

HAMBLETON ROAD,
MURTON COMMON, NEAR COLD KIRBY,
NORTH YORKSHIRE

ARCHAEOLOGICAL WATCHING BRIEF

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On behalf of

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MURTON COMMON, NEAR COLD KIRBY, NORTH YORKSHIRE**

CONTENTS

EXECUTIVE SUMMARY

1	INTRODUCTION.....	1
2	SITE LOCATION AND SUMMARY DESCRIPTION.....	1
3	METHODOLOGY.....	1
4	HISTORICAL AND ARCHAEOLOGICAL BACKGROUND.....	3
5	RESULTS FROM THE WATCHING BRIEF.....	5
6	DISCUSSION AND CONCLUSIONS.....	6
7	BIBLIOGRAPHY.....	8
8	ACKNOWLEDGEMENTS.....	8

Appendices

1	List of Excavated Contexts
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EXECUTIVE SUMMARY

In January 2010, Ed Dennison Archaeological Services Ltd (EDAS) were commissioned by the North York Moors National Park Authority (NYMNP), via their Senior Archaeological Conservation Officer Graham Lee, to undertake an archaeological watching brief during drainage work at Hambleton Road, between Sneck Yate and Murton Common, near Cold Kirby, North Yorkshire. The work was required to record any information pertaining to the form, construction and history of the Hambleton Road and its associated dyke that might be exposed during the drainage works.

At present, there is no definite date for the origins of the Hambleton Road or its associated dike. Some authors consider it to be part of a major prehistoric trade route, while others think it dates to the medieval period. It is mentioned in documents as a landscape feature from 1153 onwards, and more commonly in the 13th and 14th centuries, and it was first mapped in 1598. The road seems to have represented a boundary or land division as well as a major thoroughfare, but whether the adjacent dyke is contemporary is open to question. However, it is noticeable that the dyke, rather than the centre of the road, forms a 19th township boundary, and it was presumably used as a boundary marker long before that. The Hambleton Road dyke has also been considered to represent the Bronze/Iron Age Cleave Dyke, part of an extensive series of linear earthworks on the Hambleton Hills, but the modern interpretation is that it is a much later monument, with the alignment of the Cleave Dyke lying further to the west.

Three short narrow trenches were dug through the dyke on the east side of the Hambleton Road, at NGRs SE 5056 8880, SE 5086 8820 and SE 5088 8818. The visual appearance of the dyke in the area of Trench 1 suggests that it has been heavily modified in the recent past, or that it is perhaps even a wholly modern creation. This was confirmed by the excavation of the trench with recent material found within the main deposit forming the bank. It may be that this is one of the parts of the dyke that were affected by the Forestry Commission's work in 1960 noted by previous authors.

The watching brief recorded two roughly parallel banks in Trenches 2 and 3, the western banks being larger and set at a slightly higher level than the eastern banks. There was also no obvious trace of a ditch. The section provided by Trench 3 appears to show the Hambleton Road dyke as being the eastern and wider of the two recorded banks; it was flat-topped with gently sloping sides and measured 2.10m wide and a maximum of 0.45m high, with the ground surface to the east of the bank set 0.35m lower than that to the west. The core of the bank was represented by a mid-brown clayey silt (010) with frequent inclusions of stone, with silty clays (008 and 009) on the west side probably being part of the construction. The western bank appeared to have been constructed by creating a core of hard packed angular limestone rubble (007), and this may relate to the use, development and repair of the Hambleton Road itself. Unfortunately, no dating evidence was found in either Trenches 2 or 3.

It should be noted that only a limited amount of investigation was carried out as part of this watching brief, and the archaeological deposits were not bottomed in any of the three excavated trenches. Some uncertainty of interpretation does remain therefore, which can only be resolved by further work.

