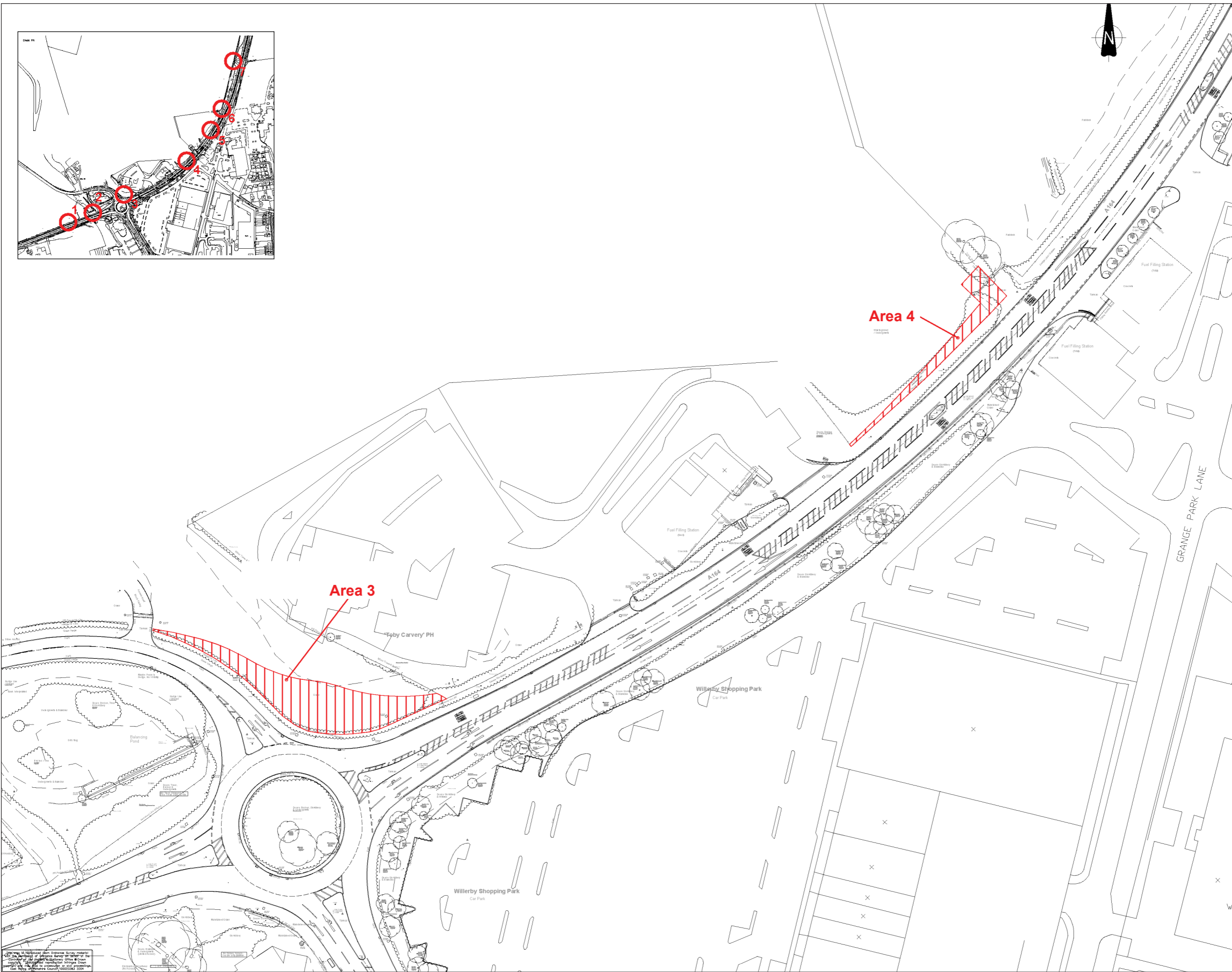
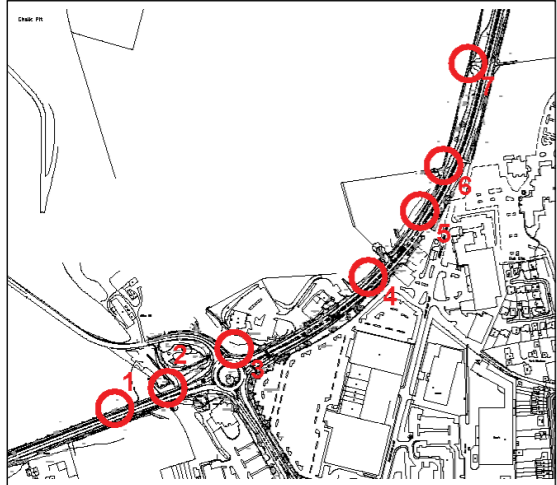
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Title
Willerby Approach Areas 3 and 4

