

PROPOSED EASTERN PARK AND RIDE SITE,  
FORMER HULL AIRFIELD, PRESTON,  
EAST YORKSHIRE

ARCHAEOLOGICAL DESK-BASED ASSESSMENT

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## EXECUTIVE SUMMARY

In May 2009, Ed Dennison Archaeological Services Ltd (EDAS) were commissioned by Pell Frischmann Consultants Ltd, on behalf of Hull City Council (HCC), to undertake an archaeological desk-based assessment of an area of land on the north side of the A1033 Hull Road, to the west of Hedon, in Preston parish, East Yorkshire. Part of this land was proposed to be developed for a new Park and Ride site, and the archaeological assessment will be used to support an outline planning application.

The archaeological desk-based assessment collates all readily-available information from published and unpublished sources, and archaeological databases. It also includes a summary and assessment of any previous archaeological field investigations or research that has been undertaken within and around the 79.64ha study area. Detailed site inspections were also carried out.

A total of 31 archaeological sites were identified within the study area. These date from the medieval to the modern periods, and include a medieval moated complex (a Scheduled Monument) (Site 1), traces of medieval ridge and furrow (Site 13), 18th and 19th century agricultural landscape features (Sites 4, 7, 12 and 18-19), a former 19th century racecourse (Site 14) and 20th century airfield (Site 27), and several Second World War air defence structures (Sites 20 to 26 and 30).

Only two identified sites and parts of four other sites extend into the proposed park and ride development site. None of these sites are considered to be sufficiently important to justify their permanent preservation *in situ*, although it would be appropriate for them to remain undisturbed if they lie outside the development footprint. However, it is important that sites affected by development are recorded prior to and during construction, thus achieving preservation by record, and an appropriate mitigation strategy is proposed.

## 1 INTRODUCTION

- 1.1 In May 2009, Ed Dennison Archaeological Services Ltd (EDAS) were commissioned by Pell Frischmann Consultants Ltd, on behalf of Hull City Council (HCC), to undertake an archaeological desk-based assessment of an area of land on the north side of the A1033 Hull Road, to the west of Hedon, in Preston parish, East Yorkshire (NGR TA 1750 2900 centred) (see figures 1 and 2). Part of this land was proposed to be developed for a new Park and Ride site, and the archaeological assessment will be used to support an outline planning application.
- 1.2 This archaeological desk-based assessment collates all readily-available information from published and unpublished sources, and archaeological databases. It also includes a summary and assessment of any previous archaeological field investigations or research that has been undertaken within and around the study area, which was defined as being the presently HCC owned land, amounting to 79.64 hectares. A detailed inspection of the study area was then carried out on 16th July 2009, to note the location, nature, extent and condition of any recorded and unrecorded archaeological sites or deposits. A further site visit was made on 14th October 2009.
- 1.3 A total of 31 archaeological sites were identified within the study area, with only two sites and parts of four other sites extending into the actual proposed development site. These sites are detailed and discussed in the report below.

## 2 INFORMATION SOURCES

- 2.1 In line with standard archaeological practice and the requirements of the Institute of Field Archaeologists (IFA 1999), and following guidance issued by the local archaeological curators (the Humber Archaeology Partnership), the following sources of information were examined as part of the assessment.

### Archaeological Databases

- 2.2 The Humber Sites and Monuments Record (HSMR), which is held and maintained by the Humber Archaeology Partnership in Hull, was consulted for information on the known archaeological heritage of the area. Data from the National Monuments Record (NMR), compiled and maintained by English Heritage in Swindon, was also consulted (via their website, [www.pastscape.org](http://www.pastscape.org)), as was information held by the Yorkshire Archaeological Society and the East Riding of Yorkshire Museum Service. Relevant aerial photographs held by the HSMR were also examined.

### Listed Buildings

- 2.3 Information on those buildings listed as being of Special Architectural or Historic Interest was obtained from the HSMR and English Heritage's "Images of England" website ([www.imagesofengland.org.uk](http://www.imagesofengland.org.uk)).

### Records of Previous Archaeological Research or Investigations

- 2.4 The wider archaeological background and context to the study area has recently been re-assessed by the Humber Wetlands Survey (Van de Noort & Ellis 1995), and Harvey has considered the evolution of Preston's medieval field system and village (Harvey 1978; 1981; 1982); all these works provide important reference material and an archaeological context to the study area which are summarised in Chapter 3 below. A local archaeologist, Rod Mackey, has also reviewed a large number of historic aerial photographs which cover the area, and the various sites and earthworks he identified have been included in the HSMR.
- 2.5 Twyers Hill, at the east end of the study area, contains a medieval moated complex which is a protected as a Scheduled Monument under the Ancient Monument and Archaeological Areas Act 1979 (SM ER193). This site has been subject to some non-intrusive archaeological investigation (earthwork and geophysical surveys) (Dennison 1992a & 1992b; Gaffney 1993), while other earthworks just to the north have also been subject to archaeological evaluation by trial trenching (Tibbles 1995; Evans & Steedman 1997, 152-153); all these works were commissioned by HCC as part of previous but abortive proposals to develop this part of the study area.
- 2.6 Other sites within the study area have also attracted some previous research or interest, for example the former Hendon race course (Fairfax-Blakeborough 1949, 125-131; Smith 1972), the former Hedon airfield (Winkler 2003), the former Twyers Farm complex (Bell 1883, 519-534; Harris 1983), and the former Hull speedway track (Hulbert 2004, 20-36). Other works consider the various sites within the study area as a whole (e.g. Wilkinson 1997). The study area was also crossed by the Teesside to Saltend ethylene pipeline in 2000; although the various sites within the study area were identified by a desk-top survey (Cox & Cottrell 1998), pipeline construction through this area does not appear to have been monitored for archaeological remains.

- 2.7 The town of Hedon has also attracted a considerable amount of archaeological investigation, both in terms of the analysis of its plan form and its medieval occupation and subsequent occupation (e.g. Hayfield & Slater 1984; Slater 1985; Evans & Steedman 1997, 146-152; Evans & Steedman 2001, 111-112). Other archaeological investigations relevant to this study also include observations made during the improvement of the A1033 Hedon Road between 2001 and 2003 (Cardwell 2004).

### **Printed and Manuscript Maps**

- 2.8 As the study area lies within the East Riding of Yorkshire, most historic printed and manuscript maps are held by the East Riding Archive Office (ERAO) in Beverley. However, as the land is owned by HCC, and has been for some time, other records are held by the Hull City Archives (HCA) and the Hull University Archive Office (HUAO); unfortunately, both these repositories were closed during the timeframe of this report and so this material could not be consulted. The reference section of Beverley Library and Hedon Museum were also consulted for local history material.
- 2.9 Various editions of the Ordnance Survey maps, at both 6" and 25" scales, were examined, as were any other appropriate or relevant maps and documents. A list of all the sources consulted by this assessment is provided in the bibliography (Chapter 7) below.

### **Published and Unpublished Documentary Sources**

- 2.10 The whole of the study area lies within the parish and township of Preston, the documentary history for which is covered in some detail by the Victoria County History for East Yorkshire (Kent 1984). Other material relevant to the study area is contained within Boyle's and Craven's studies of Hedon (Boyle 1895; Craven 1972). Hedon Museum also contains some information relevant to the study area and material held by the East Riding Archive Office (ERAO) was also consulted. Hedon Museum have also produced a local history DVD showing some of their photographs of the race course and airfield, with a commentary by Eduard Winkler.
- 2.11 A number of other published and unpublished documentary sources in both local and national collections were consulted for background information and specific data on specialised aspects of the history and archaeology of the study area, including place and field name evidence. A list of all these sources is provided in the bibliography below.

### **Geological and Soil Surveys**

- 2.12 The geological and soil survey data for the study area has been taken from national surveys and a Humber Wetlands volume (Van de Noort & Ellis 1995), and a summary of the relevant information is given below. A bore hole was executed at Twyers Farm in the 19th century, which revealed 2ft (0.6m) of soil overlying a considerable depth of various clays, warp gravels and sands; solid chalk was reached at 127ft (38.7m) below the surface (Fox-Strangeways 1906, 127). No other more recent or detailed geotechnical data for the study area is currently available.

### **Walkover Survey**

- 2.13 A detailed walkover survey of the c.79ha study area was carried out on 16th July 2009, in hot and dry conditions, to determine the extent of survival of any buildings



or other structures, to note the location, nature, extent and condition of any additional recorded and unrecorded archaeological sites, and to identify any concentrations of material which might serve as an indication of sub-surface archaeological features. An additional visit was made on 14th October 2009, when sites within some areas which had previously been covered with long grass and other vegetation were more visible.

### 3 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

#### Introduction

- 3.1 In order to put the proposed development site and study area into context, it is necessary to consider the wider archaeological background of the region and so reference will be made to sites lying outside the study area. This information has been compiled from a variety of sources which are listed in the bibliography (Chapter 7) below.
- 3.2 Evidence for the archaeological heritage comes from a variety of sources, including upstanding monuments and buried deposits, records of excavated sites and artefacts recovered from fieldwalking, palaeo-environmental studies, and the study of historic maps, antiquarian documentation and place names. Increasingly, archaeological assessments and evaluations, often carried out in advance of development and including methodologies such as fieldwalking, geophysical survey, earthwork survey, and trial excavation, provide information on otherwise “blank” areas.
- 3.3 A great deal of archaeological evidence has also emerged through the identification and recording of cropmarks seen from the air and on aerial photographs. Cropmarks are caused by differential crop growth over buried archaeological features and, while they are likely to indicate the presence of an archaeological site, it should be noted that their formation is affected by many extraneous factors including land use, drainage, geology, and climatic conditions.

#### The Palaeo-environmental Background

- 3.4 A substantial depth of alluvial deposits has accumulated in the low-lying areas adjacent to the Humber estuary and in the river valleys which drain southern Holderness, largely as a result of rising sea levels during the Post-glacial periods. There was a particularly rapid rise in sea levels between c.8000-c.1830 BC which led to major marine inundations and the deposition of Holocene deposits up to 13m thick in some onshore areas. This area of deposition generally lies to the south of a relict storm beach running between the Keyingham and Patrington havens, now up to 6km inland, which marks the former coastline around c.1260 BC. Wetland archaeological and palaeo-environmental evidence for human activity in these areas would therefore have been preserved in this material as they became progressively waterlogged. Evidence for subsequent human activity in these areas during later periods of regression or sea-level stand-stills may also be preserved as a result of later inundations. However, as yet, there has been no systematic mapping of the intertidal and buried estuarine deposits in this area, and previous palaeo-environmental research has concentrated on the former inland meres or lakes of north Holderness (Dinnin 1995, 29).
- 3.5 Several palaeo-environmental and lithostratigraphic surveys have recently been conducted in Southern Holderness by the Humber Wetlands Project, and some of this work has a bearing on the archaeological potential of the study area and its environs. Six areas were subject to field visits as part of a rapid assessment programme, at the former Red House Farm site at Hedon, land around Keyingham Drain, Sunk Island, Winestead Drain and Little England in Winestead, and Easington. The water table was found to be between 2m-3m below the existing ground levels in these areas. The work established that, although the archaeological potential of the area was varied, the palaeo-environmental potential depends on the existence of peat layers beneath the riverine sediment; this

potential was considered to be good although it will depend on subsequent desiccation, erosion and canalisation (Fenwick *et al* 1995).

### **The Prehistoric Periods (up to c.700bc)**

- 3.6 Field survey by the Humber Wetlands Project around Paull has noted that prehistoric findspots of archaeological material are generally restricted to the higher outcrops of pre-Holocene deposits (generally termed “till”) which rise above the otherwise low-lying alluvium. However, borehole analysis suggests that the low-lying areas to the south of the relict Keyingham-Patrington Havens storm beach were formed in a shallow water, perhaps intertidal environment, which led to the creation of extensive mud flats. Salt marshes would then have developed in these mud flats which were beyond the normal tidal range, i.e. to the north of Paull, and so they may have provided a relatively hospitable environmental for settlement by the first few centuries AD (Head *et al* 1995, 241).
- 3.7 Fieldwalking has recovered several scatters of worked flint from the Paull area, on an island of till close to the Pasture Drain. Two sites, to the north of the Pasture Drain outfall and west of South Pasture Farm, were considered to be of later prehistoric date, although some of the 20 or so pieces from the former scatter did have characteristics of Neolithic (c.3,500-2,000 BC) material. Other scatters from the same till island, for example from around the eastern edge of Paull Battery, were also considered to be of later prehistoric date, while a further small scatter of flint from Checker Hill further to the east might be Neolithic in origin (Head *et al* 1995, 241-248). A Neolithic polished stone axe has also been recovered from further inland, at the north end of Rose Hill (HSMR 7260). One piece of flint was also recovered from fieldwalking on the eastern edge of the Salt End industrial complex in 1991. All these finds suggest that there was some limited and transient activity on the upstanding till islands in the area to the south and south-west of the study area from the Neolithic period onwards.
- 3.8 Evidence for activity in the later Bronze Age (c.2,000-700 BC) period is similarly scant, and there is a general lack of artefacts and cropmarks in the area. However, two possible round barrows (burial mounds) of presumed Bronze Age date have been identified as cropmarks on aerial photographs to the south-east of Preston village (HSMR 1577). Two others have also been seen on Mill Hill, on the north side of the village (HSMR 18785), while further to the north, two separate sets of potential ploughed-down barrows have been recorded on the south side of the Wyton Drain (HSMRs 18787 & 18788). A series of five other ring ditches seen on aerial photographs on Neat Marsh (HSMR 18781) might represent Bronze Age features, but they might also be associated with the Second World War activity in the area (see below).

### **The Iron Age and Romano-British Periods (700bc-c.450 AD)**

- 3.9 As noted above, the mud flats beyond the normal tidal range may have provided a relatively hospitable environmental for settlement by the first few centuries AD. Numerous cropmark complexes have been identified on aerial photographs to the north of the study area forming discrete, scattered, rectangular or rectilinear enclosures containing hut circles and associated with droveways or tracks and field systems. These sites probably represent small scattered farmsteads, although slightly larger sites formed by groups of two or three co-joined or closely spaced enclosures have also been noted. These types of sites are usually attributed to the combined Iron Age/Romano-British period, as different phases are difficult to

identify from the cropmarks, and it is likely that there was actually little change in the exploitation of the landscape during these periods.

- 3.10 Several areas of field systems and enclosures have been identified as cropmarks on the low-lying land to the north of Preston village, for example three almost square ditched enclosures on the east side of Sproatley Road (HSMR 1574; NMR TA13SE50), several east-west aligned ditches and a double-ditched trackway with a fragmentary field/enclosure system nearby further to the east (HSMR 1575), and other linear ditches to the south of Lelley Road (HSMR 1576; NMR TA13SE41). Other similar ditches and a possible ditched enclosure have been noted to the north and north-west of Twyers Hill, on the north side of the now disused railway line (NMR TA12NE57 & TA12NE55). Additional aerial reconnaissance carried out in August 1996 identified several other new sites, for example ditched enclosures on the north and south sides of Lelley Road to the north of East End (NMR TA13SE34 & TA13SE35), co-joined rectangular enclosures and linear field boundaries on the west side of Wyton Road near Swine Hill Gate (HSMR 1572; NMR TA13SE36) and on the north side of Neat Marsh Lane (NMR TA13SE37). In some cases, the enclosures can be seen to lie under the later medieval ridge and furrow, for example one complex to the east of Preston Field Farm (NMR TA13SE51). Taken together, these cropmark sites suggest that the area to the north of the present village was a well-settled and farmed landscape during the Romano-British period.
- 3.11 In addition to these cropmark sites, some artefactual evidence for Romano-British occupation has been recovered. For example, four sherds of greyware pottery, of 2nd to early 3rd century date, were found during building works on Salt End Lane in 1965, at a depth of 1.5m below the ground surface (HSMR 1568; NMR TA12NE11). Roman artefacts have also been recovered from Hedon, including a hoard of 3rd century coins found in 1922 from the Market Hill area (HSMR 223; NMR TA12NE10) and two Roman coins from near the Old Rectory in 1922 (HSMR 7343). A further single Roman coin was found on the north side of the town, on the east side of Preston Road (HSMR 7901).

### **The Anglo-Saxon Period (c.450-1066)**

- 3.12 The pattern of place-name elements has often been used to provide clues to the distribution of settlement and ethnic groups between the 4th and 9th centuries. The extent of Anglian colonisation can be seen through villages with suffixes such as *-ham* (meaning a village, homestead or manor), *-ton* (farmstead), and *-wic* (a village or dairy farm), while elements such as *-by* (a farmstead), *-thwaite* (a clearing), *-saeter* and *-booth* provide examples of Scandinavian settlement, many pre-fixed with personal names. The part played by the Danes in the colonisation of the marshy land is also emphasised by the frequency of minor names incorporating *-holm* (island) and *-carr* (boggy ground), while *-gate* (road or street) is common in this part of Yorkshire (Gelling 1984, 50-52 & 73).
- 3.13 Examples of these types of place-names in the vicinity of the study area include Preston (meaning "Priest farm"), Stockholm ("low-lying land cleared of trees") and Keyingham ("homestead of Caega and his people") (Smith 1937, 32, 38 & 40-41). The name of Hedon is also Old English in origin, and probably means "uncultivated land" or "heather-covered hill" (Smith 1937, 39; Allison 1998, 237). Many of the villages in the area are named in the 11th century Domesday Book, suggesting that they originated in the pre-Medieval period.

### **The Medieval and early Post-medieval Periods (1066-1750)**

- 3.14 The whole of the study area lies within the large parish and township of Preston, which was reduced in size following the establishment of Hedon in the 12th century. The boundary between Preston and Hedon runs along the north side of Twyers Lane and the Reedmere Sewer, before turning south to the Hedon Haven (see figure 3). According to a lawsuit of 1630, the boundaries and liberties of Hedon were marked by five wooden crosses, and Twyers Cross formerly stood at the west end of Twyers Lane (HSMR 201; Allison 1984, 169); it is marked on an early 17th century plan of the town (ERAO DDCC/45/37) (see figure 9).
- 3.15 From the 10th century, major efforts were made to reclaim the coastal marshes by embankment and drainage, although a period of increased storms in the 13th to 15th centuries, together with the destruction of Spurn Point and a proto-Sunk Island, probably led to much of this reclaimed land being lost to the sea once more. The Old Fleet drainage ditch, forming the western boundary of the parish, was said to have been inadequate in the 14th century and the Reedmere Sewer was also recorded from this time (HSMRs 11945 & 14828). From the 17th century onwards, a new series of major embanking and drainage operations led to the improvement of the salt marshes for grazing, and subsequent arable use; one of these new drains was the New Fleet which ran along Staithes Road and entered Hedon Haven through a slice called Pollard Clough (Kent 1984, 187; Sheppard 1966, 3-10).
- 3.16 In 1066, the eight manorial units of Preston, comprising ten carucates and two bovates (c.1,500 acres or c.600ha) in total, were held by Basinc, Gamel, Macus, Tor, Torber, Turvert and two men called Frane. After the Conquest, they all belonged to Drogo de Bevrere and they formed part of his extensive Holderness estates which amounted to over 5,000 acres (c.2,000ha); he sub-tenanted the Preston holdings to three knights and a man called Baldwin. A further manor of one carucate and three bovates at Preston and four carucates at Dyke had passed to de Bevrere by 1086. De Bevrere's successor, Odo, Count of Aumale, also established the medieval town and port of Hedon in around c.1140, based on the stream now known as Hedon Haven which gave access to the Humber; the streets were laid out in an irregular grid pattern and artificial havens or docks were dug to enclose the town in several phases, and a hospital and regular fairs were established (Hayfield & Slater 1984, 3-11; Allison 1984, 169-170). Lelley and Dyke (both recorded in Domesday but the latter now depopulated) occupied a detached part of the parish to the east (see figure 3).
- 3.17 The 11th century Domesday Book mentions 45 villagers and the church at Preston (Faull & Stinson 1986, 14E1 & 14E48; Kent 1984, 191). The extremities of the east-west aligned linear village were known as East End and West End, with the village centre in the middle, perhaps reflecting original different settlement nuclei which later became part of a larger unit (Harvey 1982, 65). A well preserved moated site, although now partially infilled, to the west of Blundell's Farm (HSMR 1567; NMR TA13SE4) probably represents the location of West Hall, which was mentioned in the 13th century (Kent 1984, 194). There are also settlement earthworks around Preston West End, suggesting that the medieval village has since contracted in size (HSMR 9661).
- 3.18 Prior to the enclosure of the township in 1777 (see below), the village's arable land lay in two large open fields known as North Field and South Field (see figure 3). The South Field, which also extended to the east side of the Preston Road, was mentioned in the late 13th century, and it contained 1,088 acres in the 1570s.

Some land in South Field had been enclosed before the mid 18th century, for example by 1460, and a “New Intack” (i.e. newly enclosed land) was mentioned from 1610. In addition to the small enclosures around the village itself, two other areas known as “Pollard” and “Twyer” had been discrete landholdings since the medieval period (Kent 1984, 195-196). Twyers lies within the study area and so is discussed in more detail in Chapter 4 below, while Pollard was located near Salt End, on the east side of the present Paull Road on the north side of the Hedon Haven; both the farm and its fields have since been destroyed by development (HSMR 11812). New Field, to the east of Pollard, was recorded from 1583 and was an area of common pasture. Extensive areas of ridge and furrow, indicative of medieval ploughing, are visible as earthworks or cropmarks throughout the parish (NMR TA13SE52) (see also Site 13 below).

3.19 Although there is no pre-enclosure plan of Preston township, a number of post-medieval surveys, land grants and tenancy agreements has allowed Harvey to reconstruct a relatively detailed picture of the medieval and later field structure; two such surveys are a 1750 terrier of land held by William Constable and another of 1761 for land held by William Tennison (ERAO DDCC/141/70 & DDX/126/39). These terriers show that the landholdings were all aligned approximately north-south (apart from one small area on the east side of the South Field), and were very long, often over one mile in length, extending through the entire length of the field. Each field was divided into seven sub-divisions called “bidles” or “bydales”, which were numbered from east to west. There was also a preponderance of arable land in the township, with only small areas of meadow and pasture around the western fringes (see figure 3). The documents show that individual land holdings were very fragmented, with many parcels of arable, meadow and pasture scattered throughout the township; Tennison’s 164 acre holding lay in 118 parcels including 69 randomly distributed through the arable fields, with some land often having the same name in each bydale. It therefore appears that the bydale arrangement preserves an earlier tenurial pattern that had become redundant by the early 17th century. Other documents show that this system of dividing the bydales was present by at least the mid 13th century, and Harvey notes that it closely resembles the principle of “solskifte”, which also saw the regular ordering of holdings throughout the fields according to the passage of the sun, such that the parcels belonging to each holding always lay in the same position, with the same neighbouring parcels, in every holding. There was also a system of proportional shares, i.e. parcels in the fields were laid out with widths that varied according to the size of their respective holdings.