1 INTRODUCTION

- 1.1 In January 2010, Ed Dennison Archaeological Services Ltd (EDAS) were commissioned by the North York Moors National Park Authority (NYMNP), via their Senior Archaeological Conservation Officer Graham Lee, to undertake an archaeological watching brief during drainage work at Hambleton Road, between Sneck Yate and Murton Common, near Cold Kirby, North Yorkshire. The work was required to record any information pertaining to the form, construction and history of the Hambleton Road and its associated dyke that might be exposed during the drainage works. The scope of the archaeological watching brief was determined following discussions between the NYMNP and EDAS.

2 SITE LOCATION AND SUMMARY DESCRIPTION

- 2.1 The section of the Hambleton Road affected by the drainage works is located between 550m to 1.10km to the north of the Sneck Yate car park, c.3.50km north-west of Cold Kirby in North Yorkshire (see figure 1). The site lies at an elevation of between c.310m to 326m AOD within an elevated area of enclosed arable fields, on the west side of Murton Common. In addition to being an agricultural track and a former drove road, Hambleton Road is a public footpath.
- 2.2 At the time that the drainage work was undertaken, the dyke on the east side of the Hambleton Road was grassed and supported bushes and scrub for part of its length. Three short narrow trenches were excavated through the dyke, at NGRs SE 5056 8880, SE 5086 8820 and SE 5088 8818 (see figure 2). The Hambleton Drove Road and the adjacent earthwork are listed on the North York Moors National Park Historic Environment Record as sites 12494 and 1162 respectively.

3 METHODOLOGY

- 3.1 The aim of the watching brief was to record any archaeological information that might be exposed during the drainage works pertaining to the form, construction and history of the Hambleton Road and its associated dyke, and to inform the future management of similar features within the North York Moors National Park.
- 3.2 As previously noted, no archaeological specification or methods statement was issued for the project, but the scope of work was defined by discussions between EDAS and the NYMNP's Senior Archaeological Conservation Officer. More general advice produced by the Institute of Field Archaeologists in relation to watching briefs (IFA 1999) was also followed

Documentary Research

- 3.3 No new primary or secondary documentary research was required to be undertaken as part of the watching brief. However, relevant secondary material, including that published by Raymond Hayes (1988) and Don Spratt (1993), has been consulted, and Graham Lee (NYMNP) provided some further information. A full list of sources consulted is given in the bibliography (Chapter 7) below.

Excavation

- 3.4 The excavations for the drainage works took place on 14th April 2010. All excavation was undertaken by hand and was carried out by Peter Kent, Field Assistant to the National Park's Area Park Ranger. A total of three drainage trenches were excavated from the east side of the Hambleton Road, eastwards

across the dyke. It had been intended to locate the trenches using hand-held GPS equipment but it was not possible to gain sufficient satellite information to allow accurate location to take place on the day of the fieldwork. The trenches were therefore located approximately by measuring from adjacent field boundaries where possible, or by sighting on features such as farms in the immediate surrounding landscape; the heights AOD given for each trench below is also approximate.

- 3.5 The three trenches were located at NGRs SE 5056 8880 (Trench 1), SE 5086 8820 (Trench 2) and SE 5088 8818 (Trench 3). The trenches varied between 3.0m to 3.8m in length, but averaged 0.3m in width. They varied in depth according to the profile of the dyke through which they were cutting, with the greatest height of exposed section being 0.7m in the northernmost trench (Trench 1). The narrow width of the trenches, and the angle of the sun, made detailed photographic recording of the sections difficult.
- 3.6 For all three trenches, a hand drawn measured hachure plan at a scale of 1:20 was made of a short section of the dyke flanking the trench; for Trench 1, this also showed the adjacent Hambleton Road, which maintained a similar width and profile adjacent to the other two trenches. The south-facing sections of all three trenches were also recorded, using a dumpy level and line level to construct accurate profiles across the dyke. In Trenches 1 and 2, the exposed stratigraphy was relatively simple, and so the sections were drawn at a scale of 1:20. However in Trench 3 (the southernmost trench) the stratigraphy was slightly more complex, and so this was recorded at a scale of 1:10. Final inked drawings were then produced by hand to publication standard and are presented as reduced versions of the full sized field drawings using conventions established by English Heritage. A photographic record was also maintained using digital colour photographs.
- 3.7 Following standard archaeological procedures, each discrete stratigraphic entity (e.g. a cut, fill or layer) was assigned an individual context number and detailed information was recorded on *pro forma* context sheets. A total of 11 archaeological contexts were recorded; these are all described in the following text as three digit numbers (e.g. 003) (see Appendix 1). In-house recording and quality control procedures ensured that all recorded information was cross-referenced as appropriate.