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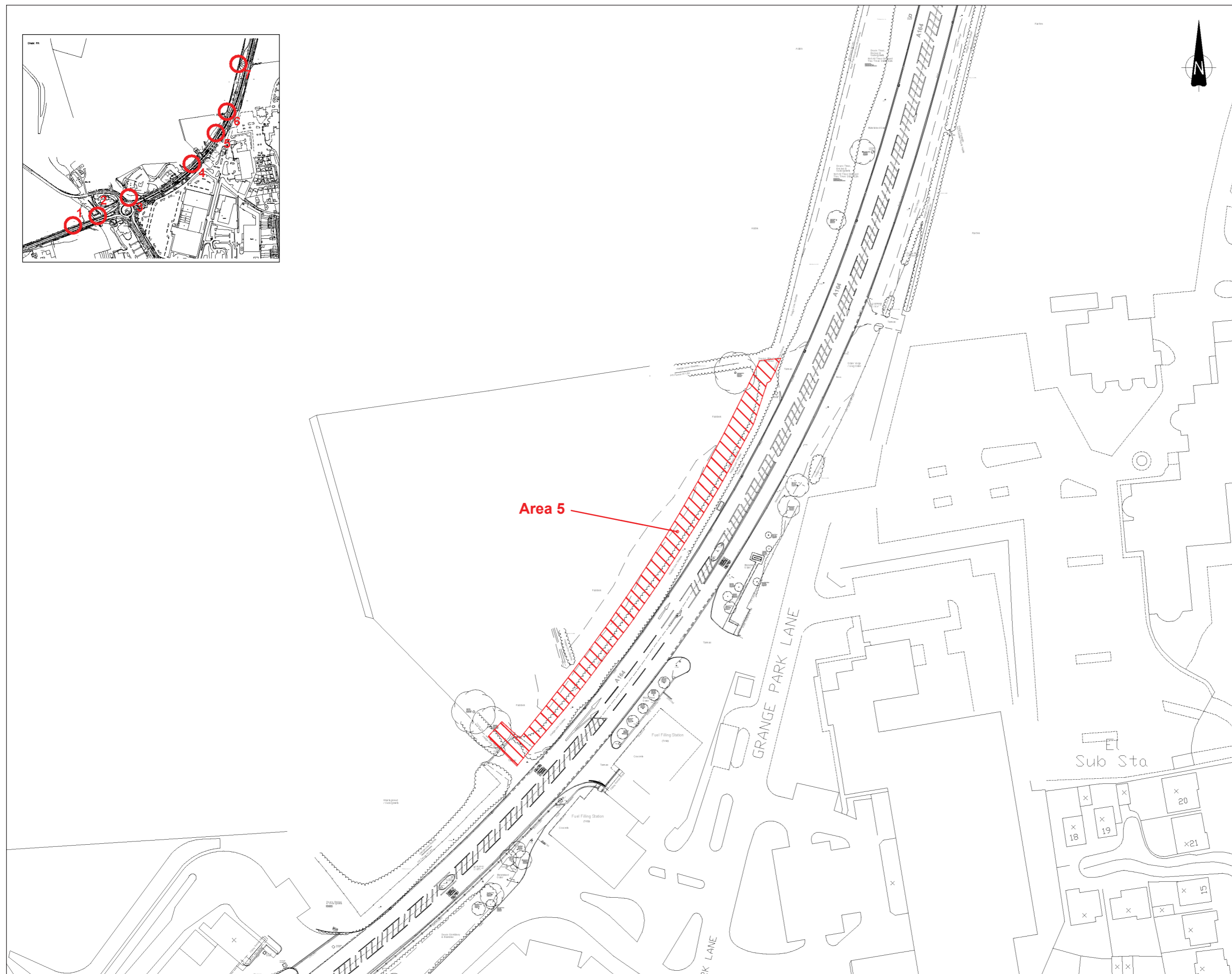
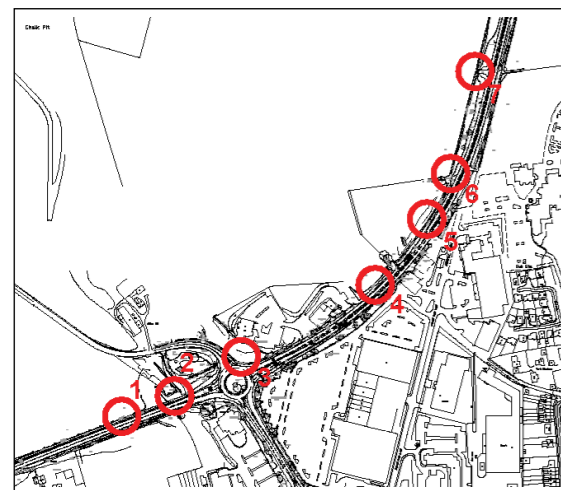
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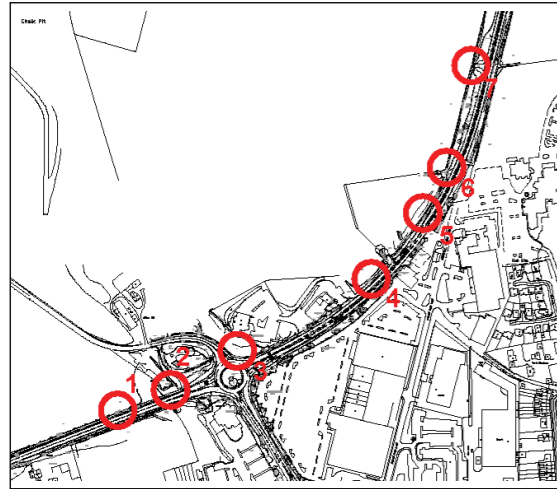
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Area 7

Area 6



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Willerby Approach Areas 6 and 7

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