3.20 Harvey suggests that the Preston landscape was re-organised and planned in the late 11th or early 12th centuries, and that it was also accompanied with the re-organisation of the village into a linear settlement, from the previously small independent hamlets implied by the numerous landholdings recorded in the Domesday Book. It is not known who initiated this re-organisation, but it was probably the lords of Holderness - as noted above, after the Conquest the whole of Holderness (apart from the lands of the Archbishop of York and the canons of St John of Beverley), was held by Drogo de Bevrere, and subsequently the Counts of Aumale. As part of this re-organisation, neighbouring settlements were grouped together into fewer but larger economic units, and the formerly separate fields were amalgamated and re-planned so that the villages comprising two or more nuclei divided the cultivated land into two halves; any settlements which could not be conveniently absorbed into this new arrangement were probably destroyed or left as independent units. The new settlement nuclei were then joined together as new farmsteads were added, and the fields were re-divided following population increase (Harvey 1980 & 1982).

### **The Later Post-medieval Period (1750 onwards)**

- 3.21 The open fields of Preston were enclosed under an award of 1777 following an Enclosure Act of 1773, and allotments totaling 1,235 acres (c.500ha) were made from the former South Field (ERAO IA/125-126 & AP/3/21). Joseph Williamson, one of the major landowners in the parish was one of the major beneficiaries, being awarded a substantial block of land of c.495 acres, part freehold and part leasehold, which effectively formed the whole of the south-west part of the parish. Approximately half of this total, some 223 acres (c.90ha), were in the former open South Field, and part of this coincides with the study area (see Chapter 4 below).
- 3.22 The enclosure process also formalised the roads in the parish. For example, there was a route from Preston village to the mouth of Hedon Haven by the mid 17th century, when a landing place called Preston Staith and/or Stakes was first mentioned (HSMR 14830). This early road was replaced by a straight new route called Staithes Road or Stakes Road at enclosure in 1777, when it was required to be 40 feet (12m) wide. The orientation of the medieval village of Preston also changed after the 18th century. As noted above, it had been aligned east-west but, following the turnpiking of the north-south connection lane called Kirkeholme Street (later Main Street) in 1745 and partly as a result of enclosure in 1777, this new street became the new focus of settlement (Kent 1984, 189).
- 3.23 The main road from Hedon to Hull originally took a circuitous route through Preston and Bilton, and this was turnpiked in 1745 and the Turnpike Trust continued until 1878. It was not until 1830 that a direct route between Hedon and Hull, running across the southern end of Preston township, was built and turnpiked, the trust continuing until 1881 (Allison 1984, 170; HSMR 11202). An archaeological watching brief undertaken in 2001-03 on the A1033 Hedon Road Improvement Scheme identified the partial remains of the original turnpike road exposed in section, lying directly beneath the current road surface; it comprised a layer of cobbles laid over a compacted chalk, crushed brick and silt deposit (Cardwell 2004).
- 3.24 The Hull to Withernsea railway line, which crosses the south end of the parish, received royal ascent on 8th July 1853 and opened on 30th June 1854 (HSMR 8830). This line was built to link Hull (with a terminus at Victoria Dock Station) with the rich agricultural land of South Holderness, and to develop a seaside resort at Withernsea, in the same way as the York and North Midland Railway had begun to develop Scarborough and Whitby. The railway company was initially completely independent and operated its own rolling stock, but it was too small to survive and was leased to the North Eastern Railway (NER) on 1st January 1860, who then bought the line outright on 7th July 1862. The line was originally constructed as a single track, but it was doubled in the early 20th century, although single track sections remained between Hedon and Ryehill and Burstwick stations, and between Ottringham and Winestead, until closure. The line closed to passengers on 19th October 1964, but goods traffic continued until 30th April 1965. Goods services continued to Hedon until 1968 (Price 1989; MacMahon 1974, 15-17 & 31).
- 3.25 Although Hedon grew to be a relatively significant port and town in the 18th and 19th centuries (Allison 1984), there was little non-agricultural employment in Preston parish before the 20th century. One of the non-agricultural employers was a brickworks, which operated near Tywers House from c.1930 to 1964 (see figure 8) (Kent 1984, 197). The study area also became the site of a racecourse and airfield (see Chapter 4 below). The construction of an oil refinery on the former Salt End pasture, forming part of the dock facilities of Hull, had begun by 1914

when the first wooden jetty was opened, and the chemical works were added later; in 1997 the latter complex covered over 370 acres (Wilkinson 1997).

- 3.26 During the Second World War, Hull was one of the three most bombed-damaged areas in the country, with some 82 air raids between 20th June 1940 and 18th March 1945. Some 5,300 houses, as well as numerous churches, public buildings, factories and shops, were destroyed and over 152,000 people were made homeless (Graystone 1991; Geraghty 2002). In order to counter these enemy actions, a series of air defences were placed around the town, especially to the east and north-east, comprising light and heavy air-aircraft emplacements, searchlight batteries, bombing decoys and barrage balloon sites.
- 3.27 The Humber area was defended from air attack by two heavy anti-aircraft (HAA) regiments (the 62nd and 91st) at the start of the war. They were equipped with some new 4.5" and 3.7" guns (ceilings of 34,500ft and 32,000ft respectively), and also some old 3" guns which were ineffective against high-flying aircraft. There were 13 HAA sites around the estuary, from Chanterlands Avenue and Craven Park in Hull, to Hedon, Immingham, Killingholme and Grimsby. The defence was controlled by the Gun Operations Room in Wenlock Barracks in Hull (Reckitt 1990, 13-15). Dobinson lists a total of 48 HAA batteries in his gazetteer for the Humber; one is sited at Neat Marsh (see below) and there are three just to the north-east of Hedon, centred on Magdalen Hill (Dobinson 2001, 569-570). Each HAA site usually consisted of four circular gun emplacements with a central semi-sunken rectangular control post protected by earthworks, as well as huts for the gunners and their support staff (Brown 1995 *et al* 51-59).
- 3.28 Hull was also protected by some 80 or so barrage balloon sites during the war, and these have been researched in some detail (Bacon 2002), from which the following summary is taken. The barrage balloon was a passive form of defence, which made enemy raiders fly higher and to bomb less accurately, and to a degree also acted as a deterrent to dive-bombing. The Low Zone hydrogen-filled Kite Balloon was designed to fly up to 5,000 feet, and they were used to support a number of steel cables which were tethered to the ground. Small explosive devices attached to the ends of the cables meant that they could be severed if they were hit by an aircraft, and small parachutes ensured that there was sufficient drag to make it wrap itself around the aircraft, forcing it to crash. The balloons were raised using a winch lorry vehicle, but a later modification saw the use of a secondary pulley installed on an anchorage in the centre of the site. After modifications, land site anchorages consisted of an eyebolt fitted into the top of a cubic yard of concrete weighting c.2 tons, which was embedded into the ground to form the main anchorage, with 24 secondary anchorages around it to secure the balloon when not in flight.
- 3.29 The 942, 943 and 944 (East Riding) Balloon Squadrons were formed in January 1939, with RAF Sutton on Hull being the central headquarters. Each squadron was to consist of five flights and nine balloons, with each balloon having a crew of a corporal, ten airman of the Auxiliary Air Force and a regular RAF Balloon Operator. Floating sites were also established in the river Humber. 944 Squadron was set up to cover the ground to the east of the River Hull, and its flight headquarters were located at 348 Holderness Road, at the Anchor Hotel on Southcoates Lane and the Wesleyan Chapel on Hedon Road at Marfleet. By July 1940 there were 74 operational balloons, and Hull was the second largest regional Barrage. Early in 1942, 944 Squadron was disbanded, and 942 and 943 Squadrons were combined into one with their headquarters remaining at Newland House. A total of 1,297 personnel were employed, roughly half being RAF and half



being WAAFs. "D" flight, comprising 11 balloon sites including the Hull airport site, retained its headquarters at the Hedon Road Methodist Chapel. In 1942 the Barrage comprised 60 balloons, plus six mobiles on the river at Spurn Point, which fell to 56 balloons in September 1943. However, in July 1944, the 942/943 Balloon Squadron was sent to the south-east of England to help combat the threat of the flying V1 bombs. The squadron was officially disbanded on 28th August 1944 although many of the WAAF remained to find other duties.

- 3.30 In addition to those Second World War sites recorded in the study area (see Chapter 4 below), there are numerous other air defence sites in Preston parish. These include a "Starfish" bombing decoy on Neat Marsh to the north-west of the village (HSMR 18432; NMR TA13SE31), which was built as one of a number of naval decoys to deflect enemy bombing from Royal Navy installations on the Humber estuary. It also served as a decoy for the city of Hull, whereby a number of controlled fires were lit during an air raid to replicate a military or urban area targeted by bombs, and it was in use between August 1941 and April 1943 (Dobinson 2000, 257 & 270). Close to this site, and probably connected with it, is a major complex comprising a barrage balloon site (HSMR 19136; NMR TA13SE24), a possible searchlight emplacement (HSMR 19137; NMR TA13SE25) and a heavy anti-aircraft battery (NMR TA13SE29; HSMR 12999); the latter consisted of two sites, one battery of four standard 3.7" guns and the other of four 5.25" guns (Dobinson 2001, 468). Other sites in Preston parish include a heavy AA battery on Magdalene Hill (HSMR 18840; NMR TA12NE43), several barrage balloon sites, for example to the north of the Hull Road (HSMR 19131) and east of Westfield Farm (HSMR 19136), a light AA emplacement, north of Salt End (NMR TA12NE29), searchlight batteries at West End (NMR TA13SE26; NSMR 19138) and East End (NMR TA13SE28), and a High Frequency Direction Finding (HFDF) radio station (NMR TA13SE27) at East End. A series of trenches were also dug across fields to create obstructions to prevent aircraft from landing, for example to the south of Weghill Farm (NMR TA22NW37). Unfortunately, many of these sites have now been destroyed or significantly damaged.

## 4 THE STUDY AREA

### Physical Characteristics

- 4.1 The study area covers an area of 79.64 hectares on the north side of the A1033 Hull Road, to the east of Staithes Road and south of the now disused Hull to Withernsea railway line (see figure 2). The area is generally flat and low-lying, around c.2m AOD, although the eastern end of the area rises to just over 5m AOD, on Twyers Hill.
- 4.2 The area is predominantly given over to permanent unimproved pasture, currently grazed by cattle, although there is an area of improved grassland in the western third of the site. There are also several areas of overgrown derelict ground adjacent to Staithes Road, representing the site of the former speedway track. The whole area is open with no hedges or trees, and only a few post and rail fences sub-divide the land at the west end of the site. The southern and western boundaries, adjacent to the A1033 road and along the west side of a recreational ground, have recently been planted with deciduous woodland, as part of the Hull and East Yorkshire woodland (HEYwoods) initiative; this planting scheme has avoided some archaeological sites but disturbed others.
- 4.3 As noted above, no detailed geotechnical information is currently available for the study area. The underlying geology throughout the study area is Cretaceous chalk, overlain by alluvium, while the soils are alluvial gley soils of the Newchurch 2 Association (Soil Survey 1983).

### Historical Development

#### *The Medieval period*

- 4.4 The eastern, slightly higher, part of the study area containing the most prominent earthworks has been known as "Twyers" from the 12th century. William le Gros, Count of Aumale (d.1179) gave various lands called Poller (later Pollard) and Twyer to Alan, son of Hubert, and it was his descendants who probably took the name Twyer (Kent 1984, 192). The derivation of the name *Twyer* is interesting: "Tuyere" means "a blast-pipe for a furnace" and, as there were skilled metal workers in Hedon to staff a mint which operated during the mid 12th century, it is possible that the Twyer family were connected with this trade (English 1979, 216; Smith 1937, 41).
- 4.5 This estate, comprising c.100 acres and one bovaté of land in Twyer and Pollard, passed from Peter de la Twyer (dead by 1304) to his widow Alice (dead by 1337) and then to William de la Twyer, who was probably Peter's grandson. The *inquisition post mortem* of Peter de la Twyer, held in 1304-05, records that he held a tenement called le Twyer and 60 acres of pasture in Pollard, as well as other land in Winestead, Hilston, Bilton, Frodingham, Gansted, Sutton, Sculcotes and Skeffling (Poulson 1841, 191). William de la Twyer was elected Sheriff of Holderness and was obviously a man of some considerable standing and influence in the region. A grant of free warren (the right to hunt small game) in Twyer and Pollard was made to Robert de la Twyer in 1347 and the family's manors of Twyer, Pollard and Preston were mentioned from about that date. By the 16th century, the estate, which had grown to one or two houses, one or two bovatés and some 120 acres, belonged to Elizabeth Twyer and her husband Ezechia Clifton (d.1543). Parts of the estate later passed to the Alured and Thornton families, who intermarried with Ezechia Clifton's granddaughters, Eleanor and Joan Constable.

It might have been their share, comprising a collection of closes called High and Low Twyer, which John and Christopher Thornton sold to John Alured in 1589 (Kent 1984, 192; ERAO DDHV/28/1). By 1615, John's son Henry had a house called Twyer and six closes of land attached to it, and four closes called Pollard (ERAO DDHV/28/1; Poulson 1851, 193). A mortgage of June 1699, between Elizabeth Robinson and Mark Kirby of Hull for £2,950 also mentions Twyers House and a Twyers Close (ERAO DDHV/36/2). From the above, it seems likely that the land at Twyers, which had always been linked to other lands including that at Pollard, was farmed from Pollard. As noted in Chapter 3 above, Pollard was located to the south-west of the study area at Salt End (see figure 3).

- 4.6 Without further more detailed research, it is difficult to know when the medieval manor house at Twyers Hill was abandoned. It was certainly mentioned in the 14th and the 17th centuries, although it is impossible to be certain that these two isolated references relate to the same building; Boyle (1895, 165-166) for example suggests that the de la Twyer family moved away from this area in the 13th century. However, a substantial two storey structure with a central stack is shown on an early 17th century plan of Hedon which perhaps dates to 1627-30 (ERAO DDCC/45/37; Allison 1984, 169) (see figure 9). The medieval manor house may also have had a chapel, for ground called "Chapel Twyers" was mentioned in 1768 and Iveson's 1804 map of the town of Hedon shows the "site of Twyer's chapel" as a rectangular building with transepts, in a position to the north-west of the moat (ERAO DDCK/35/7) (see Site 2 below). The fields at Twyers were recorded as "ancient enclosures" in the 18th century, and closes called High and Low Twyer were recorded from 1589 (Kent 1984, 196).
- 4.7 The rest of the study area lies within arable land which was formerly part of the South Field, one of the large medieval open fields attached to Preston village. As noted in Chapter 3 above, it has been suggested that the field system was re-ordered in the late 11th or early 12th century (Harvey 1978), and earthworks of ridge and furrow, characteristic of medieval and early post-medieval ploughing, can be seen throughout the study area (see Site 13 below).

#### *Post-medieval landownership*

- 4.8 The estate containing Twyers manor passed from Matthew Alured to his widow in or before 1772 and then to his nephew Edward Pincke who sold it, together with Pollard Farm, to James Shaw in 1741. James Shaw (d.1768) then left the estate to a pair of Hull merchants, Thomas and Joseph Williamson. It must have actually passed to Joseph Williamson (d.1785), as he was awarded a substantial block of land extending to some 495 acres at enclosure in 1777. Approximately half of this total, some 223 acres (c.90ha), were in the former open South Field, an area which extended from the "several ancient enclosed lands .. called Twyers" in the east to the new Stakes (now Staithes) Road in the west, and from the Reedmere Drain in the south to a prominent boundary in the north. Williamson was required to maintain the ditches and fences, including the Reedmere Sewer which ran between and around the old fields on Twyers, and there were two footpaths crossing his land including that crossing Twyers which is shown on the 1855 Ordnance Survey map (see figure 4).
- 4.9 Joseph Williamson devised the estate to his son, James Shaw Williamson (d.1819), and in 1803 the property comprised 716 acres (ERAO DDHB/28/20). It was later held by trustees for J S Williamson's widow Elizabeth and John Wilson (d.1822), and then for Williamson's nephews William, Thomas and James Whitaker. Twyers and Pollard farms were sold to John and George Dickinson in

1856, and the latter sold Twyers Farm and 260 acres of land to the East Riding Club and Racecourse Company Limited in 1884. The East Riding Club's estate was subsequently mortgaged to G A Baird (d.1893) in 1887, and his trustees foreclosed in 1894 and sold 241 acres to H and H S Cautley and J F Robinson in 1895. The property was then sold to Samuel Emerson in 1897, and conveyed to Sarah Emerson in 1906, and later that year was bought by Hedon Park Estates Ltd. By a foreclosure order of 1916 it passed to J G Mawer, who sold 200 acres to Hull Corporation in 1929 (Kent 1984, 192).

#### *Twyers Farm*

- 4.10 The former open medieval field of South Field was enclosed under an award of 1777 following an Enclosure Act of 1773 (ERAO IA/125-126 & AP/3/21), and two new farm units called Pollard and Twyers were created, together extending to about 600 acres. At the start, the old medieval farm complex at Pollard was used to farm this land, and it was only from c.1840 that a new farmstead was built in the vicinity of Twyers, between the Reedmere Sewer and the Hedon turnpike road. The builder was Charles Whitaker (d.1856), another Hull merchant who had at different times acquired other parts of the Williamson inheritance near Hull from the trustees of James Shaw Williamson, his brother-in-law. Whitaker preferred to live elsewhere however, and the Preston farms were left in the hands of substantial tenants; John Fewson was paying £513 a year in rent for the 306 acres at Twyers (Harris 1983, 151 & 155). The 1841 census records that "Twire House" was occupied by John Fewson, a farmer aged 30, together with his 25 year old wife Jane, William Harland (another farmer, aged 45), Leonard Smith (of independent means), and three female servants and four male servants (probably farm hands) (TNA HO107/1223 book 4 p1).
- 4.11 The 1848 tithe map (ERAO PE 123/86) provides the first detailed plan of the study area. This shows that the Twyers landholding, which extended north and south of the Hedon Road and covered 449 acres, was held by William Williamson Whitaker, Thomas Whitaker, James Shaw and Williamson Whitaker, and was occupied by John Fewson. The farm is depicted as a U-shaped collection of farm buildings with a substantial farmhouse on the south side. Within the study area, the Twyers Farm fields do not have any significant names, apart from two towards the west end of the holding which are named "North Fish Pond Close" and "Middle Fish Pond Close (fields 409 and 408) - perhaps these represent the site of a former fishpond associated with the earlier Twyers manor complex (see figure 4). The old Twyers enclosures at the east end of the study area are called "Preston Twires", "Ox Twires" and "Chapel Twires" (fields 679, 680 and 681); the significance of the latter name has already been noted above. Particularly prominent is a group of three (subsequently four) very regular fields on the north side of the farm, which have small plantations in their corners and at their centre. The details of the tithe apportionment show that the farm was a mixture of arable and grassland (called "swarth"). Within the rest of the study area, some of the other fields to the west of the Twyers holding were occupied by Thomas Leake at Pollard Farm, while the remainder were occupied by William Walker and/or John Walker of Primrose Hill Farm in Preston. With two exceptions, the field boundaries are the same as those depicted on the Ordnance Survey 1855 6" map (see figure 4).
- 4.12 The 1851 census notes that "Twires Farm House" was still occupied by John Fewson (who is recorded as a farmer of 306 acres and employing eight men) with his wife Jane, and by now two children, Sophia (aged 9) and William (aged 7). Also recorded in the house were a governess, three male farm servants, a cook, a

housemaid, and William Crawshaw, the farm foreman (TNA HO107/2360, f576, p1). An 1852 plan of the proposed Hull to Withernsea railway line also records the same field names as those noted in the slightly earlier tithe apportionment (ERAO QDP/155).

- 4.13 As previously noted, in 1856 both Twyers and Pollard farms were sold to John Taylor and George Dickinson, brothers who already had substantial farms to the north of Beverley and at Roos. While Pollard continued to be let to tenants, Twyers was occupied by John T Dickinson, and he enlarged the house from its mid 19th century origins and built additional farm buildings. Dickinson was living at the house at the time of the 1861 census (when he was recorded as being a farmer of 300 acres and employing seven men), together with his sister, two servants and three specialised agricultural workers (TNA RG9/3579, f54, p18). By 1871 he is recorded as farming 290 acres and employing three men and three boys, and Charles Dowsing from Essex was the farm foreman (TNA RG10/4778. f46, p2). However, by 1879 Dickinson had moved to Elstronwick Hall and Twyers was in the hands of tenants again, one of whom was Frederick Ingleby, a corn merchant as well as a farmer (Harris 1983, 155). In 1881 Ingleby was living at Twyers House with his wife, six children and two servants, while the foreman was Charles Robinson (TNA RG11/4752, f46, p5).
- 4.14 The Twyers landholding was then reduced to 180 acres, and in April 1881 it was let to Robert Edward Turnbull. He was an experienced land manager who had expertise in both forestry and dairying, and was also an accomplished statistician and kept detailed records of his production and weather conditions. Turnbull leased Twyers from George Dickinson for 25 years, and by 1883 a further 60 acres elsewhere in Preston and Burstwick had been added to his holding; he had also leased 140 acres of permanent grassland at East Park in Burton Constable in April 1880. Between taking the Burton Constable land and then Twyers, he opened a dairy in Hull (perhaps the first in the city) to sell milk and butter, and all his farms were eventually worked as a single 480 acre dairy unit. At Twyers, he had inherited a typical Holderness farmstead, with stables, barn and loose boxes grouped around a foldyard which was normally used for fattening cattle in the winter months; the yard was closed along the southern side by the house, and the outbuildings to the rear (north) formed a compact group. The foreman's house, later known as the "Red House", was close by and several cottages were built for the farm workers in the later 19th century to the east, adjacent to Westlands Bridge.
- 4.15 Turnbull's first priority was to sell milk from Twyers and to use his East Park holding for butter-making and calf-rearing. He quickly adapted the farm buildings at Twyers to create a "model farm" capable of accommodating a herd of some 50 Shorthorns and Ayreshires and extending the premises until they occupied almost all the available ground. He also converted one part of the foreman's house into his office and another part into a domestic dairy, and drained the fields, improved the grazing and put in farm roads. This activity caused much interest - much of the land between Twyers and Hull was already given over to dairy farming, but only by town cowkeepers and small suburban farmers. His was a much more commercial operation (his milking herd of about 70-80 cows was the largest in the area), and he always looked to Hull for his market rather than Hedon. His East Park dairy in Londesborough Street sold milk and butter over the counter, and he also secured a contract to supply milk to the adjacent Hull Infirmary; some 14 gallons of milk were carried from Twyers to Londesborough Street twice a day (Harris 1983, 161-162). A receipt dated February 1882 for work done at the farm by a Mr W Smith

notes the field names of the holding, although the acreages are somewhat different to those recorded a year later (ERAO DDX 1469/1/6).