Report

- 3.8 A written record of the watching brief was subsequently produced from the observations made on site, and cross-referenced to the drawn record. This describes the surviving sections of the dyke, and analyses their form, function, history and sequence of development, and places the dyke in its various archaeological and landscape contexts, as far as possible using the available secondary evidence. On completion of the project, the survey archive, which includes field notes, field and final drawings, and photographs, was deposited with the NYMNP at Helmsley. No artefacts were observed or collected during the watching brief.

4 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

Introduction

- 4.1 The dyke running along the east side of the Hambleton Road (also known as Hambleton Street) has previously been considered to be part of the Cleave Dyke system. Writing in 1993, and drawing upon earlier work published in 1982, Don Spratt stated that the extensive series of linear earthworks on the Corallian limestone of the Hambleton Hills known as the Cleave Dyke system appeared to date from the Bronze Age, or perhaps the Iron Age. The Cleave Dyke itself formed the north-south aligned 'spine' of the system, with a contemporary break adjacent to Boltby hillfort, and several west-east aligned dykes running to the east of it; the nearest of the east-west dykes to the location of the watching brief is Hesketh Dyke to the south, which runs close to the north of the Sneck Yate car park, and the Daletown Dyke to the north which crosses the north end of Murton Common (Spratt 1982; Spratt 1993a, 90) (see figure 3). Spratt further suggested that the dyke system was later than the round barrows which it incorporated, but that it was earlier than Hambleton Street itself (Spratt 1993b, 134). A number of township boundaries also follow the line of some of the dykes, but also Hambleton Street (Spratt 1993a, 90); the section of the dyke coinciding with the watching brief area lies on the east side of Hambleton Street and appears to have been the eastern boundary of Boltby since the 13th century (Spratt 1982, 35 & 49). Elsewhere in Yorkshire, the study of the topography and geology of 'boundary roads', i.e. roads which mark a continuous boundary between settlements on either side, suggests that such roads originate much earlier than the Roman period (Pickles 1993, 71-73).
- 4.2 Raymond Hayes, commenting on Spratt's earlier 1982 work in 1988, offered a quite different interpretation of both the dyke system and Hambleton Street (Hayes 1988, 48-51). Hayes was of the opinion that Hambleton Street formed part of a major prehistoric trade route, and that it was referred to as a 'Regalias Via' or 'King's Way' in the Rievaulx Chartulary of 1153. He disagreed that there was any archaeological evidence to support the assertion that Hambleton Street cut through parts of the dyke system, and therefore post-dated it, or that the overall dyke system was itself much earlier than the road. Regarding the section of the dyke affected by the watching brief, Hayes notes that he trowelled two pieces of clay pipe from it in 1960 and suggests that it was most likely the "result of boundary and pasture disputes in the late 16th to 17th centuries"; this contrasts with his earlier reports (see below). He furthermore noted that the Hesketh Dyke, close to Sneck Yate car park, was recorded in the Rievaulx Charter as 'Hesterskeid', deriving from Old Norse for 'racecourse'. Much earlier, in 1963, Hayes had speculated that the Cleave Dyke might mark the boundary of the territory associated with Boltby hillfort (Hayes 1963a, 61). The modern interpretation of the dyke along the east side of the Hambleton Road is that it is a later medieval or post-medieval feature, with the alignment of the Cleave Dyke lying further to the west (Graham Lee, NYMNPA, *pers. comm.*). The Ordnance Survey 1857 6" map (sheet 72) and the 1892 25" map (sheets 72/10, 72/11 and 72/15) depict the dyke as being a single bank on the east side of the road (see figure 2).
- 4.3 Spratt also summarises the early documents relating to Hambleton Street (Spratt 1982, 35-36). The route is referred to in 1209, in two sales of pasture to Emeric, Master of the Knights Templars at Cold Kirby, where the road is called 'the main road leading to Cleveland' and the 'main road to Cleveland'. It was also called the 'King's Way' in 1246, when a lost settlement of 'Ycornescahghe' is also mentioned; Spratt places this around the south-east corner of Boltby Forest. Spratt also

mentions the 1598 dispute between Sir William Bellasis of Murton and Sir Edward Wotton of Old Byland, which refers to Hambleton Street; one of the witnesses giving evidence at this dispute refers to a 'Hesketh Dyke' running north from the 'Hesketh Dyke' which Spratt takes to mean the Cleave Dyke but it could also be the Hambleton Road dyke. This dispute is also discussed elsewhere (Beresford 1971, 52-62), where a section of the contemporary plan drawn by William Saxton to determine the dispute is reproduced, but unfortunately this only shows the area to the south of Sneck Yate. Nevertheless, the Hambleton Road is labelled as '*Hammelton raise being the high way betwixt York and Yarum*', and the 'Hesker dike' and 'the rownde hill' (the present Silver Hill tumulus) are depicted, with the Hambleton Road continuing to the north to the area covered by the watching brief.

- 4.4 As far as can be established, no published excavation has been undertaken across the Hambleton Road dyke in the vicinity of the watching brief area. There are however descriptions of the earthwork. In 1963, Hayes described the dyke (named as the Cleave Dyke) as being visible for another mile north of Sneck Yate as a bank and ditch on the east side of Hambleton Street, but that this section was levelled by Forestry Commission bulldozers in 1960 to create access into Boltby Forest. Close to this section, near the south gate of Boltby Forest, a surviving part comprised a bank 8ft (2.5m) wide and 3ft (1m) high, with a ditch 6ft (2m) wide and 2ft (0.60m) deep on the east side (Hayes 1963a, 61). The surviving part of the Hesketh Dyke near Sneck Yate was much more substantial, a "massive work 40ft (13m) wide with a ditch 20ft (6.5m) wide and still 3ft (1m) deep possibly double in parts" (Hayes 1963a, 61-62; Hayes 1988, 48-51). In 1982 Spratt noted that the dyke in the watching brief area was destroyed in the southern part (i.e. that part running north from Sneck Yate), but that in the northern part the bank, partly bulldozed away on the western edge, lay on the west side of the ditch; the bank was 0.6m high and 1.5m wide, and the ditch was 0.5m deep and 3.3m wide (Spratt 1982, 38). Spratt also noted that a possible spur to the west was seen as a cropmark on an aerial photograph at NGR SE506888 taken in 1979, and that the full extent of this section of the dyke was recorded in 1598 (*ibid*).
- 4.5 An excavation of the Cleave Dyke to the south of the watching brief area, in the field immediately to the south of Sneck Yate Plantation, was undertaken by Spratt following a geophysical survey in the 1980s. The ditch was found to be 4m wide at the surface of the rock outcrop and 2m deep in the centre. There was no bank, but on the western side was a layer of flat stones 2m wide which might have represented a foundation for one (Spratt 1982, 43-45). To the south-east, at Silver Hills Farm, a tumulus incorporated into the bank of the Hesketh Dyke was excavated in 1865. It was found to contain two skeletons without grave goods, and was built of turf, as was the dyke bank; later archaeologists thought that the tumulus post-dated rather than pre-dated the dyke (Hayes 1963a, 61-62).
- 4.6 Elsewhere within the North Yorks Moors, a section was excavated across the cross-ridge bank and ditch at Horn Nab in Farndale by Arthur Whitaker in 1959-60; the earthwork was more substantial than the Cleave Dyke, but the bank was found to be constructed of rubble and earth, faced by stone in places and perhaps once with a stone parapet (Hayes 1963b). On Danby Rigg, the dating through excavation of the Triple Dykes to the early medieval period, rather than the previous assumption that they were Bronze Age by association with the other features on the Rigg, raised the possibility that the adjacent cairnfield had been exploited for grazing and perhaps modified during the same period. The main body of material making up the banks of the dykes comprised clay with stone rubble (Harding & Ostojka-Zagorski 1994, 66-69, 72-82).