- 4.16 Turnbull's success at Twyers was such that he was awarded First Prize in the Royal Agricultural Society's Yorkshire farm-prize competition for 1883, in the category of grazing or dairying farms of 150 acres or above. The report of the competition provides useful and very detailed information about the farm (which is called Twyers Wood), the farming methods that he used, and further details about the study area (Bell 1883, 519-534); the report also contains plans of the farmstead and the landholding (see figures 5 and 6). Some of the work Turnbull undertook at the farm included the removal of some of the boundaries dividing Twyers fields on the north side of the railway line, and infilling a large gutter on the west side of Twyers Hill. The field drains ran into "a mainland open drain" (the Reedmere Sewer), and about 120 acres had been drained, with the three inch drains set on average ten yards apart and two feet deep. The 80 acres of grassland had been improved by paring off and burning some 300 loads of tussocks and coating the surface with lime and road-scrapings. The fields were also watered by large ponds, which were neatly fenced with one side being left open for the cattle. The 1883 report also notes that an arable field on the north side of the railway line was covered with "high-backed ridges" (i.e. medieval ridge and furrow) and no attempt had been made to level them.
- 4.17 However, despite Turnbull's success and the fact that he was able to sell all the milk and butter he could produce, and after making successful in-roads into a market that could only grow as Hull's population increased, he had given up his farms by 1886 and had left the district, finally surrendering his lease of Twyers in 1887 (Harris 1983, 164). This was almost certainly due to the advances of The East Riding Club and Racecourse Company Limited (see below). In 1887 Twyers House was separated from its outbuildings, the house becoming a private residence and the farm buildings going to the race company. Turnbull's cow byres were converted to stables and room for new stable accommodation was found on that part of the site previously used as a stackyard and cattle sheds (Harris 1983, 165). The whole of the farm complex, including the house, was then demolished around the late 1980s, to make way for a housing development (The Woodlands and Red House Farm) (HSMR 11498).

*The Hull race course (see also Site 14 below)*

- 4.18 As early as 1734 Hedon had a race meeting, and some years later Hull also had a meeting of its own which by 1762 had become sufficiently popular to last for almost a week. However, riding was stopped in 1786 when a rider was killed (Fairfax-Blakeborough 1949, 125-127; Smith 1972). It is thought that the Hedon races took place on an area of ground called Westlands, to the south-east of the study area (Craven 1972, 214-215).
- 4.19 A group of local men subsequently formed "The East Riding Club and Racecourse Company Ltd", sponsored by the Duke of Hamilton and Sir John Astley, to revive races in Hull in the later part of the 19th century. The site's proximity to the town, a flat alluvial terrain and the presence of a railway all made the area around Twyers Farm suitable for horse racing, but in 1883 Turnbull (as tenant) had refused their offer to buy him out. However, in 1884 the owner George Dickinson sold the farm and c.260 acres subject to Turnbull's lease (Kent 1984, 192), and the farm started to be run down; as noted above, Turnbull surrendered his lease in 1887 although he had already left by then. Dickinson received £37,000, equivalent to £140 acre; a good sum compared to the usual land values in this area of less than £100 per

acre (Harris 1983, 164). There are a number of documents in the ERAO relating to the purchase and lease of various lands for the race course, including an abstract of title to the estate dated 1886 - this conveys the message called Twyers House and several other parcels of land from George Dickinson to the racecourse company for a consideration of £28,000 (DDX/1138/4/14) (see plate 1). Other documents relate to the sale of building plots along the Hull road by the racecourse company to Edward Emerson, where it is stipulated that the purchaser should not build "...any stand, erection or thing to be used or intended to be used for the purpose of viewing the racecourse about to be formed or constructed..." (e.g. ERAO DDX/1138/4/16) (see plate 2).

- 4.20 The Race Course Company set out a two mile course which incorporated a mile long straight on the site; the preparatory work took 15 months to complete, and cost £75,000 including the price of the land. A plan of c.1888 depicts the course (ERAO DDX 370/1) although comparison with later Ordnance Survey and other plans show that not all elements were completed (see below, and compare plate 4 and figure 9). The c.1888 plan depicts the one mile approximately east-west aligned straight bisecting an oval two mile course, coloured differently to depict the flat course and the steeple chase course (see plate 3). The race course buildings, located at the west end of the straight, and comprised four stands (Members Stands, Tattersalls Stand, Grand Stand and Second Stand), together with two telegraph offices (see plate 4). Carriage and pedestrian access was from the Hull Road, adjacent to which there was a ticket office, and there was a paddock with a weighing room on the west side. The entire course was surrounded by a high wooden fence. There was also a "proposed new station" on the railway line adjacent to the Stakes (now Staithes) Road crossing, and a long row of terraced houses along the Hedon Road frontage. There was also stabling for 100 horses at Twyers Farm.
- 4.21 The stands were designed to hold a total of 6,000 spectators, and the first meeting was scheduled for 24th-25th August 1888. Entrance to the course was a shilling and included a race card. However, transport to and from the course was always a problem, and so a new halt was built on the Hull to Hedon line to serve the course (see Site 31), with the railway company promising to put on 24 special trains running at five minute intervals on race days. The opening day saw all the local dignitaries attending, as well as 14,000 of the general public. Some 20,000 attended the following day, including Prince Albert and the Duke of Clarence. Unfortunately one horse was killed in the 5th race, and there was a photo-finish in the 6th; the judges awarded first place to the favourite, there was a successful objection, the two trainers had a fight and there was a near-riot (Wilkinson 1997, 72-73). Despite this initial success however, there were few subsequent races, with only eleven fixtures between August 1888 and May 1895; Hedon Museum contains some of the racing calendars as well as several photographs of the races (HEDHM 00580A & 0076A), while others have been published (Wilkinson 1997, 72-73; see plates 5 and 6). Despite trying both flat and jump meetings, the races were subsequently poorly attended and the railway company did not supply the numbers of trains it promised (Fairfax-Blakeborough 1949, 128-130).
- 4.22 The Ordnance Survey 1891 25" and 1892 6" maps depict the race course in some detail (see figures 7 and 9). The long east-west aligned straight is shown, with a "Flagstaff" at either end, forming part of the oval circuit. The east end of the 30m wide straight is cut into and over Twyers Hill, and the east end funnels outwards. There is a complex of buildings near the south-west corner, at the west end of the straight, with an access off the Hedon Road (see figure 9). One "Grand Stand" divided into two and another "Flagstaff" is shown, together with other unnamed

buildings and an unroofed building within a separate enclosure; the western squarer building was the Members Stand, the central building was the Tatterstalls Stand (divided into two sections), and the eastern building was an unroofed stand. The pre-existing field boundaries are all depicted, although broken to allow the race course through. No structures are shown in the empty plots bordering the Hedon road and Stakes Road.

- 4.23 As noted above, the East Riding Club's estate was mortgaged to G A Baird in 1887, and his trustees foreclosed in 1894 and sold 241 acres of the site to H and H S Cautley and J F Robinson in 1895 (Kent 1984, 192). A detailed but undated plan of the racecourse was probably made around this time (HCA DBHT/9/368). The property was then sold to Samuel Emerson in 1897, conveyed to Sarah Emerson in 1906, and was finally bought by Hedon Park Estates Ltd in the same year (Kent 1984, 192). The 1880s and 1890s also saw rapid and complex transactions concerning the still vacant building plots along the north side of the Hull Road, between Edward Emerson (described as a financial agent based in London), Thomas Priestman and various other financial institutions (e.g. ERAO DDX 1138/4/17 & 24).
- 4.24 In 1901 racing was revived by the Hull Racecourse Company Limited. A lot of money was spent on renovation, and a new plan and description of the course was produced in 1904 (HCA DBHT/9/661). However, there were only four more meetings in the next eight years, and the last race took place on 11th September 1909. The iron fence which surrounded the paddock was sold to the landlord of the Hare and Hounds in Burstwick (Wilkinson 1997, 73; Fairfax-Blakeborough 1949, 130). Nevertheless, the stands remained in place for many years, and from time to time attempts were made to sell the course for its original purpose. Meanwhile, most of the land continued to be used for grazing (Harris 1983, 165). The race course is similarly depicted on the Ordnance Survey 1911 6" map as in the previous editions - no flagstaffs are shown although there are various "posts" located around the inside of the circuit, together with a "Winning Post" near the west end of the long straight; there is a similar number and distribution of buildings at the main complex.

*Hull municipal airport (see also Site 27 below)*

- 4.25 The airfield was named as Hull, but it was always referred to as Hedon. The following summary of the history of the airfield is taken from Halpenny (1982, 96-97), Wilkinson (1997, 74-75) and Craven (1972, 111-114).
- 4.26 The last horse race took place on the site in 1909, and Gustav Hamel arrived with his machine in 13th July 1912 to become "the first airman to fly in the City of Hull" see plates 8 and 9). He made a short flight from Hedon aerodrome to Hull and back, followed by another flight of 32 minutes over the town and surrounding villages. A third flight to the east coast was postponed due to bad weather. Hamel was subsequently to become a German flying ace during the First World War.
- 4.27 During the First World War, Hedon became a garrison town for the East Yorkshire Regiment and the old racecourse site was leased for military purposes, including being used as a parking ground for heavy artillery. In 1915 Mr W R Watkinson chose the site as the "collecting ground" for Holderness inhabitants who might have to leave their villages in the event of a German invasion. Between March and October 1916 the site was used as a night landing ground for the BE2s of "C" flight, of the Royal Flying Corp's 33 Squadron, but it saw little flying activity. No. 76



Squadron is also known to have used the site, which was listed as a Second Class Landing Ground.

- 4.28 There were also plans to revive the race course after the First World War, and in 1922 Sir Loftus Bates was asked to inspect the course with a view to restarting the meetings. However, he found all the buildings were in a dilapidated condition and advised against a revival, and in 1924 the grandstand was finally sold (Fairfax-Blakeborough 1949, 130). A plan of the racecourse was produced by the then owner, G J Mower, in 1928 (HCA DBHT/9/985), and in 1929 he sold the site to Hull Corporation; the city was one of the first in the country to establish a municipal airfield and it was opened in that year (Kent 1984, 192; McLaren 1969, 397). The Ordnance Survey 1929 6" map shows only one disused building in the former racecourse compound and, although the actual course is not depicted, its former line is indicated by gaps in the field boundaries and the cutting at the east end of the main straight (see figure 8).
- 4.29 In 1929 the Hull Flying Club was founded at the site. The club was run by the National Flying Services and a spacious bungalow which served as an office and a clubhouse, and a hangar and ambulance hut were erected on the west side of the landing area, close to Staithes Road. The grass-covered landing area covered 4,830ft from east to west and 2,040ft from north to south. But it was a restricted site, with telegraph wires on the west side and two 83ft high radio masts positioned 850 yards from the south-west corner of the aerodrome, on the north side of the Hull Road. The Gypsy Moth aircraft which used the airfield were also warned not to fly below 1000ft over the Salt End Chemical Works due to the inflammable nature of the material they were using. Hedon Museum has some memorabilia from the Hull Flying Club, including a badge and a set of club rules and flying bylaws (HEDHM 00599A), as well as several photographs of the complex.
- 4.30 On 10th October 1929 the municipal airfield was opened by Prince George before a crowd of nearly 100,000. The Prince entered into the spirit of the occasion, arriving in a single engine bi-plane and the crowd were entertained by a display of flying by the RAF's 29 Squadron. On 11th August 1930 the legendary local aviator Amy Johnson flew into Hedon aerodrome as part of a Civic Reception; the field was opened to the public for the event and thousands came to greet her. The National Flying Services were obviously pleased with this publicity, and they also put on flying displays at the airfield. The celebrated aviator Sir Alan Cobham also visited with his flying circus.
- 4.31 By January 1931 Hull Corporation were expending a great deal of effort in promoting the airfield, with numerous plans for its development including better visitor facilities and a sustained advertising campaign in *Flight* magazine. At this time, the Civilian Aircraft Company established a small factory to build a two seater side-by-side cabin machine under the chairmanship of Sir Benjamin Dawson, a wool millionaire from Bradford. The company occupied the western end of the airfield, with the factory (subsequently known as the Airport Garage) on Hedon Road and a hangar and refuelling facilities in the north-west corner. At its peak, the company employed over 50 workers and several airplanes were built, but the company closed in 1933 (Winkler 2003, 17-22).
- 4.32 The Royal Dutch Airline, KLM, also started a weekly passenger and postal service between Liverpool, Hull and Amsterdam in May 1934 from the airfield (see plate 7). However, weather conditions restricted the service, and it became apparent that Hull would need an airfield which was better equipped to allow for night and all-weather flying. KLM decided that they would stop flying to Hull and by the end of

1935 all their services had ceased. There were also flights between Hedon and Grimsby in the late 1930s.

- 4.33 Club flying continued at the site but ceased with the outbreak of the Second World War, when it was requisitioned by the Air Ministry (McLaren 1969, 397). The site was surveyed as a possible military airfield, but was rejected for many reasons, primarily because it was too close to the oil tanks at Salt End. The site was then deliberately littered with hundreds of old cars to prevent any German landings. Concrete poles were also set up at strategic intervals, together with barrage balloons from various anchorage points (see below). In 1943 the Corporation sought powers to re-establish air services as soon as the war ended, but nothing came of this. In June 1945 it was recommended that local RAF stations should be surveyed with a view to adopting them as civic airfields, but the facilities at Hedon were shown to be in a poor state.
- 4.34 Hedon was discarded as a municipal airfield on 11th July 1951 and the Hull Corporation Airfield Company was disbanded. But there were still interested parties, and in 1960 there was a proposal to introduce a service to London, though this was quashed on the grounds of risk to the local residents. In October 1964 a flying demonstration was given at the site by a Nottingham firm, using a German Dornier aircraft. Watched by the Hull Corporation Town Planning Committee, the airplane took off but hit a pothole on landing and was damaged. This marked the end of flying at the site.

*Second World War activity*

- 4.35 There are a number of Second World War anti-aircraft sites in the western part of the study area, as well as several others within the general vicinity, which were all designed to protect the city of Hull and the chemical and other works around Salt End from attack from the east. These sites comprise a "ZAA" rocket battery (Site 30), two possible light anti-aircraft gun and/or searchlight emplacements and associated facilities (Sites 21 to 25), and a barrage balloon site (Site 26) (see below).

*Hull speedway track (see also Site 29 below)*

- 4.36 An application to construct a speedway track on part of the site of the former Hedon airport was made to the Hull Aerodrome Committee in June 1947, when they were also considering the re-introduction of horse racing. However, initial hopes that the application would be passed were dashed when Hull appeared on a Home Office list of industrial sites for which permits for new tracks would not be granted. This was a significant blow, as up to £10,000 had already been spent on building the track and a supporters club already numbered 300 members. However, Hull Corporation supported the venture and promised to lay on public transport to and from the track, and the railway authorities agreed to consider re-opening the former Hedon halt (Hulbert 2004, 20-21). An application for a licence was submitted in November 1948 by Hull Speedways Ltd (ERAO CCHU 10/MIS/70). The accompanying plan depicts a range of buildings between the track and Stakes Road, including sheds, an office, a grandstand (the former aircraft factory hangar), a canteen, toilets, pits etc, and a car park for 2300 cars between the track and Hedon Road with an access along the side of the Airport Garage.
- 4.37 Matters were finally resolved, and the track was sanctioned just before the start of the 1948 season. The new team, known as "Hull's Angels" would be a member of

the National League Division three. The first meeting was scheduled for Easter Saturday, 27th March 1948. The track was 442 yards long, cinder surfaced, and had an unusual shape with a bulge in one of the straights which was almost like a fifth bend, which gave the home team a significant advantage. The majority of the 15,000 spectators were housed on embankments around the track. Despite some initial success, the track closed in August 1949, although the stadium was used for other events for several years afterwards (Hulbert 2004, 20-21).

### Identified Archaeological Sites

- 4.38 The archaeological assessment has identified 31 sites or areas of interest within the study area, as set out below. Their locations are shown on figure 10, and they are described in the following text from east to west. It should be noted that the stated National Grid References (NGRs) only relate to the study area, and are not the full extent of the identified sites.

*Site 1: Medieval moated site and other earthworks, Twyers Hill (NGR TA 1845 2891 centred) (SM ER193; HSMR 4663; NMR TA12NE53)*

- 4.39 The well preserved earthworks of a medieval moated site lie at the eastern end of the study area. As has been noted in Chapter 2 above, these earthworks were surveyed in 1992 (see figure 11) and a geophysical survey (using both magnetometer and resistance techniques) was subsequently undertaken (Dennison 1992a & 1992b; Gaffney 1993). A house named Twyer was recorded in the 14th and 17th centuries, presumably on this site (Kent 1984, 192), and in 1895, Boyle (1895, 165-166) mentions that the site of the Twyers principal residence was “marked by evidences of very extensive foundations, outside which are many traces of deep and formidable moats. The position of the great hall can be distinctly traced”. The majority of the earthworks on Twyers Hill are not shown on the historic Ordnance Survey maps. The 1855 edition depicts an L-shaped pond (see figure 4), corresponding with pond “b” identified by the earthwork survey, while the 1891 25” map shows it to have a bulbous north end similar to that which survives today (see below). The site is similarly depicted on the 1911 and 1929 editions (see figure 7). The earthworks of the complex are clearly shown on aerial photographs taken in 1984 and 1989.
- 4.40 In 1985 Philip Hampel recovered three architectural fragments including a limestone voussoir from the area of the moat, while a circular brooch and pin consisting of six lobes (probably 13th century in date), a biconical spindle whorl decorated with radiating ribs and a biconical twister decorated with round-ended crosses and bearing the initials BW/WB, were found by P Cooper and D Smith in 1979. In 1988, Philip Hampel also recovered five pieces of medieval pottery from the site. All these finds are now in Hull Museum (Hampel 1987; HSMR 4663).
- 4.41 The site was previously described in detail in 1992 (Dennison 1992a), and the following represents a summary of this together with additional information that was gathered as a result of the July walkover survey. It should be noted that the area protected as a Scheduled Monument does not cover the full extent of the recorded earthworks (see figure 10).
- 4.42 The most prominent feature of the site is a large moated enclosure situated on the north side of Reedmere Sewer (“a” on figure 11), itself also recorded in the 14th century (see Site 10 below). The moated enclosure is approximately sub-rectangular in plan, and aligned slightly north-east/south-west, parallel to Twyers Lane. The enclosure is c.200m long by c.60m wide, and as such, is a fairly

substantial feature. The moat originally extended around three sides, although later disturbance has obscured the relationship between the different sections. The southern arm, which runs parallel to the sewer (and might once feasibly have been connected to it) has been buried in some places by the dumping of material dredged from the sewer; this is particularly marked to the western half of the alignment and the original course of the moat here is completely lost above ground. At its eastern end, the southern arm of the moat returns to the north, and is represented as a linear depression some c.10m wide and between c.0.5m to 1m deep. This eastern arm, which has suffered from cattle poaching around several small hawthorn trees, may once have had a bank running parallel to its east side, but this has been disturbed by the construction of a later post-medieval pond towards its north end ("b"); at least one cast-iron land drain carries water from the north into this pond.

- 4.43 As already noted, the western half of the southern moat arm has been infilled. At its western end, the southern arm of the moat presumably returned to the north, although the true alignment is now difficult to determine; it is assumed that it is represented by a well-defined linear depression ("c"), which is L-shaped in plan. The 1992 survey noted correctly that it is highly unlikely that the ditch marking the north side of the moated enclosure ever contained water, and that it has more of the appearance of a holloway or track. It may therefore have formed the principal access route into the interior of the moated enclosure, perhaps passing through a principal entrance defined by the gap between the linear depressions "c" and "h" (see below).
- 4.44 The interior of the moated enclosure contains a number of earthworks, which may have been split onto two parts by a north-south aligned ditch, surviving as a linear depression placed approximately two thirds of the way along the south side of the more prominent track defining the north side. The 1993 geophysical survey suggested that this was the line of a ditch or a track which continued south across the full width of the enclosure.
- 4.45 The most prominent feature in the western part of the enclosure's interior is a low almost rectangular platform c.35m long by c.15m wide towards the north side, which might represent the site of a church or chapel (see Site 2 below). There are a number of denuded earthworks to the south of the platform, including a possible north-south aligned bank, very spread and slightly bulbous in plan at its southern end. This bank might define the eastern limit of a sub-rectangular platform although this is not certain. A slight scarp may also run west from platform "f" towards several sub-circular depressions probably representing tree pulls. The geophysical survey identified some anomalies and pit-like responses further to the west of platform "f". The ground surface within the western part of the moated enclosure slopes gently downwards from north to south, with another possible but very slight sub-rectangular platform at the south-west corner. This area also produced a number of amorphous magnetic and resistance anomalies.
- 4.46 If the L-shaped pond ("c") does represent the western side of the moated enclosure, there is a prominent linear depression ("g") close to it, which has been characterised as an elongated fishpond; it measures c.55m long, c.10m wide at its maximum extent, and c.0.5m deep. There is a small oval island in the northern end of this pond, beyond which the depression is slightly shallower, a characteristic of many medieval fishponds. A narrow entrance is visible at the southern end of the pond, but any evidence of a channel joining the main moat has been buried beneath dumped material from the re-cutting of the adjacent sewer. This end of the pond also contained a broad area of distorted magnetic responses, and high

resistance anomalies, which suggest that this area has been backfilled with brick or other similarly fired material. To the east of the south end of the pond, still within the enclosed area, there is a substantial sub-rectangular depression, perhaps formerly open to the south, that could feasibly once have been continuous with the moat's southern arm; further to the west, a slight south-facing scarp on the north side of the upcast from the sewer may also be a remnant of the moat.

- 4.47 There are further discrete earthworks within the eastern part of the moated enclosure's interior, and again this might have been further sub-divided into northern and southern parts. The northern part ("d") comprises a rectangular platform measuring c.60m by 30m, with earthworks suggestive of at least two buildings within the centre, although any precise layout is difficult to determine. There were no coherent geophysical responses from within this area. There is also a large circular depression, c.8m in diameter and c.1.5m deep containing several stone blocks, to the west. The southern part of this end of enclosure ("e") is of similar size to that to the north, and this also contains earthworks suggestive of former structures, or one large structure, although again their precise layout is not clearly discernable. Here, the geophysical survey identified several ditch/pit type responses, together with a significant spread of high resistance readings which probably reflect a spread of building material. The combined earthwork and geophysical survey results suggest that the platform "e" represents the site of the former Twyers House; a large two storey structure with a central stack is shown on a 17th century plan of Hedon (ERAO DDCC/45/37).
- 4.48 There may once have been a second associated enclosure to the north of the main moated complex. Although this has been significantly disturbed by the long straight of the late 19th century racecourse ("p" on figure 11; see Site 14 below), the surviving earthworks might suggest a sub-rectangular enclosure running parallel to the moated enclosure and of a similar length, but somewhat wider at c.100m. The east side is defined by a low east-facing scarp, and the south side by the trackway described above. The west side is partly defined by a west-facing scarp above feature "h" but it splays outward for its northern half. Although this might be an early feature, it is noticeable that, unlike the rest of the interior, this splayed area is not crossed by ridge and furrow. It also slopes slightly downwards from south to north, and might possibly represent some sort of ramped access to the interior of the enclosure added at a later date, although there is no clear access point at the north end. The north side of the enclosure may be represented by a slight south-facing scarp, visible to the north of the former racecourse straight.
- 4.49 The interior of this enclosure contains a number of features, which are described separately below (see Sites 3 to 6). The majority of the interior is now crossed by denuded north-west/south-east aligned ridge and furrow earthworks, which were presumably once continuous with those to the north beyond the line of the racecourse (see Site 14 below).
- 4.50 On the west side of this enclosure is another feature ("h") again characterised as a fishpond in 1992. The feature contains two areas of differing depths. The deeper, western side, which is c.25m long and c.15m wide with an inlet channel on the western edge, is separated from a shallower, eastern, side by a substantial bank. This shallower side has been scooped out from the natural steeper slope to the east. Within this slope is a small circular depression which may represent the site of a well. To the north, there is a third depression ("i"), measuring at least c.70m long by c.35m wide, described as a pond in 1992, with a suggested inlet channel at the north end. However, this feature has been disturbed by recent excavation and scouring, and it still held water at the time of the July 2009 site visit; there was little

remaining to mark it out as anything other than an area of recent disturbance, although it may of course be on the site of an earlier feature.

*Site 2: Presumed medieval chapel (earthworks), Twyers Hill (NGR TA 1838 2892 centred) (HSMR 4663) (SM ER193)*

- 4.51 The medieval manor house complex at Twyers may also have contained a chapel, for ground called "Chapel Twyers" was mentioned in 1768 (Kent 1984, 193). Iveson's 1804 map of the town of Hedon also shows "site of Twyer's chapel" and depicts a rectangular building with transepts in plan, in a position to the north-west of the moat. Boyle (1895, 165-166) notes that "*John Iveson's plan indicates what he calls the 'site of Twyer's chapel' ... approximately in the position, however, indicated by Mr. Iveson are the lines of a small rectangular building, lying east-west, and it is probable that, a century ago, evidence existed on the spot that here stood a chapel*". It was suggested in 1992 that the chapel may have lain within the moated site (at "f" on figure 11), although Iveson's plan implies it is further to the north. However, it would make sense for the chapel to be within the moated enclosure rather than outside it, as is the case with several other later medieval manorial and castle complexes in Yorkshire.
- 4.52 The earthwork at "f", towards the north side of the moated enclosure, is represented by a low almost rectangular platform c.35m long by c.15m wide, with possible evidence for an internal sub-division. The geophysical survey identified a prominent broadly circular resistance anomaly on this earthwork, with other anomalies and pit-like responses further to the west (Gaffney 1993). Nothing to indicate the position of a chapel is shown on any of the historic maps, although the field containing the moat and other earthworks is called "Chapel Twires" in 1848, 1852 and 1886 (ERAO PE 123/86; QDP/155; DDX 1138/4/14). Intrusive archaeological investigation will be needed before the presence of a chapel can be confirmed.

*Site 3: Probable mill mound (earthworks), Twyers Hill (NGR TA 1827 2900 centred)*

- 4.53 To the north of the moated enclosure, on top of the natural scarp in the north-west corner of the adjacent enclosure, is an earthwork mound c.8m in diameter ("j" on figure 11). The centre of the mound has been dug away and this, together with the banks around its outer edge and its exposed position, are characteristics of a wind or post-mill mound. The mound would have held the wooden cross pieces of the mill's foundations while the depression around the edge of the mound marks the course of the tail piece as the sails were manoeuvred into the wind.
- 4.54 No mill mound is shown on the historic maps, and no mill is definitely recorded at this site in the documentary record. However, Preston township did have a windmill in the 13th century and one more later, and one was built in the open fields in c.1420 (Kent 1984, 197). The prominent location of the earthwork would suggest that it is a medieval or early post-medieval windmill mound, although this cannot be proven without intrusive investigation.

*Site 4: Circular stock pond (earthworks), Twyers Hill (NGR TA 1833 2899 centred)*

- 4.55 The earthworks of a circular stock pond ("l" on figure 11), was recorded by the 1992 survey, to the north of the moated site. The earthworks of the pond disturb the adjacent medieval ridge and furrow. The pond is c.10m in diameter and was dry at the time of the July 2009 walkover survey. It has steeply sloping sides, and is some 0.75m deep with a slightly dished base, and is badly trampled by stock.

*Site 5: Second World War shelter (remains of), Twyers Hill (NGR TA 1834 2900 centred)*

- 4.56 Some 75m to the east of the presumed mill mound (see Site 3) is a U-shaped concrete structure, first identified by the 1992 survey ("k" on figure 11) (Dennison 1992, 28). It is c.2.50m wide and long, and stands c.1m in height, and is currently open to the east, although it may of course no longer be on its original orientation (see plate 10).
- 4.57 There is a ring of deep cattle poaching around the structure, and its footings are now exposed. The impressions of bricks, defined in mortar, can be seen around the top of at least two sides of the structure, suggesting that it once rose higher in brick. During the 1992 survey, local inhabitants noted that this was a shelter which had been constructed for, and was used during, grenade throwing practice which took place on the hill during the Second World War, and its form is certainly reminiscent of some kind of military observation post of this period. It may also be associated with the anti-aircraft battery located to the west (Site 21).

*Site 6: Possible building platform and ditch (earthworks), Twyers Hill (NGR TA 1845 1960 centred)*

- 4.58 A rectangular area measuring c.40m by c.15m ("m" on figure 11) was recorded by the 1992 earthwork survey, immediately on the north side of the former race course straight. Although the earthworks were difficult to interpret, a ditch around its eastern and northern sides clearly separated the platform from the surrounding ridge and furrow, and there was a north-west/south-east aligned ditch running north from the north-east corner; this ditch coincides with a field boundary shown on the Ordnance Survey 1855 6" map.
- 4.59 The platform was investigated by an east-west aligned trial trench (Trench 1) measuring 35.88m long by 1.5m wide and up to 1m deep in 1995 (Tibbles 1995, 6-7). Two phase of activity were recorded. Phase 1 comprised an early but undatable natural watercourse containing three bands of silty clay and water-rolled erratic pebbles which continued beyond the west end of the trench. Cutting into the upper fill of the watercourse were two oval-shaped pits, interpreted as being two probable decayed tree stumps. The visible earthwork was represented by a clay platform deliberately constructed from two successive dumps of clay which had been placed over the natural watercourse; this clay was sourced from the adjacent ditches. A small number of lead artefacts of late medieval or post-medieval date were recovered from the silty clay layers which infilled the ditch on the west side of the platform. No associated buildings or occupation features were encountered, although they could have lain to the south and had been removed during the construction of the racecourse.
- 4.60 The ditched boundary running north-west from the platform was also trenched in two places (Tibbles 1995, 7-9). One trench was excavated towards the north end (Trench 3) and the other towards the southern end (Trench 2). Before excavation the ditch was 2.4m wide and 0.8m deep, and Trench 2 showed it had 45 degree sloping sides and a V-shaped base. The fill contain clay pipe fragments and pottery indicating that the ditch may have been open from the later medieval period to the 19th century. Below this were other ditches or gullies which contained a sherd of probable Bronze Age pottery, showing that the visible earthwork was a recut of an earlier boundary. The trench also showed that a differently aligned linear geophysical anomaly (Gaffney 1993) was of natural origin. Trench 3 to the

north revealed a north-east/south-west aligned ditch (i.e. on a different alignment to the earthwork boundary), the fill of which contained several prehistoric flints and some prehistoric pottery, as well as one sherd of Romano-British greyware. Other smaller ditches were seen on the west side of the larger ditch. This suggests the presence of a Romano-British settlement in the vicinity.

- 4.61 The July 2009 walkover survey also identified a smaller sub-square but similar platform to the north-east, in the angle of the ditch and main platform. This also had a shallow ditch around the north and west sides. The north side of the north ditch around both platforms appeared to be lined or revetted in some way beneath the grass.
- 4.62 These two platforms are difficult to interpret. It was previously thought that this platform might represent the site of a medieval building, or a much later structure associated with the nearby race course (Dennison 1992b, 28), although the absence of structural remains revealed by the trenching suggests that it is not a building platform. It is possible that the earthworks are associated with the former racecourse, and could be a stand or race starting position.

*Site 7: Circular stock pond (earthworks), Twyers Hill (NGR TA 1819 2909 centred)*

- 4.63 The earthworks of a circular stock pond ("n" on figure 11) were recorded by the 1992 survey, on the north side of the former race course straight. As with Site 4, the earthworks disturb the adjacent medieval ridge and furrow. The pond is c.10m in diameter and was dry at the time of the July 2009 walkover survey. It has steeply sloping sides, and is some 0.75m in depth with a slightly dished base, and is badly trampled by stock. There appear to be some remains of chalk lining to the east side.

*Site 8: Unclassified structure (remains of), Twyers Hill (NGR TA 1818 2909 centred)*

- 4.64 There is a single square isolated structure ("q" on figure 11) shown on various historic Ordnance Survey maps just to the west of a stock pond (Site 7). As it lay near the angle of the long straight of the race course and the curving circuit, it was assumed to be possibly associated with the operation of the course (Dennison 1992b, 28). The building is shown on the Ordnance Survey 1892 6" and 1891 25" maps, and measures c.4m square. It is still shown and is apparently unroofed on the Ordnance Survey 1911 and 1929 editions. There was no visible trace of this structure at the time of the July 2009 walkover survey.

*Site 9: Unclassified feature (earthworks), west of Twyers Hill (NGR TA 1815 2913 approximate)*

- 4.65 There appears to be a small platform on the immediate east side of a corner of the race course, slightly terraced into the base of a gentle natural west-facing scarp, at this location. Nothing is depicted here on the historic maps or plans.

*Site 10: Reedmere Sewer (earthworks) (NGR TA 1865 2910-TA 1833 2885 linear) (HSMR 14828)*

- 4.66 The Reedmere Sewer forms the east side of the field on the east side of the study area, and it then turns west to run along Twyers Lane and around the former Twyers Farm to form a part of the south side of the study area. It also forms the boundary with Hedon along Twyers Lane. It is mentioned from the 14th century



onwards, and it originally drained into Hedon Haven through New Field Clough until it was diverted into New Field Clough, apparently at inclosure in 1777 (Kent 1984, 187). The historic Ordnance Survey maps show that the drains running across the study area fed into the sewer.

- 4.67 For the majority of its length within the study area, the sewer is formed by a steep-sided depression, some c.6.0-7.0m wide across the top and up to 2.5m deep. There is evidence that the drain is periodically cleared out.

*Site 11: Medieval spindle whorl (find), west of Twyers Hill (NGR TA 1806 2898 centred) (HSMR 14839)*

- 4.68 A biconical spindle whorl, decorated with radiating ribs, measuring 28mm in diameter and 14mm high, of probable medieval date, was found in ploughsoil by D Smith at this location in 1979.

*Site 12: Plantation circle (site of), west of Twyers Hill (NGR TA 179 291 centred) (HSMR 1571)*

- 4.69 A circular clump of trees is depicted to the west of Twyers Hill on the Ordnance Survey 1855, 1892 and 1911 6" maps, although it is not shown on the 1929 edition. The Ordnance Survey 1891 25" map shows that the circle is c.30m in diameter, and there is a very small square structure on its west side. Both lie immediately on the north side of the main race course straight. The plantation lies at the junction of four straight field boundaries, part of the Twyers Farm fields, and it was presumably created and planted as part of the 1770s enclosure process. The feature was previously recorded as a prehistoric ring ditch (Loughlin & Miller 1979, 56). No trace of the plantation circle could be located during the July 2009 walkover survey.

*Site 13: Medieval field system (earthworks) (NGR TA 175 290 centred)*

- 4.70 The areas to the north, east and west of the main moated enclosure on Twyers Hill, and indeed across the majority of the study area apart from the very west end occupied by the later speedway tracks (Sites 28 and 29), contain the earthworks of a presumed medieval or early post-medieval field system characterised by ridge and furrow earthworks. The earthworks are particularly well preserved to the north and east of the moated enclosure, with the north-west/south-east aligned ridges surviving up to c.0.5m high and with an average ridge to ridge width of c.10m. Generally, the earthworks are in alignment with the study area's eastern field boundary although the ridge and furrow clearly runs under the boundary to the north which was created by the now disused railway line. The moated complex and other north-west/south-east ditches within the ridge and furrow respect this alignment and may represent internal boundaries of the field system, or are more likely to be later enclosure boundaries or ditches which run parallel to the ridge and furrow.

- 4.71 The ridge and furrow continues on the same general north-west/south-east alignment across the remaining parts of the study area, and these ridges are aligned with the adjacent field boundaries. The ridges are generally more spread than in the area adjacent to the moated enclosure, and they survive to only c.0.3m in height with an average ridge to ridge measurement of c.7m-8m.

- 4.72 As noted in Chapter 3 above, the medieval field system probably originates from a re-organisation of the landscape in the 11th-12th century (Harvey 1978). The 1848 tithe map (ERAO PE 123/86) and the Ordnance Survey 1855 6" map show a

series of NW-SE aligned straight field boundaries to the west of Twyers Hill, divided in places by some SW-NE boundaries to create fields of varying widths. These fields are a product of the 1770s enclosure process, when South Field was allotted to Joseph Williamson (ERAO IA/125). The enclosure documentation names all the fields on Twyers Hill as “ancient enclosures”.

- 4.73 All the field boundaries in the Twyers holding were removed when the racecourse was constructed, as depicted on the Ordnance Survey 1892 6” map, but those boundaries to the west were simply broken to allow the course through. Once the course was abandoned, the broken field boundaries remained, as shown on the Ordnance Survey 1929 6” map. They have now almost all been removed, but can be discerned within the ridge and furrow as north-west/south-east aligned spreads of shorter, greener grass, some c.4m across.

*Site 14: Former Hedon racecourse (remains of) (NGR TA 170 290 centred) (HSMR 11806)*

- 4.74 Details concerning the history and operation of the racecourse are outlined above. Although the long grass in parts of the study area at the time of the July 2009 walkover survey made it difficult to be sure, there are several localised areas where the racecourse survives as a very low earthwork or a flattened break within the ridge and furrow.

- 4.75 At the very east end of the long main straight, where it funnels outward, the south side of the straight is very slightly scarped above the ridge and furrow to the south. On Twyers Hill, the straight is visible as a linear 30m wide depression, which was previously recorded (Dennison 1992b) (“p” on figure 11). To the west of here, the alignment of the one mile long straight is very difficult to see. At the west end of the straight, the circuit’s return to the north is possibly marked by a very spread embankment along the west side immediately to the south of the speedway track. The route is then destroyed by the speedway track but just beyond the north-west corner the alignment of the circuit as it runs to the east is visible as a slight embankment where the ridge and furrow has been levelled out. The continuation to the east, parallel to the railway line, is more distinct as a flattened strip within the ridge and furrow, and where it then curves around to the south at the east end of the straight section.

- 4.76 Within the improved pasture field at the west end of the study area, there are no visible traces of the eastern half of the former racecourse buildings (see figure 9) although some indistinct parch marks may represent their positions. In the narrow strip of new planting to the west, between the pasture field and the edge of the survey area, there appear to be some buried footings in approximately the right position. However, this area was very badly overgrown with long grass and scrub at the time of the July and October 2009 walkover surveys, and further details might be revealed by a winter visit and/or following vegetation clearance. It was previously reported that the four main iron gateposts marking the entrance into the site remained (Smith 1972), but they could not be seen at the time of the July 2009 survey.

*Site 15: Manure shed (site of), north side of Reedmere Drain (NGR TA 1790 2875 approximate)*

- 4.77 The 1883 plan of the Twyers farm complex (Bell 1883, 523) depicts a small rectangular building, aligned east-west, on the north side of the Reedmere Drain, labelled as a manure shed (see figure 6). Just to the west there is a bridge at the

end of the carriage drive across the drain. Neither feature is shown on the historic Ordnance Survey maps of the area. No structure could be seen here at the time of the July 2009 walkover survey, nor was there any evidence of the former bridge across the drain.

*Site 16: Unclassified structure (site of), north side of Reedmere Drain (NGR TA 1782 2875 approximate)*

- 4.78 The Ordnance Survey 1855 6" map depicts a small rectangular building, aligned north-south, on the north side of the drain to the north of Twyers Farm (see figure 4). It lies at the end of a short track which crossed the drain from the farmstead. It is not shown on any of the other Ordnance Survey maps of the area, nor is it shown on the 1883 plan of the farm (Bell 1883, 523). No structure could be seen here at the time of the July 2009 walkover survey, nor was there any evidence of the former bridge across the drain. To the west there is a linear depression, c.1m deep and c.2m wide, representing the south end of a field drain which is shown on the historic maps. There are also some oak and ash trees in the vicinity, which are remnants of the plantation shown here in 1855.

*Site 17: Possible pond (earthworks), north of Hotel (NGR TA 1775 2912 centred)*

- 4.79 A crescent-shaped pond is shown on the Ordnance Survey 1855 6" map, surrounded by a circular fence, in one of the fields to the north of Twyers Farm (see figure 4). It is not shown on any subsequent plans. It is possible that the pond still survives as a badly trampled earthwork, although it is difficult to be sure.

*Site 18: Circular stock pond (earthworks), north-west of Hotel (NGR TA 1765 2880 centred)*

- 4.80 A circular pond is shown on the southern side of the central part of the field system on the Ordnance Survey 6" maps of 1855, 1892 and 1911, but not in 1929 (see figures 4 and 8). The Ordnance Survey 1891 25" map shows that it is c.20m in diameter. It survives today as very shallow sub-circular depression, c.15m in diameter, with a slightly dished profile; it is mainly visible because the grass within it is markedly shorter but greener than that in the surrounding area. There was no trace of any visible lining. The field is called "Middle Fish Pond Close" on the 1848 tithe map and the later 1886 race course plan (ERAO PE 123/86 & DDX 1138/4/14).

*Site 19: Circular stock pond (earthworks), north-west of Hotel (NGR TA 1742 2885 centred)*

- 4.81 A circular pond is shown on the southern side of the central part of the field system on the Ordnance Survey 6" maps of 1855, 1892 and 1911, but not in 1929 (see figures 4 and 8). The Ordnance Survey 1891 25" map shows that it is c.20m in diameter. It survives today as very shallow sub-circular depression, c.15m in diameter, with a slightly dished profile; it is mainly visible because the grass within it is markedly shorter but greener than that in the surrounding area. There was no trace of any visible lining. The field is called "Wash Sike Close" on the 1848 tithe map and the later 1886 race course plan (ERAO PE 123/86 & DDX 1138/4/14).

*Site 20: Unidentified Second World War structures, north of Hull Road (NGR TA 1720 2880 centred)*

- 4.82 A small structure measuring c.3m square and represented by 0.5m wide concrete footings, lies close to the modern boundary running north from the north side of the Hull Road. Its function is unknown but it is probably associated with the HAA battery to the south-west (Site 21). It is also possible that it represents the remains of a barrage balloon mooring; on the site to the west (Site 26), one mooring block was positioned within a similar square in plan concrete foundation. There are further shallow earthworks to the east, close to the north side of the recent tree planting. One earthwork forms a shallow square depression similar to that represented by the concrete footings. There are a number of other shallow earthworks in this area which also might represent partly buried wartime structures.

*Site 21: Second World War anti-aircraft emplacement (earthworks), east of Glencoe Villas (NGR TA 1720 2878 centred) (HSMR 19124; NMR TA12NE31)*

- 4.83 A Second World War semi-circular anti-aircraft emplacement is visible as an earthwork on aerial photographs to the east of Glencoe Villas, as noted on the Fortress Study Group field record sheet (survey no. 419) held in the HSMR (HSMR 19124). The site had been plotted from aerial photographs but not visited, and so its condition at that time was unknown (NMR TA12NE31). Areas of apparently disturbed ground are shown in this area on a German Luftwaffe aerial photograph of May 1943 (Wilkinson 1997, 44), but it is not known whether this relates to the anti-aircraft battery.

- 4.84 There are a number of earthworks at this location, although they are not as easy to interpret as those representing another gun emplacement to the west (see Site 24). One presumed gun emplacement is represented by a crescent-like mound, c.5m-6m long and standing c.1m high, although it appears to have suffered from some modern disturbance. Immediately to the east is a flat-topped circular mound, c.13m in diameter and c.0.5m high, which probably represents the site of another emplacement. There are further denuded earthworks to the west where there appears to be another crescent-like mound of a similar size which is now bisected by the modern fence line and disturbed by a cattle water trough. To the south of the first earthwork, close to the roadside hedge, there is a concrete and brick drainage feature which may be of World War Two vintage. All these earthworks have been avoided by the recent tree planting. The site is not included in Dobinson's gazetteer of HAA batteries (Dobinson 2001, 569-570), and so the earthworks may represent a light anti-aircraft battery, although they could also be the denuded remains of a searchlight battery or even ground defences.

*Site 22: Second World War hut bases (earthworks), east of Glencoe Villas (NGR TA 1715 2880 centred) (HSMR 19124; NMR TA12NE45)*

- 4.85 There are four Second World War hut bases visible as earthworks on aerial photographs just to the east of Glencoe Villas, as noted on a Fortress Study Group field record sheet (survey no. 418) held in the HSMR (HSMR 19124). The site had been plotted from aerial photographs but was not visited, and so its condition at that time was not known. The bases were almost certainly associated with the adjacent anti-aircraft battery (Site 21) (NMR TA12NE45). A German Luftwaffe aerial photograph of May 1943 depicts two structures aligned parallel to the road in this general area (Wilkinson 1997, 44). Most of the hut bases are clearly visible on 2009 aerial photographs shown on "Goole Earth", with evidence for internal partitions ([www.earth.google.com](http://www.earth.google.com)).

- 4.86 The four hut bases are visible on the ground, laid out in an approximately quadrangular pattern, although each hut only occupies the central part of each side of the quadrangle; the southern hut base is detached from the rest and lies adjacent to the hedged boundary bordering the Hedon road (see plate 12). The northern hut base is aligned east-west and is made of concrete, measuring c.15m long by 4.5m wide. Those hut bases on the east, south and west sides of the site are of a similar form; the east hut base is c.17m by c.6m (which is longer than that to the west) and preserves some evidence for internal arrangements (see plate 13), while the south hut base has brick wall footings surviving to a single course in height on top of the concrete base and some collapsed brickwork together with other areas of concrete hardstanding at the west end. There are also two, possibly three, shallow parallel north-south aligned linear depressions to the north of the southern hut base, which probably represent additional structures. There are two further hut bases to the west and east of the southern base, aligned along the hedged boundary. The eastern one is bisected by a modern fence line, and there are other areas of broken concrete hardstanding and two small diameter upright poles adjacent. The remains lie outside the area of recent tree planting, but the longer and tussocky grass means that there are likely to be other structures in this area.

*Site 23: Second World War hut platform (earthworks), west of Glencoe Villas (NGR TA 1705 2878 centred) (HSMR 19124; NMR TA12NE45)*

- 4.87 A large Second World War hut platform is visible as an earthwork on aerial photographs just to the west of Glencoe Villas, as noted on the Fortress Study Group field record sheet (survey no. 421) held in the HSMR (HSMR 19124). The site had been plotted from aerial photographs but was not visited, and so its condition at that time was not known. The hut was almost certainly associated with the adjacent anti-aircraft battery (Site 24) (NMR TA12NE45). A German Luftwaffe aerial photograph of May 1943 depicts this building and an adjacent structure to the east (Wilkinson 1997, 44). This particular platform is clearly visible on 2009 aerial photographs shown on "Goole Earth", with evidence for internal partitions ([www.earth.google.com](http://www.earth.google.com)).
- 4.88 The hut platform survives as a concrete base, aligned north-south, measuring c.7m wide by c.22.0m long, on the west side of the access which runs around the side and back of Glencoe Villas. The southern third preserves some evidence for internal partitions. The site has been excluded from the area of recent tree planting, and there do not appear to be any other hut bases in the vicinity. It is possible that the site to the east (Site 22) would have been part of the same complex.