5 RESULTS FROM THE WATCHING BRIEF

- 5.1 The following section gives a detailed description of the results of the watching brief, based on the records made in the field. It should be noted that although this section of Hambleton Road is set on a slight north-west/south-east alignment, for the purposes of the description below, it is assumed to lie north-south.

Trench 1 (see figure 4 and plate 1)

- 5.2 Trench 1 was the northernmost of the three drainage trenches to be excavated, and was located c.1.10km north of the Sneck Yate car park, to the east of the farm known as High Paradise (at NGR SE 5056 8880). The trench was aligned east-west, and was excavated from the east side of Hambleton Road. Adjacent to the trench, the road was roughly metalled with stone, measuring 3.80m in width, with a slight west-facing scarp to the west side and a very slight ditch or depression to the east side; the surface was set at c.324m AOD. The extant dyke here, on the east side of the road, was formed by a single earthwork bank, flat-topped and with sloping sides set at an angle of c.45 degrees. The bank had a total width of 2.40m and a maximum height of 0.55m; the ground surface to the east of the bank was set slightly lower than that to the west.
- 5.3 The excavated trench measured 3.08m long and 0.30m wide, and exposed a section through the dyke with a maximum height of 0.72m. Beneath the 0.12m thick layer of turf and dark brown friable sandy silt topsoil (001), the majority of the bank was seen to be formed by a deposit of compacted mid to dark brown sandy silt (002), containing frequent inclusions of angular limestone rubble but also modern material including decayed metal parts (perhaps from agricultural machinery) and a rotten wooden fence post. The upper surface of the deposit followed the same profile as the dyke bank, but the lower surface was level. It overlay a layer of clean, moist, compacted mid-brown sandy silt (003), at least 0.14m in depth, which continued below the base of the trench.

Trench 2 (see figure 5 and plate 2)

- 5.4 Trench 2 was the middle of the three drainage trenches to be excavated, and was located c.550m north of the Sneck Yate car park, just north of the point where the Hambleton Road angles to the south (at NGR SE 5086 8820). The trench was aligned north-west/south-east, and was excavated from the east side of Hambleton Road; adjacent to the trench, the road had a very similar profile and width to that described above under Trench 1, with a surface set at c.314m AOD.
- 5.5 The dyke here was formed by two parallel earthwork banks. The larger, western, bank was flat-topped; the west side was formed by two stepped west-facing scarps, while the east side was formed by a single slope set at an angle of c.45 degrees. The bank had a total width of 2.00m and a maximum height of 0.35m; the ground surface to the east of the bank was set c.0.15m lower than that to the west. The banks were separated by a narrow strip of level ground, 0.55m wide. The smaller, eastern, bank was also flat-topped, with sloping sides set at an angle of c.45 degrees, and set lower than the western bank; the eastern scarp was significantly wider than the west scarp. This bank had a total width of 1.50m and a maximum height of 0.35m; the ground surface to the east of the bank was set 0.25m lower than that to the west. In total, the dyke had an overall width of 4.00m, with the base of the east bank set 0.40m lower than the surface of Hambleton Road.

- 5.6 The excavated trench measured 3.90m long and 0.30m wide. It was positioned in a slight east-west gully, perhaps an earlier cut through the dyke, with the result that the section of the trench was no more than 0.18m deep, and the exposed deposits may not be representative of the dyke construction. Beneath the 0.06m deep layer of turf and dark brown friable sandy silt topsoil (011), a deposit of compacted mid to dark brown sandy silt (004), containing frequent inclusions of angular limestone rubble, was exposed. The angular limestone rubble appeared to be concentrated beneath the eastern bank, and the mid to dark brown sandy silt continued beneath the base of the trench.