*Site 24: Second World War anti-aircraft emplacement (earthworks), west of Glencoe Villas (NGR TA 1705 2882 centred) (HSMR 19124; NMR TA12NE31)*

- 4.89 A Second World War circular emplacement is visible as an earthwork on aerial photographs just to the west of Glencoe Villas, as noted on the Fortress Study Group field record sheet (survey no. 420) held in the HSRM; the condition of the site at that time was unknown (HSMR 19124). The site has been plotted from aerial photographs and had not been visited (NMR TA12NE31).
- 4.90 The gun emplacement survives as a well preserved earthwork, standing to a maximum of c.0.7m in height (see plate 11). It is open to the west, where the sides are formed by two curving parallel banks set c.7m apart. There is a slight linear depression along the north side of the interior here, perhaps marking a former

trench leading to the gun position. The earthwork widens out into a sub-circular bulge formerly housing the gun, surrounded by a round topped bank with gently sloping sides. The interior of the gun position is set slightly lower than the surrounding ground surface of the field, and the whole earthwork has an east-west length of c.15m. The site has been excluded from the area of recent tree planting. The site is not included in Dobinson's gazetteer of HAA batteries (Dobinson 2001, 569-570), and so the earthworks may represent a light anti-aircraft battery. However, the site could also be the remains of a ground defensive structure.

*Site 25: Second World War hut platforms (earthworks), west of Glencoe Villas (NGR TA 1697 2880 centred) (HSMR 19124; NMR TA12NE45)*

- 4.91 Five small Second World War hut bases are visible as earthworks on aerial photographs to the west of Glencoe Villas, as noted on the Fortress Study Group field record sheet (survey no. 422) held in the HSMR (HSMR 19124). The site had been plotted from aerial photographs but not visited, and so their condition was not known at that time (NMR TA12NE45). Two small rectangular structures are marked here on the modern Ordnance Survey maps, suggesting the sites of the air-raid shelters, and two mounds of rubble are clearly visible on 2009 aerial photographs shown on "Goole Earth" ([www.earth.google.com](http://www.earth.google.com)).
- 4.92 This site was almost certainly the associated with the Hedon airport balloon barrage site. In the latter part of the Second World War, the airport site formed part of "D" flight, itself part of 942/943 Balloon Squadron. Within each site, buildings typically included two timber or Nissen huts, one for sleeping in with a separate room for the NCOs, and one for cooking and eating in with a built-in range. There was also an air-raid shelter and an ablution block. The Hedon airport site was crewed by WAAF balloon operators, consisting of 14 airwomen under the supervision of two corporals, later one sergeant and one corporal; Sergeant Iris Lee, a WAAF from Dudley, took command of the site for part of 1944. A Meteorological Section was also established at the site to warn the Barrage of impending thunderstorms, high levels of static and high winds. Two distinctive red brick flat-roofed sleeping shelters were visible until recently at the site (Bacon 2002).
- 4.93 This part of the study area was very badly overgrown with long grass and scrub at the time of the July and October 2009 walkover surveys, and further details will almost certainly be revealed by a winter visit or following vegetation clearance; the site lies within an area recently planted with trees. However, at least two of the hut bases could be located, represented by concrete floors and measuring c.5m long by c.3m wide. There are also two sub-rectangular piles of brick and concrete rubble in the same area, of the same dimensions and standing c.1m in height; it is not clear if these are two of the five hut bases noted by the Fortress Study Group. Local information suggests that there were two air-raid shelters here, and that these were demolished when the nearby remnant of the aircraft factory was converted to a nightclub (Mr Crouch, tenant farmer, *pers. comm.*). However, these buildings were the two sleeping shelters mentioned above (Bacon 2002).

*Site 26: Second World War barrage balloon site (remains of), north-west of Glencoe Villas (NGR TA 1696 2890 centred) (NMR TA12NE64)*

- 4.94 The site of a barrage balloon mooring lies to the north-west of Glencoe Villas, comprising two shelters, mooring rings, hut bases and plinths (NMR TA12NE64). As noted above, this site was one of many which protected Hull during the Second World War (Bacon 2002).

- 4.95 The remains of some of these features are still visible in the angle of the recent tree planting, to the north of other Second World War remains (see Site 25); it is possible that the hut bases and plinths mentioned by the NMR represent Site 25. The winch position is represented by two parallel concrete blocks, each c.3m long and with a total width of c.1m, standing 0.4m in height (see plate 14). Each block has three threaded bolts set into its upper surface, and there are two fallen triangular or “fin” shaped pieces of concrete at the west end. Just to the north-east of the winch position, there are six concrete blocks laid out in a regular rectangular pattern c.26 long by c.8m wide. Each block is 0.35m wide and has a ring set into the surface (see plate 15); two of the blocks have chain-type rings which move, but the other four are set vertically into the concrete, so that only a semi-circle projects above the block. The south-east block is set in a small concrete enclosure. There is another grid of these tethering rings to the south-east of the winch, between it and the hut bases (Site 25). Immediately to the north-west of the winch structure is a prominent mound c.5m in diameter and c.1m high, in the centre of which are the remains of a brick structure c.2m square. To the south of this mound is a large north-south aligned earthwork platform measuring c.23m by c.7m which may represent the position of a hut.

*Site 27: Former Hedon airfield (site of) (NGR TA 170 290 centred) (HSMR 11144)*

- 4.96 Details concerning the history and operation of the airfield are outlined above. The main area of buildings associated with the airfield lay in the western part of the site, adjacent to Staithes Road and outside the study area. This includes the former factory building of the Civilian Aircraft Company which was subsequently the Airport Garage and which still survives. The Company also had a hangar and refuelling facilities in the north-west corner of the study area, but nothing of these sites now remains above ground. Nothing relating to the former airfield could be identified within the study area at the time of the July 2009 walkover survey.

*Site 28: Car speedway track (site of), east side of Staithes Road (NGR TA 1730 2980 centred)*

- 4.97 A “Car Racing Track” is shown to the east of the speedway circuit on the modern (post 1984) Ordnance Survey maps. Nothing is presently known of its history or operation.

- 4.98 The north and south ends of the track can be seen as a broad curvilinear depression, perhaps c.5m wide but less than 0.4m deep. There is a substantial area of ground disturbance, marked by rough grass, to the east of the trackway while to the south a north-west/south-east aligned bank may cross the enclosed pasture field, although this is not certain. There appears to have been substantial ground disturbance in this area, particularly between the possible bank and the car racing track.

*Site 29: Hull speedway course (remains of), east side of Staithes Road (NGR TA 1695 2960 centred)*

- 4.99 As has been noted above, the Hull speedway track was opened at the end of 1948 and closed in August 1949 (Hulbert 2004, 20-21). The site of the former aircraft hangar and later grandstand survives as an extensive area of concrete hardstanding. To the north, in the very north-west corner of the study area, there is a much smaller concrete base, c.5.0m long by c.3.0m wide, of unknown date but perhaps associated with the facilities here. The oval speedway track is still visible,

apart from at the very north-west corner and in several places it retains sections of concrete kerbstone. The alignment appears to be interrupted by later dumping at the south-west corner, and there are some other low mounds running along the inside of the circuit's west side, although as these appear to respect the trackway, they may be contemporary. The trackway itself is surrounded by a prominent flat topped oval-shaped bank mirroring the shape of the track. The bank is no longer continuous, and has been cut through in a number of places; it is most prominent at the south end, where it stands c.4.0m in height. The surrounding bank may not have originally been continuous, and it appears to have been used for standing on to view the races, similar to an amphitheatre. There is also a poorly defined shallow depression running parallel to the outside of the southern side of the bank, which contains at least one deeper sub-circular depression.

*Site 30: Second World War ZAA Rocket Battery (site of), east side of Staithes Road (NGR TA 1690 2920 centred) (HSMR 20208)*

- 4.100 The HSMR records a Second World War anti-aircraft rocket battery site at this location, identified by Roger Thomas of English Heritage. This area is now waste ground, and was previously within the area occupied by the speedway track (see Site 29). Nothing was seen on the ground when the site was visited in 2001 (HSMR 20208). The 101 Anti-Aircraft rocket battery is believed to have operated during the Second World War, but nothing further is known about its history or operation (Craven 1972, 113). A German Luftwaffe aerial photograph of May 1943 labels a "Peilanlage" (direction finding equipment) in this general area (Wilkinson 1997, 44), but it is not known whether this relates to the ZAA battery.
- 4.101 The ZAA rocket battery sites employed a far simpler range of operational structures than the more common Heavy Anti-Aircraft (HAA) positions. The basic unit of deployment was a battery of 64 projectors (divided into four troops of 16 weapons each), from which the 3" rockets could reach a ceiling of 22,000ft; the rocket had an equal warhead weight to the 3.7" HAA shell. Single or multiple launchers were used, mounted either individually or in large groups; the multiple launchers usually defended large towns while the major ports were generally protected by two 64 projector batteries set not more than two miles apart (Brown *et al* 1995, 61; Dobinson 2001, 298-299). The battery sites comprised mainly standardised structures, such as Nissen huts and sectional trench shelters, which were adapted to serve a variety of functions. Radar was used to target the rockets, and all sites were provided with domestic accommodation. Many sites were established on or adjacent to HAA positions, at least from early 1942, and they were often operated by the Home Guard and ATS. At their most extensive, ZAA sites comprised the projector or launcher emplacements, a large number of ammunition shelters, a manning hut for the radar crew, an on-site magazine, a fuse magazine for ammunition assembly, a command post and plotting room, and four troop control posts to enable troop commanders to supervise their individual sections of the battery. One of the characteristics of ZAA sites is that the site facilities were always spread over a wide area, to minimise the danger to personnel and structures from the back-blast of rockets (Dobinson 1996, 168-174). However, remains of these sites rarely survive because the mountings were insubstantial and the magazines made from simple curved corrugated sheeting (Brown *et al* 1995, 61).
- 4.102 Little of the battery could be positively identified at the time of the walkover surveys. Adjacent to one of the earthwork banks forming the west side of the speedway track (which has some mature hawthorns growing along its line), there are some low earthworks apparently containing a high proportion of brick and



concrete rubble. A low scarp, again with hawthorns, runs south from these earthworks, parallel to the main speedway bank. At the south end of this scarp, within an area of dense undergrowth, there appear to be a series of wall lines within the grass, but they are very difficult to see, and a winter survey visit may reveal more detail. Local information suggests that there was at least one wooden hut at the rocket battery site, used by the officer in charge (Mr Crouch, tenant farmer, *pers. comm.*). To the west of the rocket battery site, there is a right-angled boundary of deliberately planted mature poplars, a tree not seen elsewhere within the study area, and this may be associated with this site. As noted above, the structures associated with ZAA sites were often extensive and spread over a relatively wide area. However, it is possible that these remains are associated with the later speedway track (see Site 29 above).

*Site 31: Hedon racecourse railway station (remains of), east of Staithes Road (NGR TA 1700 2937 centred)*

- 4.103 The station was part of the Hull and Holderness Railway, which received royal ascent on 8th July 1853 and opened on 30th June 1854 (see Chapter 3 above). A non-timetabled station was opened at the Hedon Racecourse on 24th August 1888, which was only used on race days. Horse racing ceased in 1909, partly due to the unreliability of the service (see above). The station was reopened as the Hedon Halt for the speedway circuit on 14th August 1948 but it closed on 23rd October 1948.
- 4.104 A single track railway is shown on the Ordnance Survey 1855 6" map, with a level crossing and "gatehouse" on Stakes Road. The railway is named as the "NER Hull & Withernsea Branch" on the Ordnance Survey 1891 25" and 1892 6" maps, with gatehouse and level crossing still shown (but not named). The Ordnance Survey 1911 6" map shows an unnamed platform on the south side of the line, in the north-west corner of the racecourse. A platform is also possibly shown on the Ordnance Survey 1929 6" map.
- 4.105 The area of the former station was very badly overgrown at the time of the July 2009 walkover survey, but in approximately the same position as the feature shown on the maps, there is a steep linear south facing scarp, standing c.2m high and extending for some distance to the east of the speedway track. This appears to be made up from dumped material containing concrete and brick rubble. On top of the area above this scarp, there is a second south-facing scarp, only 1.5m high but very steep. The area at the top is relatively flat and then it falls off more steeply towards the former railway line; the base of the slope here is revetted with concrete breeze blocks. Local information suggests that the site of the platform is marked by two parallel lines of concrete blocks (Mr Crouch, tenant farmer, *pers. comm.*), but these were not really visible at the time of the survey. One section of railway line does protrude from under the tarmac at Staithes Road, marking the site of the former level crossing.

### **Other Sites or Areas of Cultural Heritage Value**

- 4.106 There are no registered Historic Parks and Gardens or Historic Battlefields within or around the study area. There are also no Listed Buildings within the study area. Although not contained within it, the study area does lie adjacent to the Hedon Conservation Area, the boundary of which runs along Twyers Lane and West Lane (ERYC 2006).

## 5 ASSESSMENT OF DEVELOPMENT IMPACT

### Introduction

5.1 For archaeological sites and monuments, the main impacts arising from development are likely to be:

- possible disturbance and/or destruction of above or below-ground archaeological structures/deposits from works associated with the development proposals, whether from actual construction or secondary works such as landscaping, site compounds etc;
- possible demolition or loss of parts of buildings or other structures;
- severance from other linked features such as field systems, agricultural complexes and landscapes;
- changes in the original landscape;
- increased visual intrusion and increases in noise, vibration and other disturbance;
- loss of amenity.

5.2 Possible mitigation measures to offset development impact can be summarised as:

- locate any disturbance away from archaeological remains and their settings;
- undertake appropriate recording works and other investigations in advance of construction;
- undertake appropriate recording works and other investigations during construction.

5.3 Such measures depend on the importance of the site and in practice a combination of measures is often used.

### Summary of Development Proposals

5.4 Hull City Council originally identified seven potential sites for a proposed park and ride site on the east side of Hull and, after a thorough assessment of the suitability of these sites, the Hedon Airfield site was chosen. As stated in a separate Design and Access Statement (England & Lyle 2009), a number of development principles were established following the analysis of the site and its context; these principles are local integration, quality buildings, ease of movement and site permeability, security, compatibility with neighbours, and landscape and ecology.

5.5 The proposed development comprises:

- a bus-based park and ride facility with car parking for 650 cars;
- a single storey terminal building;
- the creation of a new roundabout access from the A1033 Hull Road;
- the creation of a balancing pond in the south-east corner of the site;
- the provision of shared cycle and footway links to the Hull Road;

- extensive tree and shrub planting, as well as hedge and hedgerow tree planting, to ensure that the facility is appropriately screened and that it integrates with the wider landscape setting.

5.6 Overall, the park and ride site covers an area of 340m north-south by 310m east-west (10.54 ha). The terminal building will be placed in the centre of the proposed site, with the main blocks of car parking on the north, east and west sides (see figure 12). The block to the west will contain 350 spaces, and so will be larger than the other two which will each contain 150 spaces. The balancing pond will be located to the south of the terminal buildings, subject to detailed design. For the purposes of this archaeological assessment, it is assumed that there will be up to c.800mm depth of ground disturbance across the footprint of the car parks and terminal buildings, with presumably a greater depth in the area of the balancing pond and a lesser depth in the to-be-landscaped and planted areas around the margins of the site. It is also assumed that there will not be any ground disturbance in the “blank areas” between the landscaped areas and the site boundary.

### Assessment of Importance

5.7 Using the data gathered by the desk-top research and other surveys detailed above, an initial assessment of the grade of importance of each identified site or area within the study area can be made. This assessment is based on professional judgement, and a combination of the Secretary of State for Culture, Media and Sport’s criteria for scheduling Ancient Monuments or listing buildings of Special Architectural or Historic Interest, and the criteria developed by English Heritage in their Monuments Protection Programme.

5.8 An importance grading system can be applied to archaeological sites, namely National, Regional or County, District, Local, and sites which are so badly damaged that little now remains to justify their inclusion in a higher grade. The importance of the built environment can be graded according to whether the structures are listed or not. The various grades for Listed Buildings are also hierarchical, Grade I buildings being of exceptional interest, Grade II\* buildings being particularly important buildings of more than special interest, and Grade II buildings of special interest; irrespective of this grading, all Listed Buildings are considered to be of National importance.

5.9 The grade of importance given to each identified site or area is given below. This shows that the study area contains two sites of National Importance (Scheduled Monuments), four sites of Regional/County importance, eight sites of District importance, and 11 sites of Local importance. Six sites are considered to have been totally destroyed, and so are scored as “No Grade”.

Site No	Site Name	Importance
1	Medieval moated site and other earthworks, Twyers Hill	National (SM)
2	Presumed medieval chapel (earthworks), Twyers Hill	National (SM)
3	Probable mill mound (earthworks), Twyers Hill	Local
4	Circular stock pond (earthworks), Twyers Hill	Local
5	Second World War shelter (remains of), Twyers Hill	Local
6	Possible building platform and ditch (earthworks), Twyers Hill	Local
7	Circular stock pond (earthworks), Twyers Hill	Local
8	Unclassified structure (remains of), Twyers Hill	No grade
9	Unclassified feature (earthworks), west of Twyers Hill	Local
10	Reedmere Sewer (earthworks)	District

11	Medieval spindle whorl (find), west of Twyers Hill	No grade
12	Plantation circle (site of), west of Twyers Hill	No grade
13	Medieval field system (earthworks)	District
14	Former Hedon racecourse (remains of)	District
15	Manure shed (site of), north side of Reedmere Drain	No grade
16	Unclassified structure (site of), north side of Reedmere Drain	No grade
17	Possible pond (earthworks), north of Hotel	No grade
18	Circular stock pond (earthworks), north-west of Hotel	Local
19	Circular stock pond (earthworks), north-west of Hotel	Local
20	Unidentified Second World War structures, north of Hull Road	Local
21	Second World War anti-aircraft emplacement (earthworks), east of Glencoe Villas	District
22	Second World War hut bases (earthworks), east of Glencoe Villas	Regional
23	Second World War hut platform (earthworks), west of Glencoe Villas	Regional
24	Second World War anti-aircraft emplacement (earthworks), west of Glencoe Villas	Regional
25	Second World War hut platforms (earthworks), west of Glencoe Villas	District
26	Second World War barrage balloon site (remains of), north-east of Glencoe Villas	Regional
27	Former Hedon airfield (site of)	District
28	Car speedway track (site of), east side of Staithes Road	Local
29	Hull speedway course (remains of), east side of Staithes Road	District
30	Second World War ZAA Rocket Battery (site of), east side of Staithes Road	District
31	Hedon racecourse railway station (remains of), east of Staithes Road	Local

## Archaeological Potential

### *The study area*

- 5.10 The work undertaken by the Humber Wetlands Survey as summarised in Chapter 3 above has shown that this part of southern Holderness has some archaeological potential, particularly for sites of the pre-medieval period. However, the potential for pre-Roman material is generally confined to the slightly higher islands of ground which lie above the low-lying alluvial plain and former marshland, while the potential for palaeo-environmental deposits depends on the existence of peat layers beneath the riverine sediments. There is also some potential for Roman activity, with some artefacts being previously found nearby at Salt End and in Hedon, while numerous cropmarks to the north of Preston village imply a well settled and farmed landscape during the Iron Age and Romano-British periods.
- 5.11 This potential could well extend into the study area, and subsequent medieval and later land use is unlikely to have disturbed any earlier archaeological deposits which will lie at depth. Limited trial excavations on an earthwork platform (Site 6) near the north-east corner of the study area revealed one sherd of probable Bronze Age pottery as well as several prehistoric flints, ditches and some pottery, and one sherd of Romano-British greyware. This suggests the presence of a Romano-British settlement in the vicinity, and there is an increased potential for any such settlement to be on the higher ground of Twyers Hill. Unfortunately, there do not appear to have been any archaeological observations made during the

construction of the Saltend-Teesside ethylene pipeline through the low-lying parts of the study area in 2000 and, in the absence of any geotechnical data, it is not known how deep the topsoil or alluvial deposits might be in these areas.

- 5.12 The area of Twyers Hill, being higher than the rest of study area, has attracted medieval settlement. The well preserved earthworks of a medieval moated site, fishponds and chapel survive, and most are protected as a Scheduled Monument. The fact that virtually all of the rest of the study area lay within the former medieval open field (South Field) on the south side of Preston village means that it was arable land from at least the 12th century, and so it is unlikely to contain any medieval or later settlement sites. Precisely when the fields were turned over to pasture is unknown, but around half of the fields in the study area were down to grass by the time of the 1848 tithe map.
- 5.13 The survival of the medieval ridge and furrow (or ploughlands) shows that there was no later significant or extensive activity on the site, and some remnants of the late 18th century agricultural landscape remain, such as ponds, drains and field boundaries. In the 19th and 20th centuries, the low-lying ground was used for horse racing and then an airfield, although very little evidence for these activities remains above ground; some elements have been disturbed by a recent planting scheme. There are also some Second World War sites in the western part of the study area, in varying states of preservation, and there could be additional and as yet undiscovered features of this date elsewhere in the area.

#### *The proposed development site*

- 5.14 There are unlikely to be any pre-medieval remains within the proposed development site, as the area coincides with the low-lying alluvial plain rather than the upstanding till outcrops (i.e. below 5m AOD). The proposed development site also lay within Preston's former medieval open South Field, and the extant ridge and furrow earthworks within the development site are likely to date from this usage. As stated above, the survival of this ridge and furrow shows that the land was put down to pasture and there was no significant later activity on the site, although some of the medieval earthworks have been removed or flattened by the construction of the 19th century racecourse. There has also been later disturbance in the south-west corner of the proposed development site where Second World War activity is evident. However, it should also be noted that the nature of the ground at the time of the July and October 2009 walkover surveys means that there could well be Second World War and other post-medieval remains within the recently planted area along the southern side of the proposed development site.

#### **Impact of Development**

- 5.15 The proposed development area contains two identified sites and a part of four other sites (Sites 13, 14, 19, 20, 21 and 27). Sites 13 (the medieval field system), 14 (former Hedon racecourse), 21 (Second World War gun emplacement) and 27 (former Hedon airfield) and are all considered to be of District importance, while Sites 19 (circular stock pond) and 20 (unidentified Second World War structures) are of local importance.
- 5.16 As can be seen from figure 12, large parts of the proposed development site will be occupied by new buildings and car parking facilities, as well as ancillary features including a balancing pond and new planting. The construction of these features will inevitably involve significant ground disturbance; the full depth of the proposed

disturbance is not yet known in detail, although it is likely to be c.800mm over the footprint of the new buildings and car parking areas, and perhaps deeper over the area of the proposed balancing pond. However, even in areas where ground disturbance is likely to be minimal, it is envisaged that most of the topsoil will need to be stripped to create a clean and level surface from which construction can be started. It is assumed that there will be little or no ground disturbance in the “blank areas” between the areas allocated for landscaping and the site boundary.

- 5.17 This topsoil stripping will remove the majority, if not all, of the six identified archaeological sites within the proposed development area, as well as the upper layers of any as yet undetected underlying archaeological features. However, none of the identified sites are considered to be sufficiently important to justify their preservation *in situ*, although it would be appropriate for them to remain undisturbed if they lie outside the development footprint. There is also some limited potential for as yet undiscovered below-ground deposits or features.
- 5.18 Impacts relating to the visual and other effects of the development proposals have been considered by a separate Design and Access Statement (England & Lyle 2009).

## 6 RECOMMENDED MITIGATION MEASURES

- 6.1 Following an assessment of the development impact, and taking into account the archaeological potential of the study area, a series of recommendations can be made to offset the effects of the proposals on the identified archaeological resource.

### **Pre-construction Surveys**

- 6.2 It is not recommended to undertake any further pre-development investigative archaeological survey on the site, for example trial trenching or geophysical survey, to confirm the results of the desk-based assessment. It is quite likely that a geophysical survey would not identify any pre-medieval archaeological deposits, which are likely to be at depths greater than can be read by the survey equipment, and any positive geophysical readings may well be affected by the surviving ridge and furrow and/or Second World War military sites.
- 6.3 However, it is recommended that further non-intrusive survey work is carried out across the proposed development site in advance of construction, so that the extant remains of Sites 13 (the medieval field system), 19 (circular stock pond), 20 (unidentified Second World War structures) and 21 (the Second World War gun emplacement) can be accurately recorded by topographical survey, photographs and description prior to any disturbance. Depending on the timescale of this work, it may be necessary to cut down any dense vegetation in advance of survey, particularly in the newly-planted strip along the south side of the proposed development site. It is important that any such survey work includes the full extent of Site 21, which straddles the development site boundary. This survey work will assist with recording carried out during subsequent topsoil stripping (see below), and will help to achieve “preservation by record” of these sites.

### **Investigation during Development**

- 6.4 It is further recommended that the initial stages of groundworks over any part of the proposed development site, i.e. the topsoil stripping, are subject to a programme of archaeological “strip, map and record”.
- 6.5 Topsoil stripping should be undertaken in a controlled and archaeologically-sensitive manner under direct archaeological control, to the depths required for construction, in advance of the main phase of construction. If below-ground archaeological features or deposits are identified or suspected as a result of this work, detailed cleaning and targeted recording of the exposed ground surface, in a manner appropriate to the scale and nature of the identified remains, should be undertaken. This will allow for the identification and recording of any archaeological deposits and/or structures affected by the development proposals, to achieve “preservation by record”. If it becomes clear during the monitoring work that little of archaeological interest survives within specific parts of the site, the recording work may be halted in that part of the site, in consultation with the Curatorial Officer of the Humber Archaeology Partnership. All the archaeological work mentioned above should be accompanied by an appropriate level of reporting and post-fieldwork analysis, commensurate with the scale of investigation, the nature of the remains and in accordance with standard archaeological procedures.
- 6.6 It is envisaged that the requirement for this archaeological recording will be made a condition of any planning approval. As a part of this condition, the archaeological mitigation work will need to be defined by a detailed specification of works, which

will need to be approved by the Local Planning Authority and their archaeological advisors in advance of any site investigations.

- 6.7 There are two main advantages to this method of archaeological recording. In the first instance, the controlled and supervised topsoil strip will ensure that all or any archaeological remains (whether they have been identified by this assessment or not) that lie within the areas of ground disturbance will be identified and recorded across the whole site in one phase of works, rather than by undertaking trial trenching and having to follow this up with more detailed excavation if necessary. Secondly, the fact that the topsoil stripping is done in advance of the main phase of construction means that all archaeological issues are resolved at an early stage, and there should be no requirement for archaeologists to revisit the site to carry out further recording during construction, which can result in delays or increased costs to a development programme.
- 6.8 It should also be noted that, wherever possible, archaeological sites identified by this desk-top survey or by the pre-construction topographical survey (see above) which lie outside the main areas of development will be preserved *in situ* and will be unaffected by the scheme proposals. This would, for example, apply to the Second World War remains (Sites 20 and 21) identified in the south-west corner of the proposed development site.



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HCA Hull City Archives (documents not able to be inspected)  
HUAO Hull University Archive Office (documents not able to be inspected)  
TNA The National Archives

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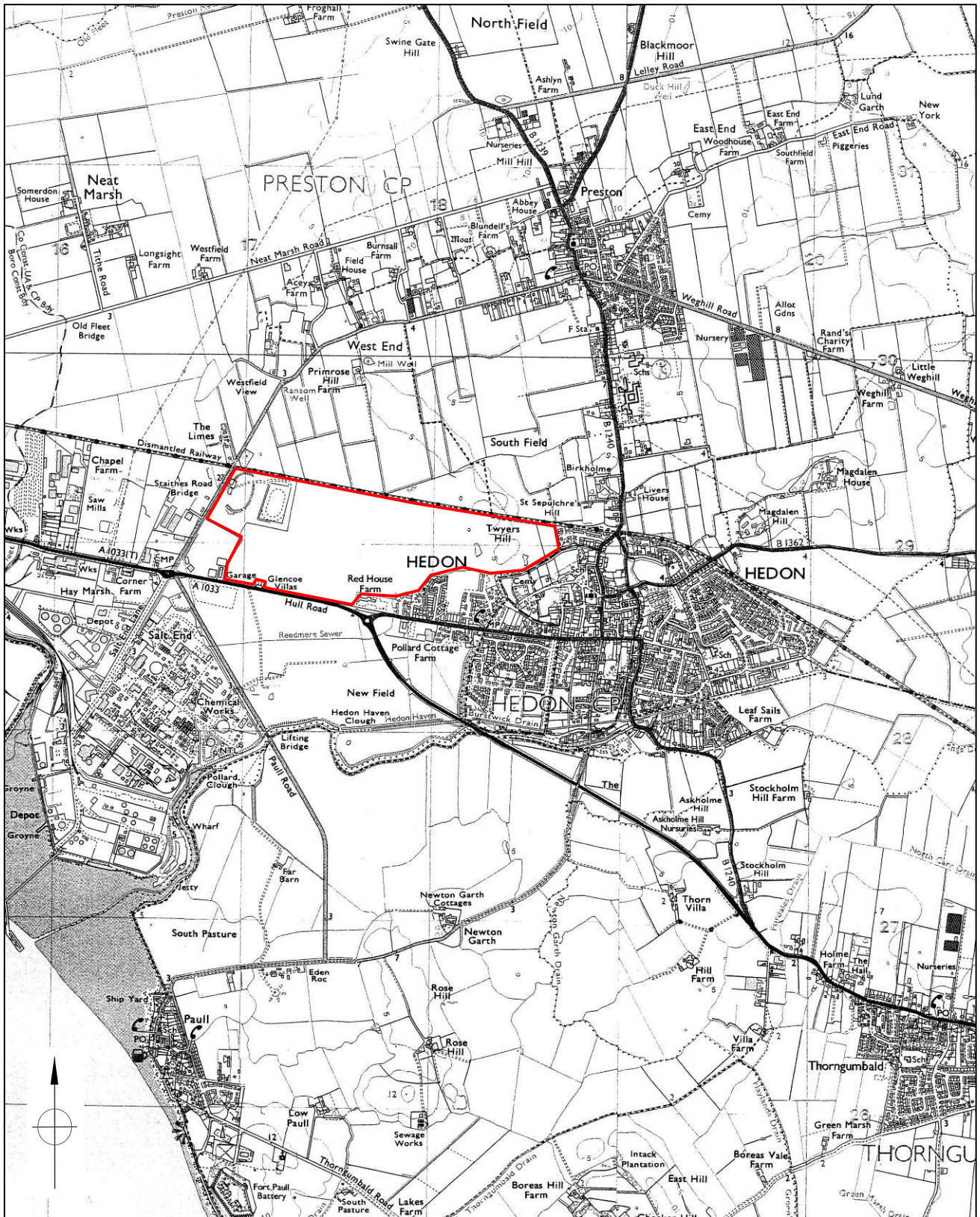
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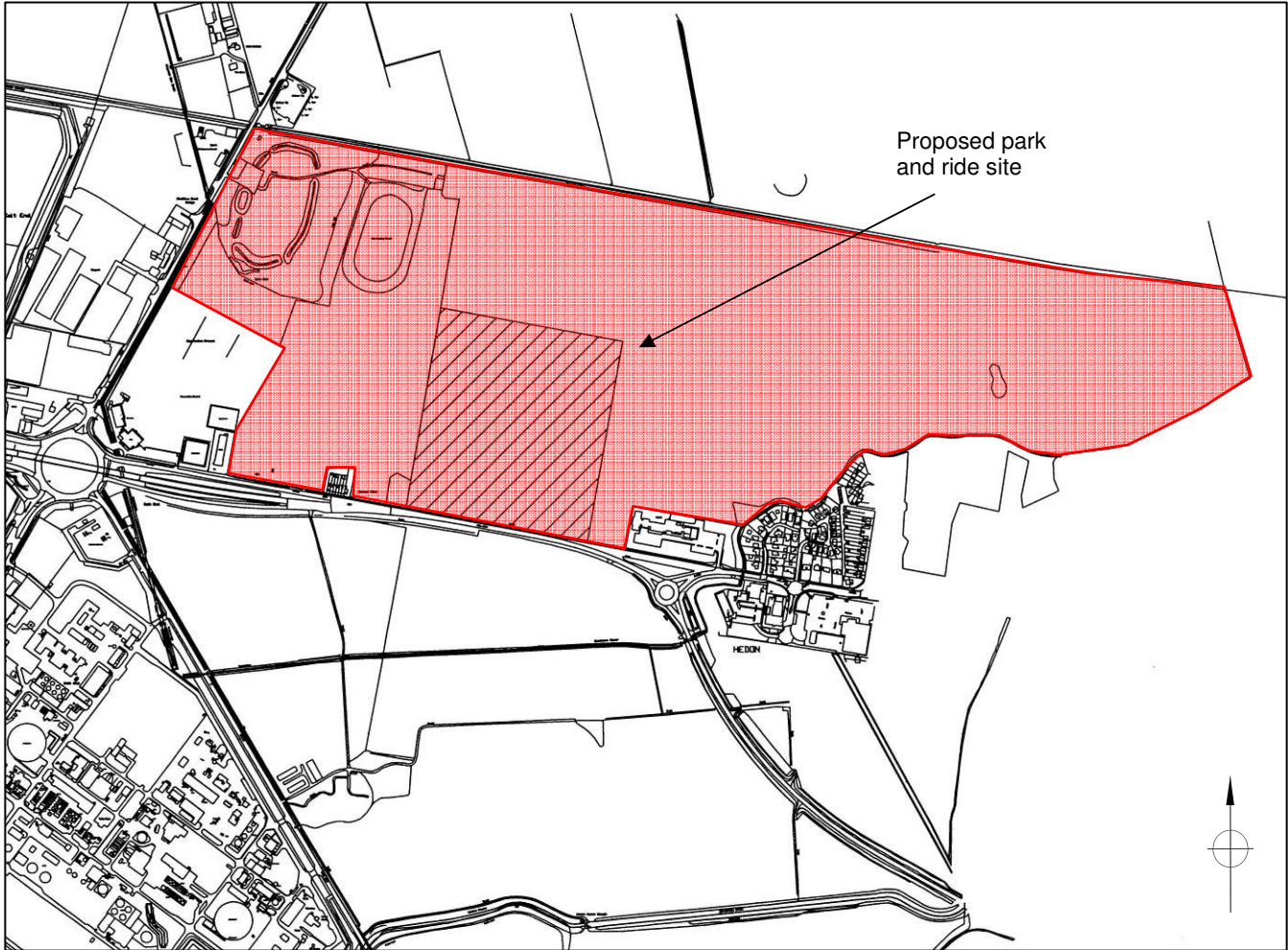
## **8 ACKNOWLEDGEMENTS**

- 8.1 This archaeological desk-based assessment was commissioned and funded by Pell Frischmann Consulting Ltd, on behalf of Hull City Council. EDAS are grateful to Simon Humphreys and Richard Ellam of PFC for their assistance during the project.
- 8.2 The desk-based research was carried out by Ed Dennison while the majority of the site survey work was done by Shaun Richardson, both of EDAS. The archaeological assessment report was produced by Ed Dennison, with whom the responsibility for any errors or inconsistencies in the text remains.



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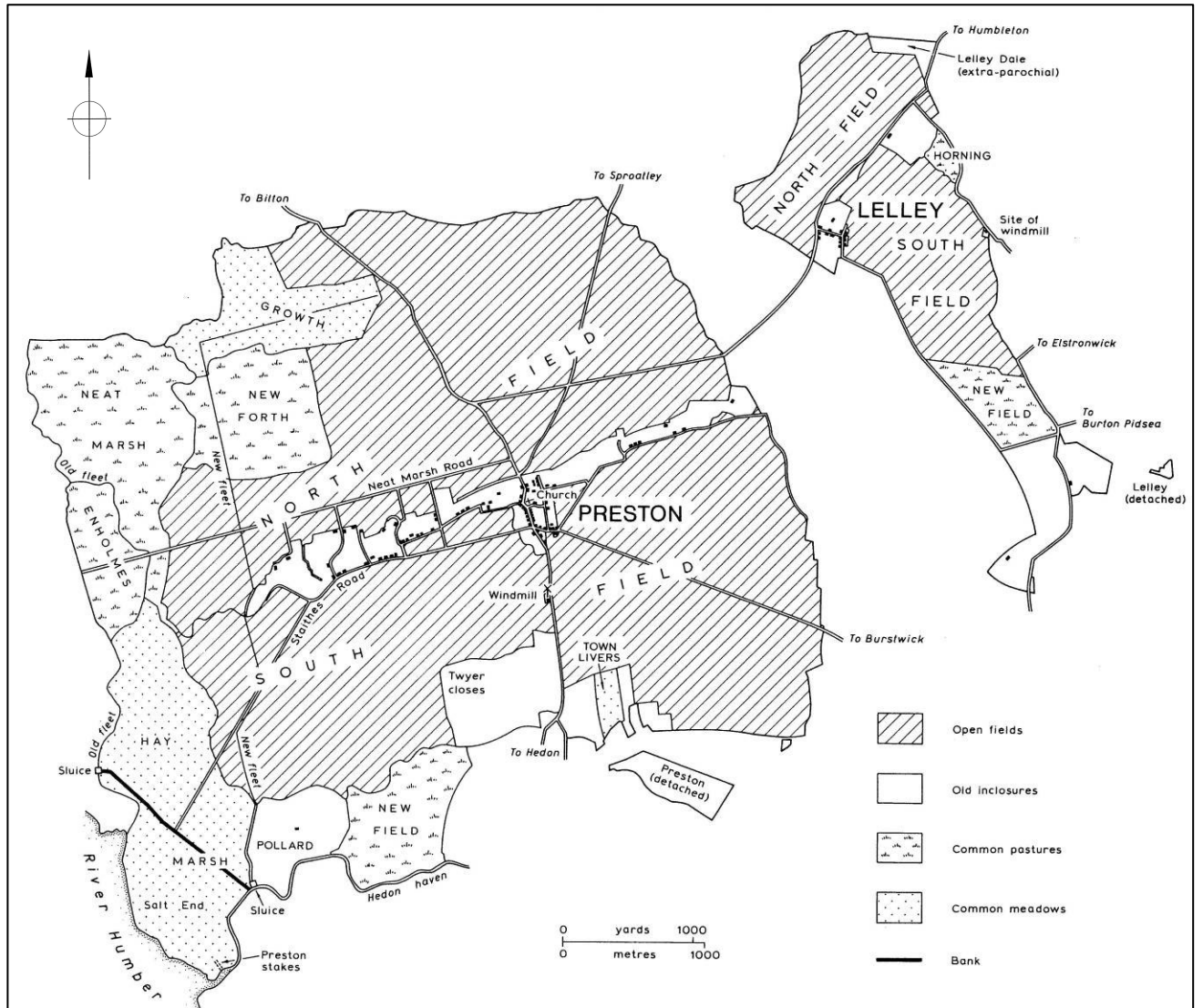
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SCALE	NTS	DATE	OCT 2009
EDAS		FIGURE	1



Plan provided by Pell Frischmann Consulting Ltd.

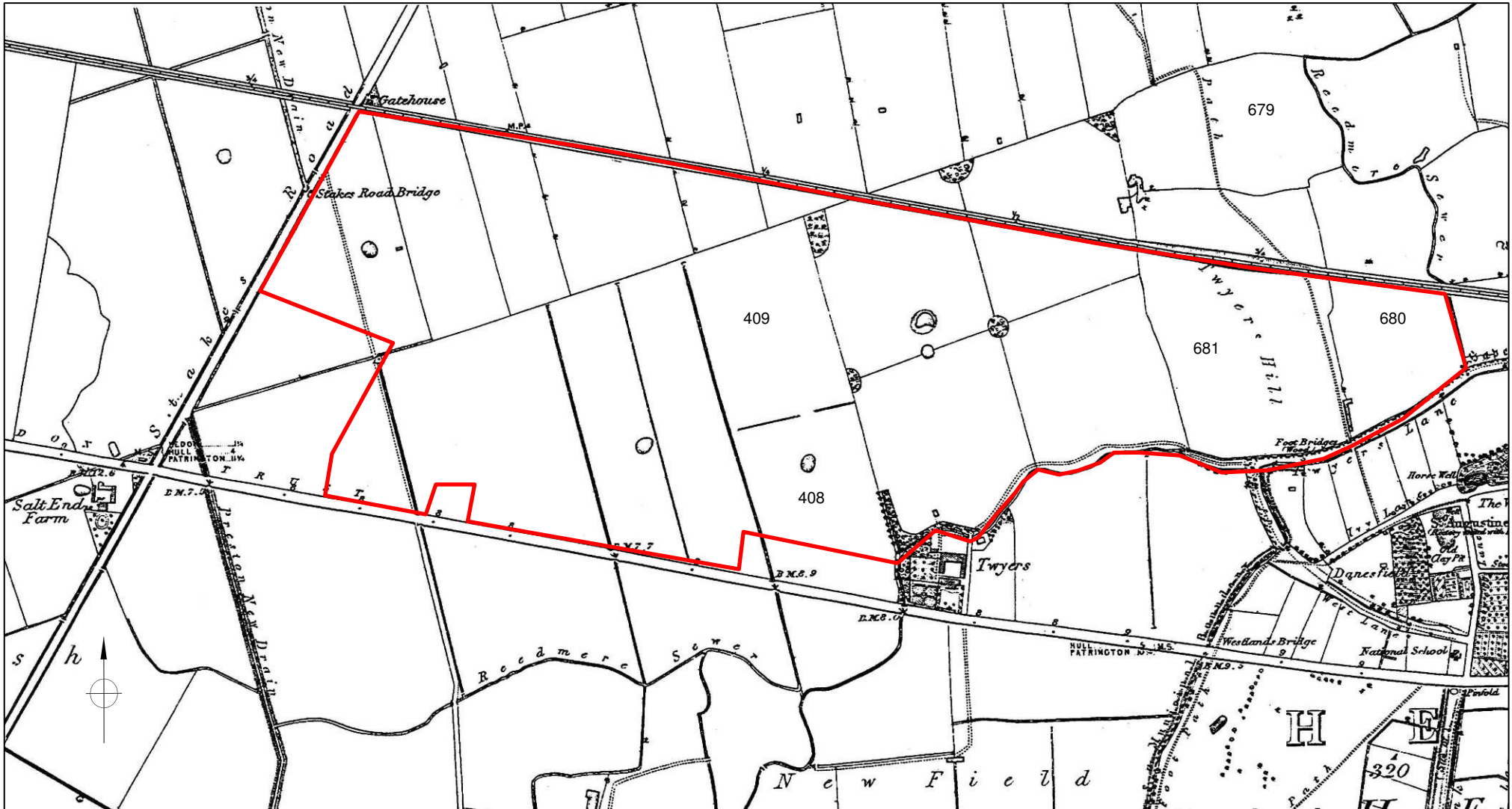
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EDAS		FIGURE	2





Source: Kent 1984, 188.

PROJECT		EASTERN PARK AND RIDE SITE	
TITLE		PRESTON BEFORE ENCLOSURE	
SCALE	AS SHOWN	DATE	OCT 2009
EDAS		FIGURE	3



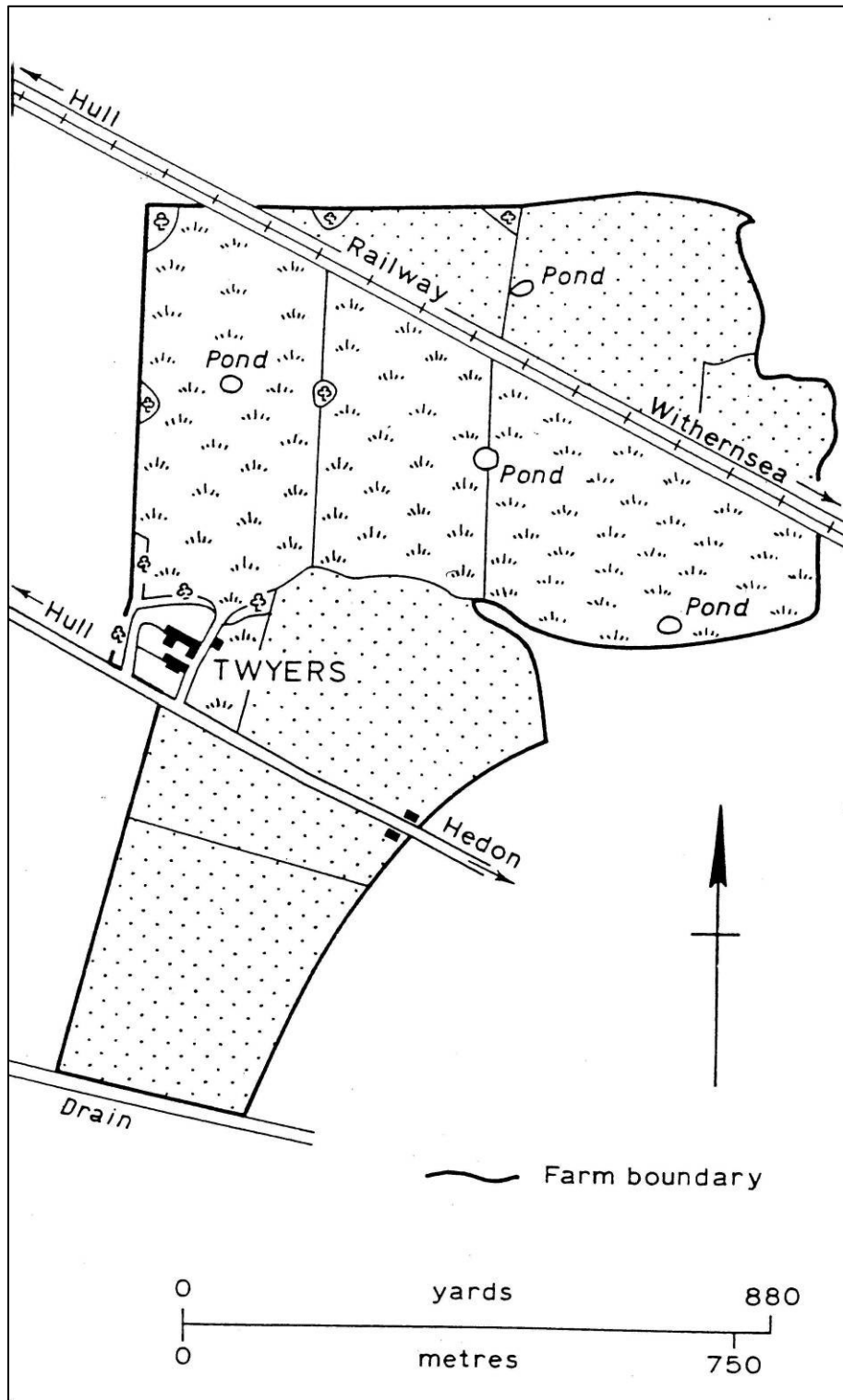
— STUDY AREA

Sources: Preston tithe map (ERAO PE 123/86)  
& Ordnance Survey 1855 6" map sheet 241.

*Field names from 1848 tithe map*

- 408 Middle Fish Pond Close
- 409 North Fish Pond Close
- 679 Preston Twires
- 680 Ox Twires
- 681 Chapel Twires

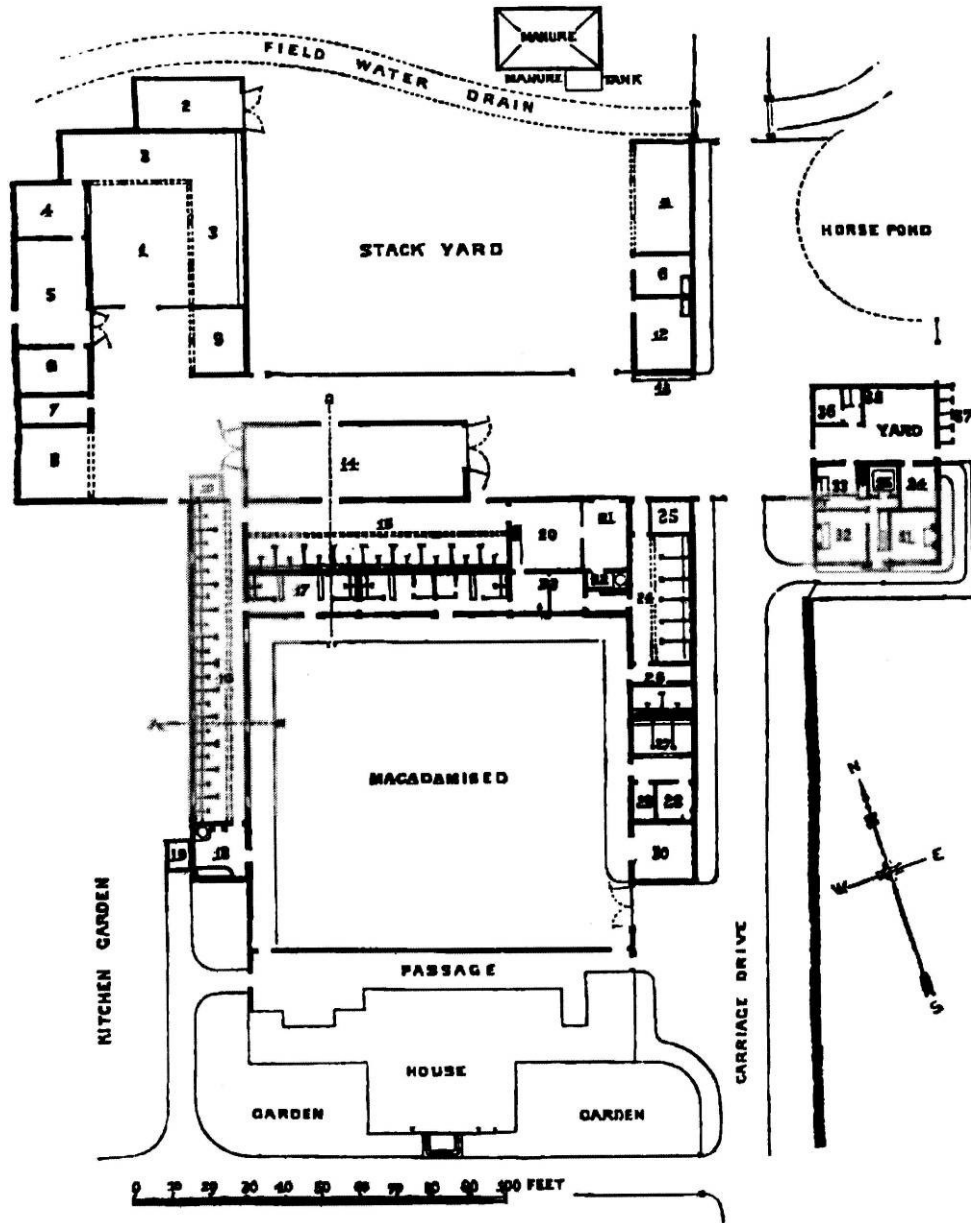
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TITLE		1855 ORDNANCE SURVEY MAP	
SCALE	DATE	NTS	OCT 2009
EDAS		FIGURE	4



Source: Harris 1983, figure 3.

PROJECT		EASTERN PARK AND RIDE SITE	
TITLE		TWYERS WOOD FARM IN 1883	
SCALE	AS SHOWN	DATE	OCT 2009
EDAS		FIGURE	5

Fig. 2.—Plan of Twyers Wood Homestead.

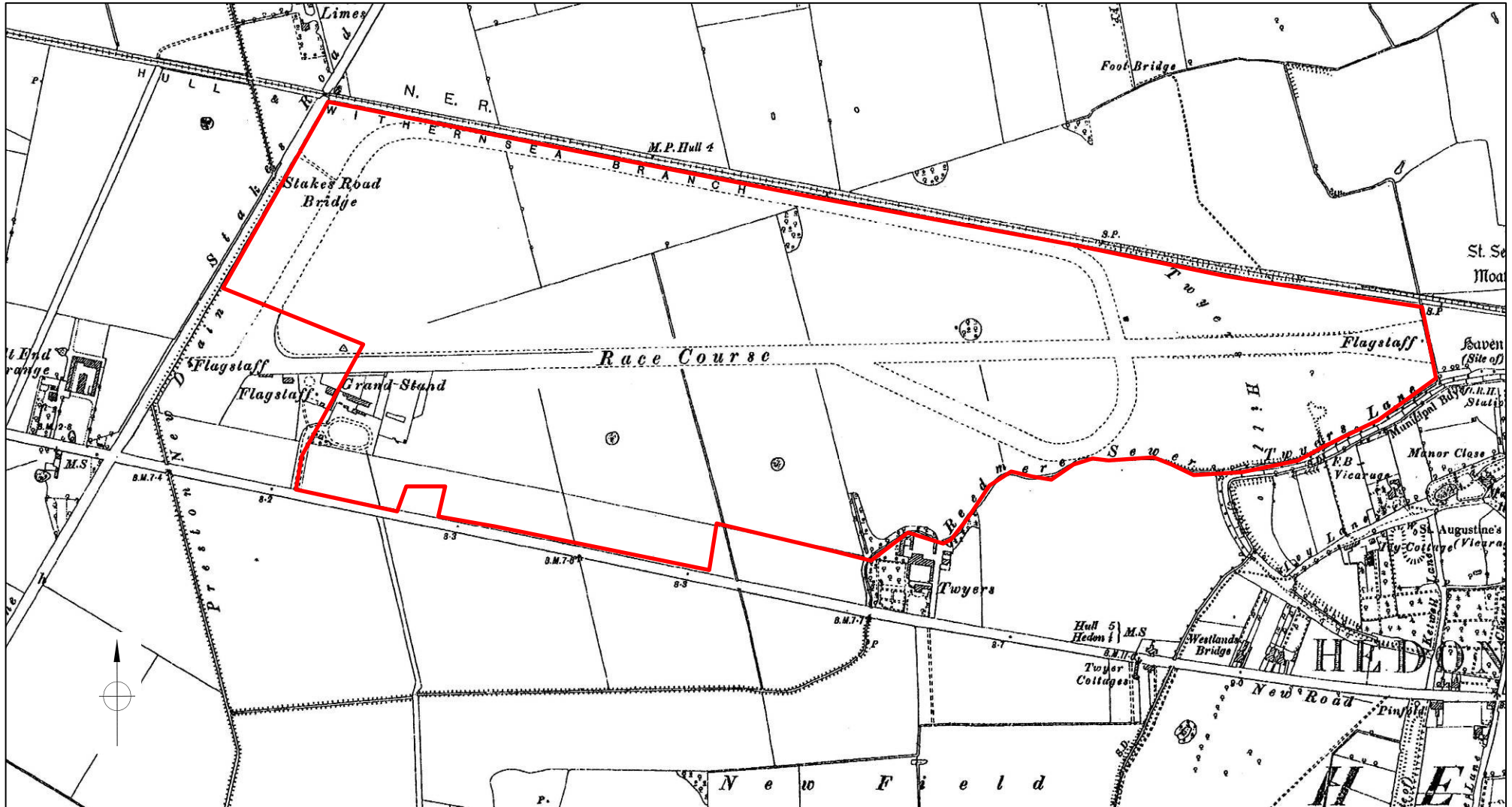


REFERENCE TO PLAN OF TWYERS WOOD HOMESTEAD, PRESTON.

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>1. Cattle-yard.</li> <li>2. Implement-house.</li> <li>3, 3. Shelter sheds.</li> <li>4. Hospital.</li> <li>5. Straw-barn.</li> <li>6, 6. Loose-boxes.</li> <li>7. Chaff-house.</li> <li>8. Waggon - shed, granary over.</li> <li>9. Cart-shed.</li> <li>10. Liquid-manure tank.</li> <li>11. Straw-shed.</li> <li>12. Bull-house.</li> <li>13. Drinking trough.</li> <li>14. Hay-barn.</li> </ul> | <ul style="list-style-type: none"> <li>15. North cow-byre for 18 cows.</li> <li>16. West byre for 24 cows.</li> <li>17. South byre for newly-calved cows and calves.</li> <li>18. Milk - house, concrete.</li> <li>19. Rain-water tank. [floor.</li> <li>20. Pulping-house with hay-loft over.</li> <li>21. Root-house.</li> <li>22. Boiler.</li> <li>23. Hay - house for south byre and stable.</li> <li>24. Draught-horse stable for 6 horses.</li> </ul> | <ul style="list-style-type: none"> <li>25. Poultry.</li> <li>26. East cow-byre, for newly-bought cows.</li> <li>27. Carriage-horse stable.</li> <li>28. Saddle-room.</li> <li>29. Store.</li> <li>30. Coach-house.</li> <li>31. Office.</li> <li>32. Front kitchen.</li> <li>33. Back kitchen.</li> <li>34. Dairy.</li> <li>35. Pantry.</li> <li>36. Coal.</li> <li>37. Poultry.</li> <li>38. E.C.</li> </ul> |
|---|---|---|

Source: Bell 1883, figure 2.

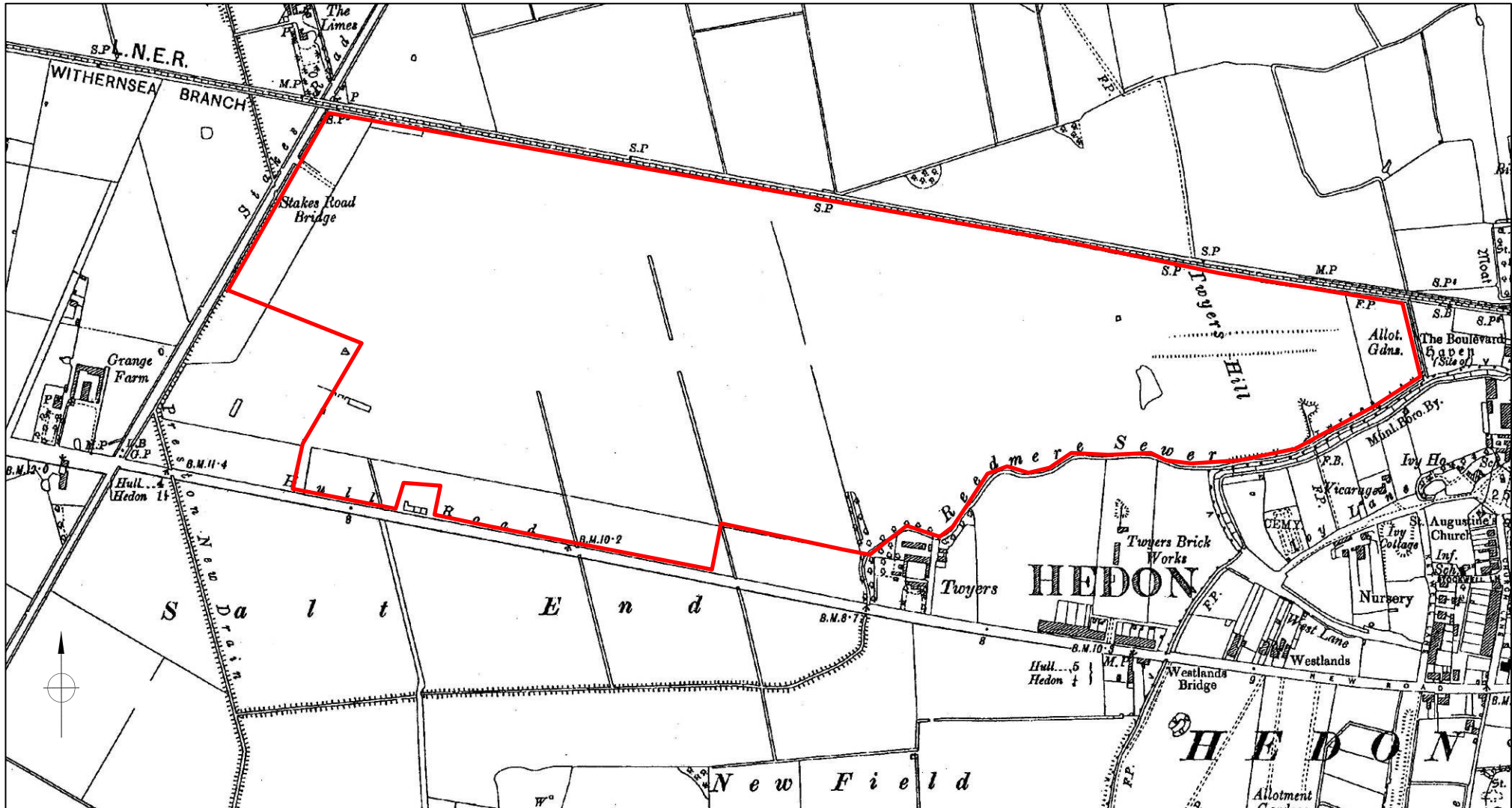
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TITLE		PLAN OF TWYERS WOOD FARM, 1883	
SCALE	AS SHOWN	DATE	OCT 2009
EDAS		FIGURE	6



— STUDY AREA

Source: Ordnance Survey 1892 6" map sheet 241NW.

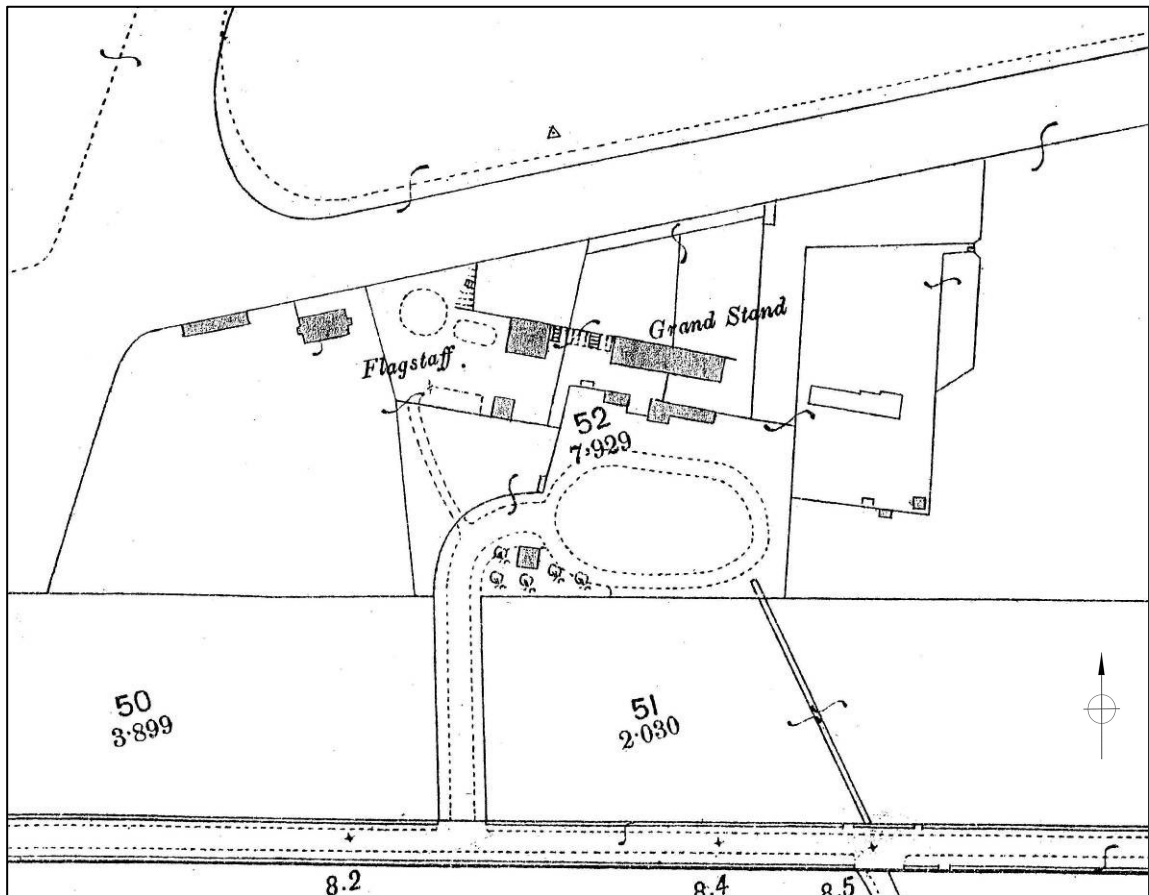
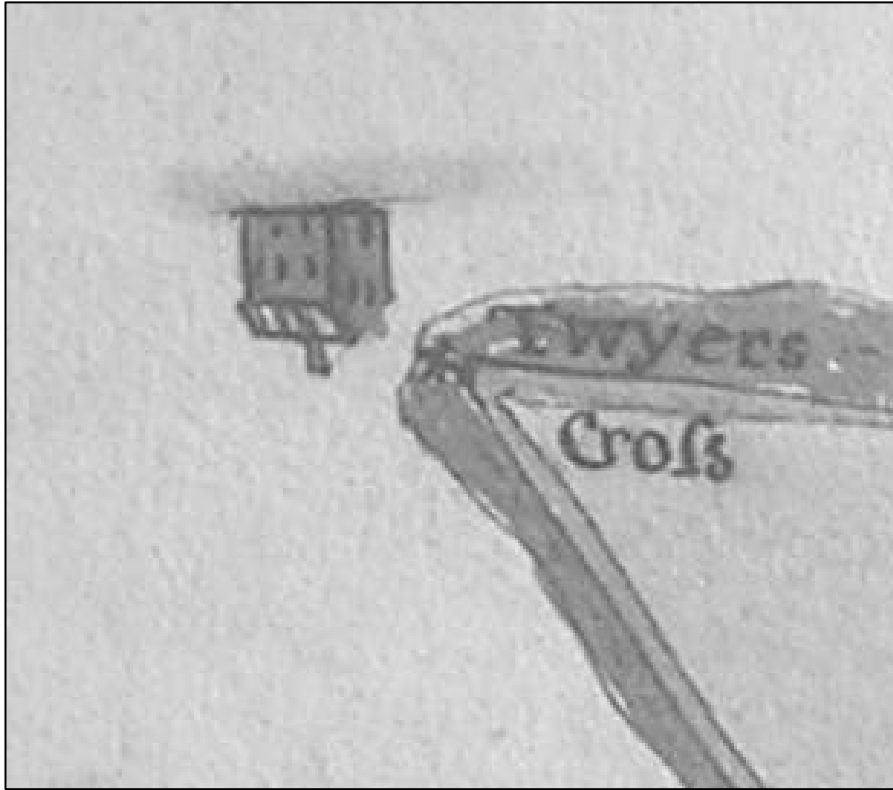
PROJECT	
EASTERN PARK AND RIDE SITE	
TITLE	
1892 ORDNANCE SURVEY MAP	
SCALE	DATE
NTS	OCT 2009
EDAS	FIGURE
	7



— STUDY AREA

Source: Ordnance Survey 1929 6" map sheet 241NW.

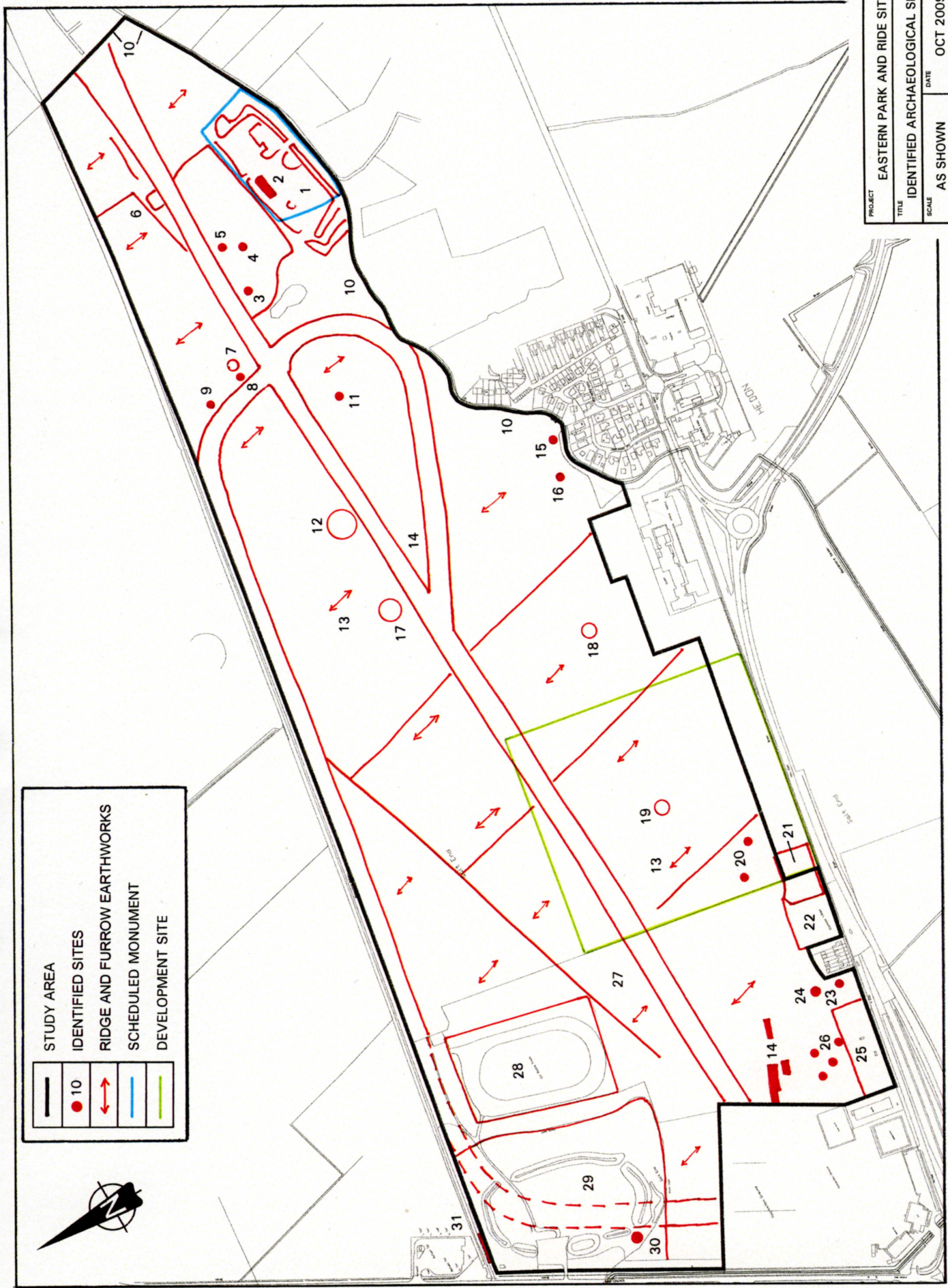
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EASTERN PARK AND RIDE SITE	
TITLE	
1929 ORDNANCE SURVEY MAP	
SCALE	DATE
NTS	OCT 2009
EDAS	FIGURE
	8



Top: House at Twyers Hill with Twyers Cross, depicted in 1627-30 (ERAO DDCC/45/37) (original in colour).

Bottom: Race course buildings in 1891 (Ordnance Survey 1891 25" map sheet 241/2).

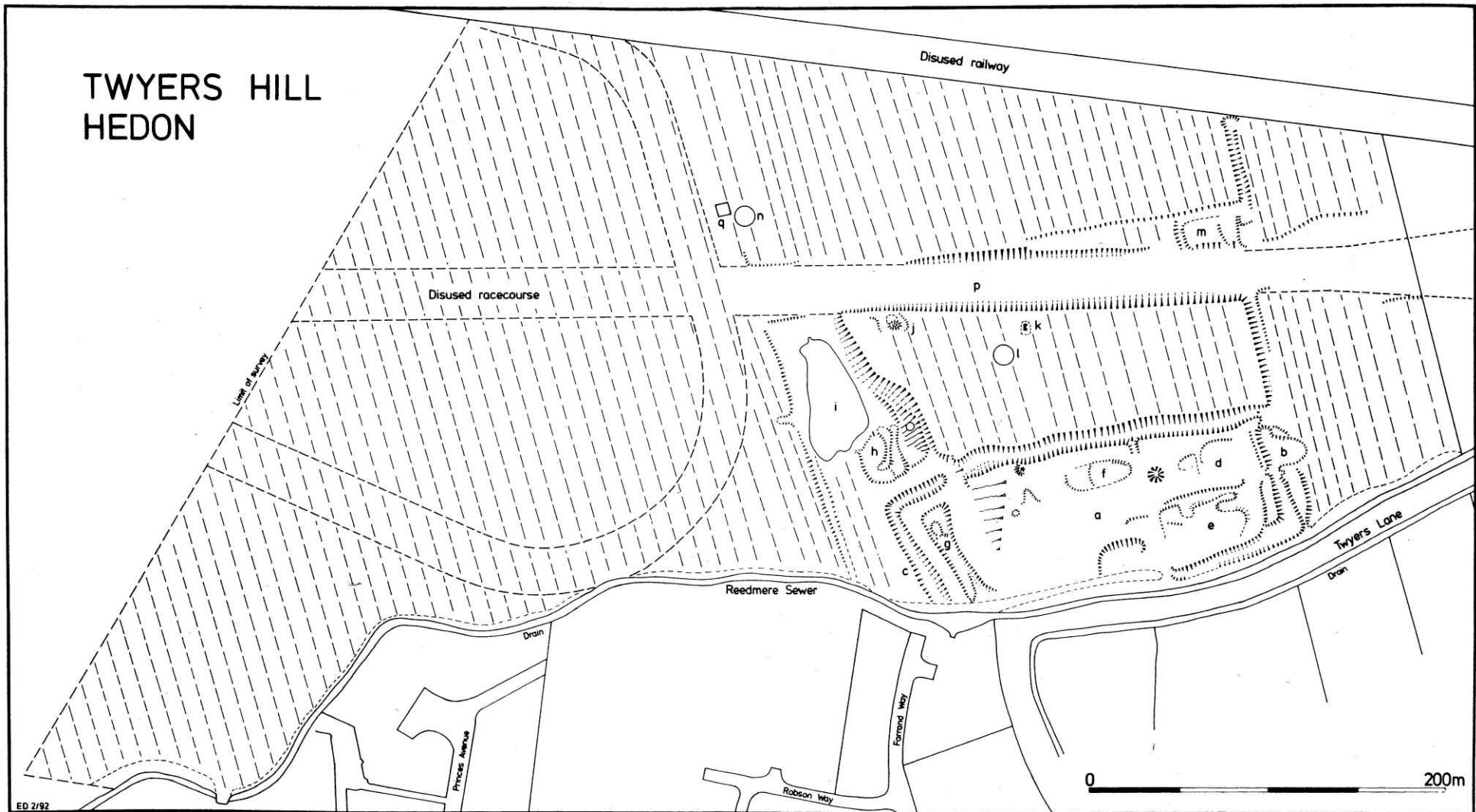
PROJECT		EASTERN PARK AND RIDE SITE	
TITLE		IDENTIFIED SITES	
SCALE	NTS	DATE	OCT 2009
EDAS		FIGURE	9



PROJECT	EASTERN PARK AND RIDE SITE		
TITLE	IDENTIFIED ARCHAEOLOGICAL SITES		
SCALE	AS SHOWN	DATE	OCT 2009
	EDAS	FIGURE	10

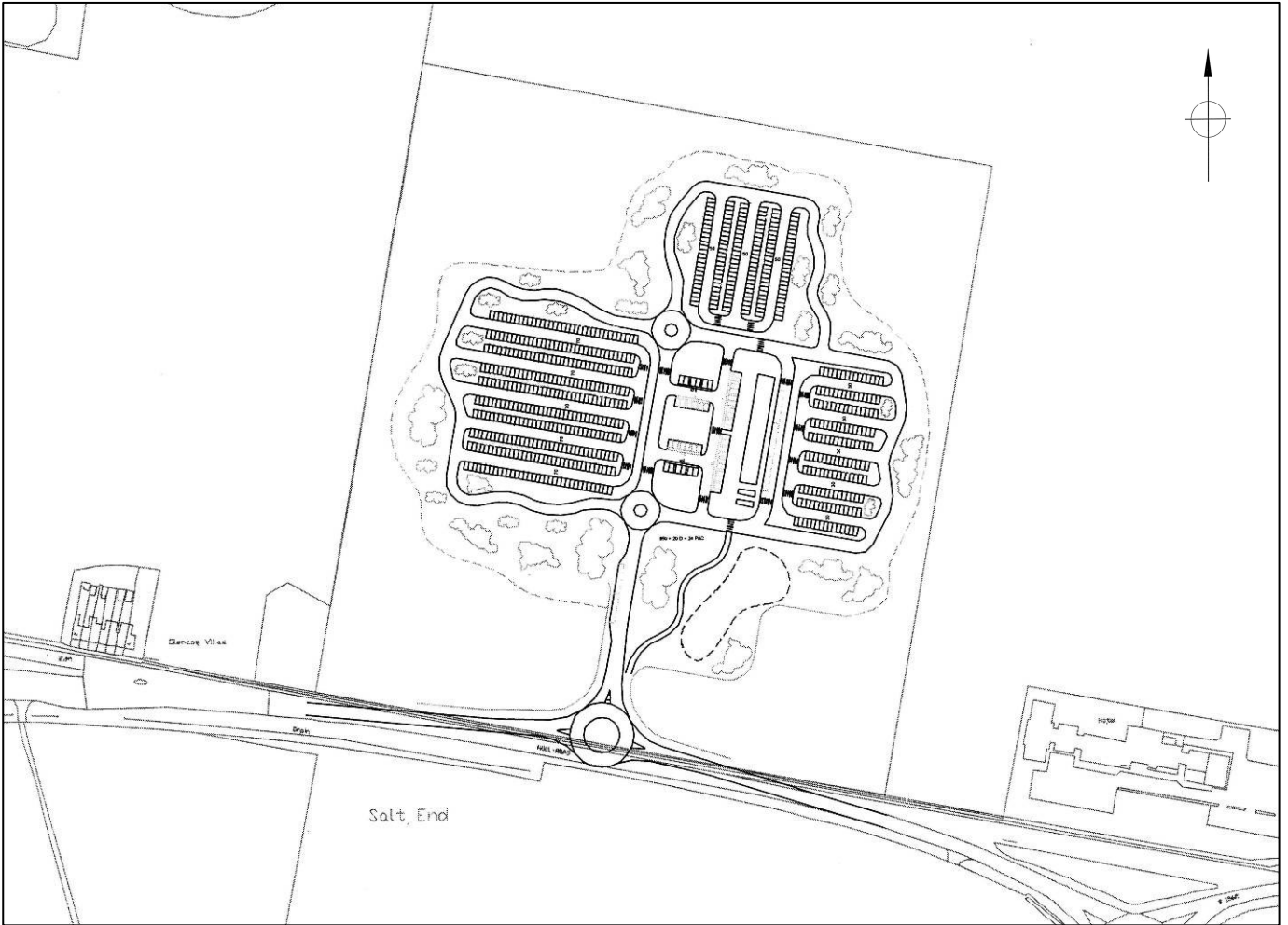
0 500m





Source: Dennison 1992b.

PROJECT		EASTERN PARK AND RIDE SITE	
TITLE		EARTHWORKS AT TWYERS HILL	
SCALE	AS SHOWN	DATE	OCT 2009
EDAS		FIGURE	11



Plan provided by Pell Frischmann  
Consulting Ltd.

PROJECT		EASTERN PARK AND RIDE SITE	
TITLE		DEVELOPMENT PROPOSALS	
SCALE	NTS	DATE	OCT 2009
EDAS		FIGURE	12

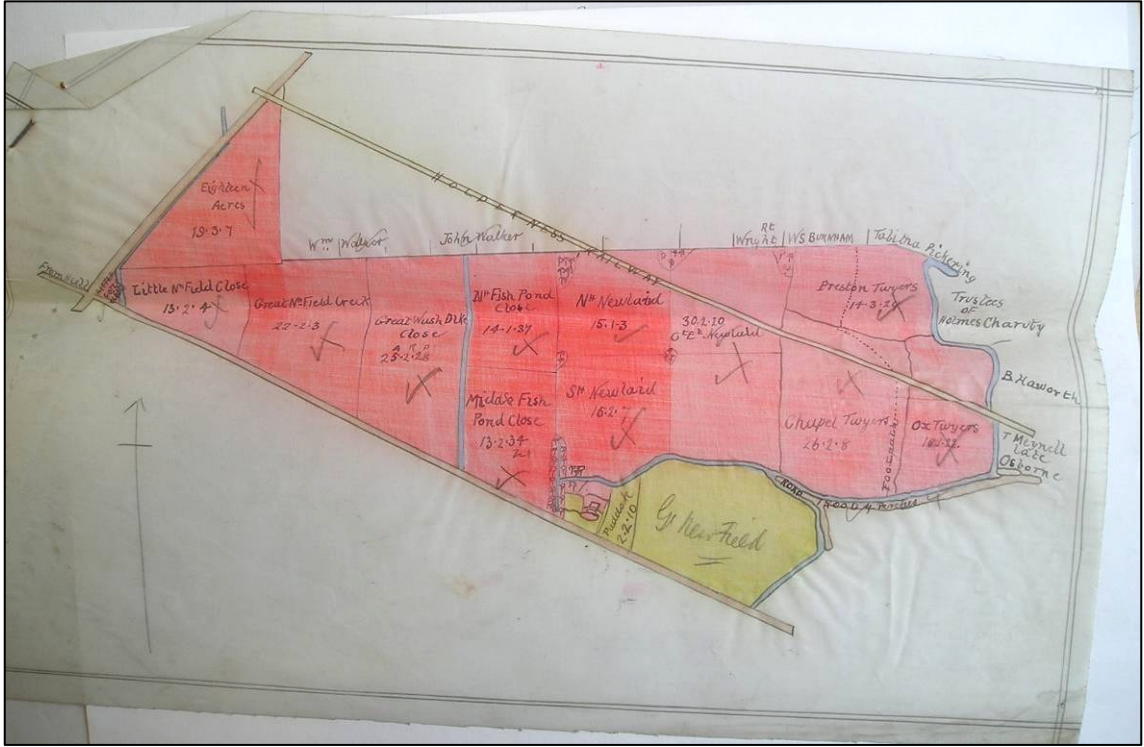


Plate 1: Plan showing an estate on the north side of the Hedon Road  
 (Source: ERAO DDX 1138/4/14).

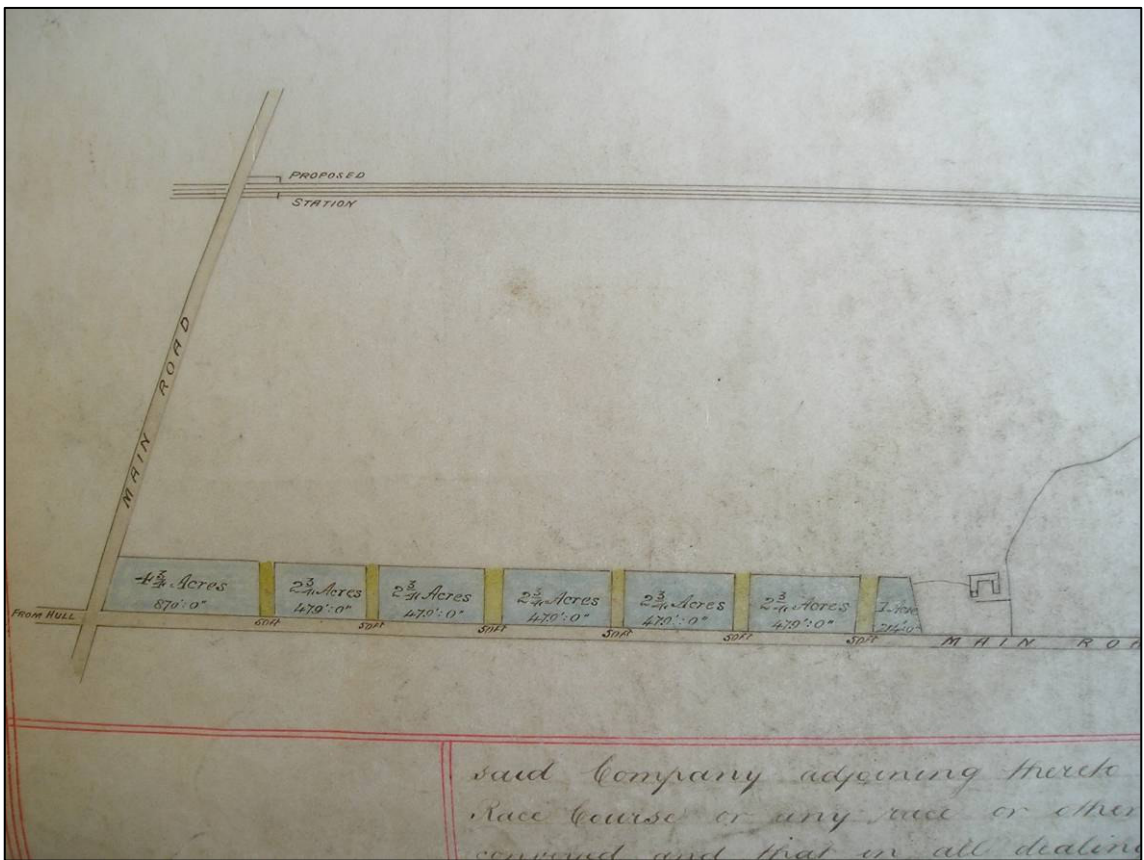


Plate 2: Plan showing conveyance of plots of land in 1887  
 (Source: ERAO DDX 1138/4/16).



Plate 3: Plan of c.1888 showing the Hull racecourse and associated facilities (Source: ERAO DDX 370/1).

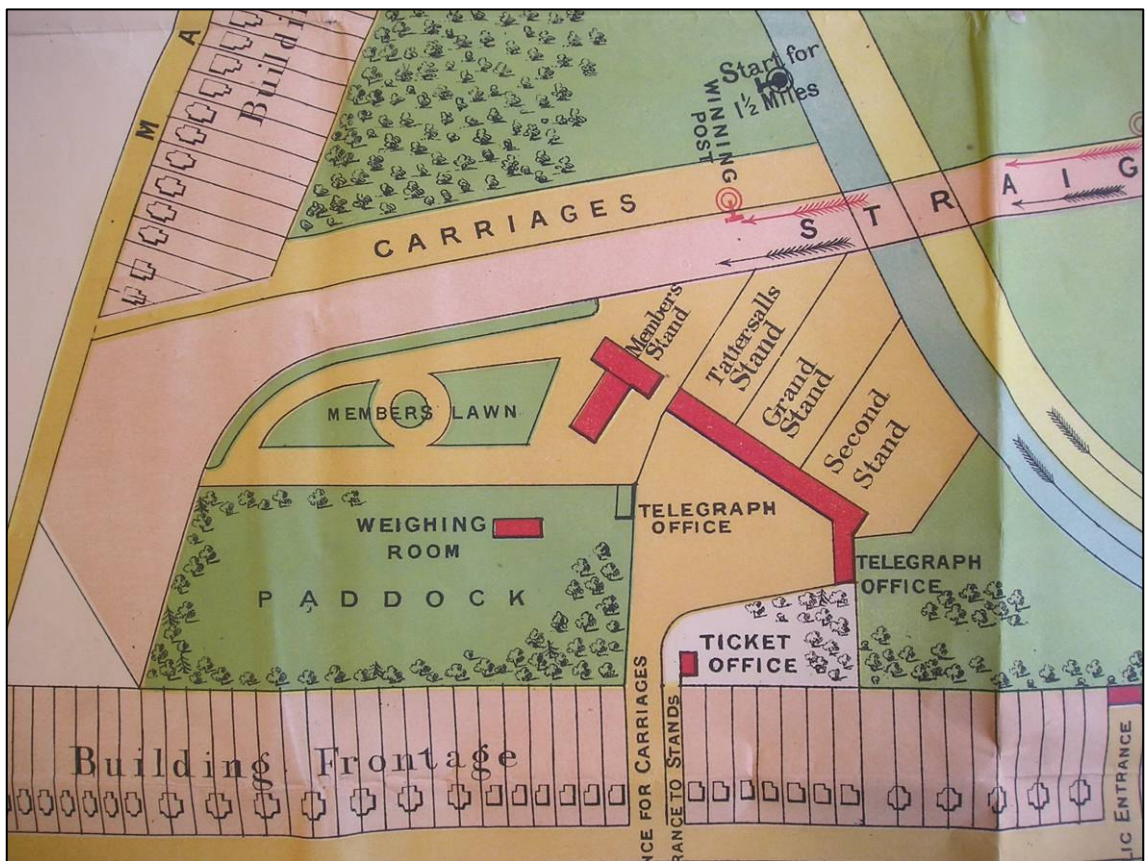


Plate 4: Detail of c.1888 plan showing the racecourse buildings (Source: ERAO DDX 370/1).



Plate 5: Hull racecourse, looking NE down the mile long straight, with Hedon church in the background (Source: Wilkinson 1997, p72).

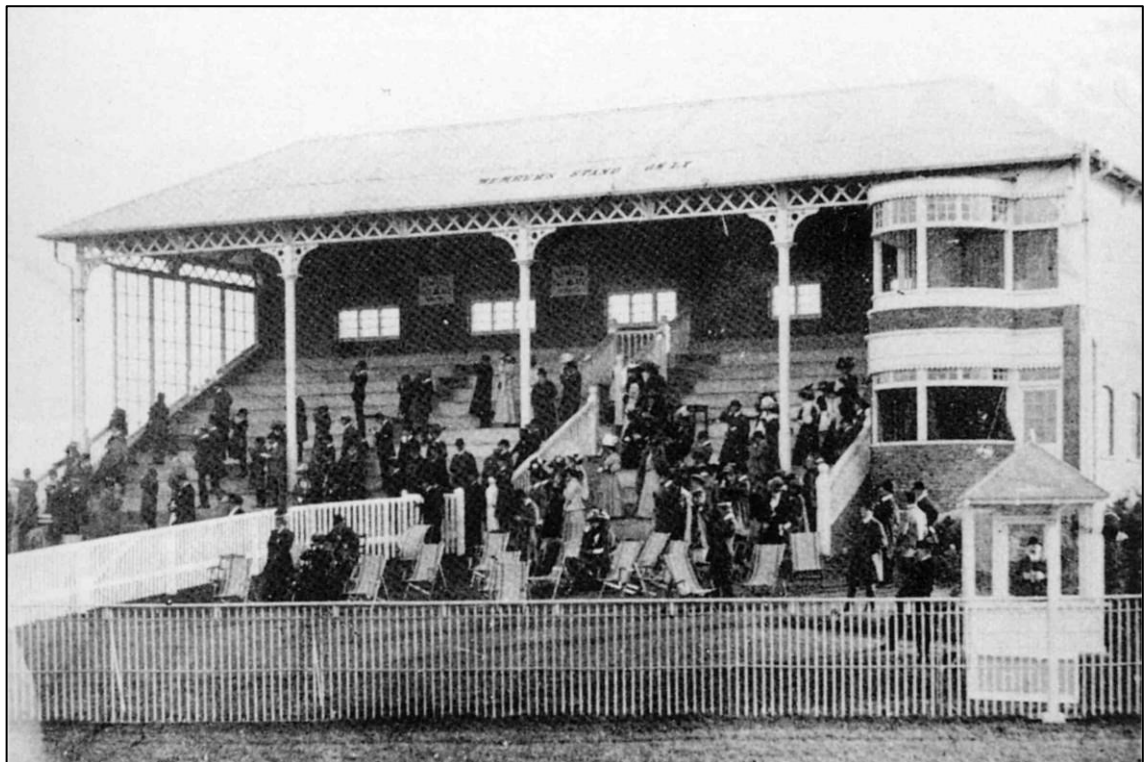


Plate 6: The Members Stand at the Hull racecourse (Source: Wilkinson 1997, p73).



Plate 7: Poster advertising the KLM service from Hull to Amsterdam (Source: Wilkinson 1997, p75).



Plate 8: Gustav Hamel poses with his machine (Source: Wilkinson 1997, p74).



Plate 9: Gustav Hamel with his monoplane at the Hull airfield, 1912 (Source: Wilkinson 1997, p74).



Plate 10: Second World War shelter on Twyers Hill (Site 5), looking NE.



Plate 11: Second World War anti-aircraft emplacement (Site 24), looking N.



Plate 12: Second World War hut base (part of Site 22), looking E.



Plate 13: Second World War hut base (part of Site 22), looking N.





Plate 14: Second World War barrage balloon winch position (part of Site 26), looking E.



Plate 15: Second World War barrage balloon mooring position (part of Site 26).