Trench 3 (see figures 6 and 7, and plates 3 and 4)

- 5.7 Trench 3 was the southernmost of the three drainage trenches to be excavated, and was located 9.80m to the south of Trench 2, or c.540m north of the Sneck Yate car park (at NGR SE 5088 8818). The trench was aligned north-west/south-east, and was excavated from the east side of Hambleton Road; adjacent to the trench, the street had a very similar profile and width to that described above under Trench 1, with a surface set at c.313.50m AOD.
- 5.8 The dyke here was formed by two parallel earthwork banks. The higher, western, bank had a very slightly rounded top; the east side was markedly steeper and taller than the west side. This bank had a total width of 1.20m and a maximum height of 0.40m; the ground surface to the east of the bank was set c.0.30m lower than that to the west. The banks were separated by a very shallow depression, essentially created by the two banks meeting one another. The lower, eastern, bank was flat-topped, with gently sloping sides. As with the western bank, the eastern scarp was significantly wider than the west scarp. The east bank had a total width of 2.10m and a maximum height of 0.45m; the ground surface to the east of the bank was set 0.35m lower than that to the west. In total, the earthwork had an overall width of 3.30m, with the base of the east bank set 0.65m lower than the surface of Hambleton Road.
- 5.9 The trench measured 3.50m long and 0.35m wide, and exposed a section through the dyke with a maximum height of 0.40m. Beneath the 0.12m deep layer of turf and dark brown friable sandy silt topsoil (005) (which contained a high proportion of small rounded stones within the east bank), a deposit of compacted mid to dark brown sandy silt (006), containing frequent inclusions of angular limestone rubble, was exposed. In the western bank, the brown sandy silt overlay a 0.60m wide spread of very hard packed angular limestone rubble (007), which appeared to form the core of the bank itself; this rubble continued beneath the base of the trench. To the eastern bank, the brown sandy silt (006) overlay a 0.10m deep layer of rich brown clean silty clay (008), which in turn overlay a compacted clean dark brown silty clay (009). The latter butted up against the west side of the 1.25m wide deposit appearing to form the core of the bank, a friable mid brown clayey silt (010) with very frequent inclusions of small angular pieces of limestone. This deposit continued below the base of the trench.

6 DISCUSSION AND CONCLUSIONS

- 6.1 Both Spratt (1982; 1993a) and Hayes (1963a) record the dyke on the east side of Hambleton Road as being the Cleave Dyke, part of an extensive series of linear earthworks on the Hambleton Hills. However, Hayes later considered that it was more likely to represent a linear boundary which figures in various pasture and other disputes in the late 16th and 17th centuries (Hayes 1988, 48-51). The

modern interpretation is that it is a later medieval or post-medieval feature, with the alignment of the Cleave Dyke lying further to the west (Graham Lee, NYMNPA, *pers. comm.*).

- 6.2 The date of Hambleton Street itself is also problematic. Some authors consider it to be part of a major prehistoric trade route, while others think it dates to the medieval period. It is mentioned in documents as a landscape feature from 1153 onwards, and more commonly in the 13th and 14th centuries. It was first mapped in 1598 when Christopher Saxon drew it and related features as evidence in a dispute between adjacent landowners. The road itself seems to have represented a boundary or land division as well as major thoroughfare, but whether the adjacent dyke is contemporary is open to question. However, it is noticeable that the dyke, rather than the centre of the road, forms a 19th township boundary, and it was presumably used as a boundary marker long before that. The Ordnance Survey 1857 6" and 1892 25" maps depicts the dyke on the east side of the road, as a single bank with a ditch to the east (see figure 2).
- 6.3 The visual appearance of the Hambleton Road dyke in the area of Trench 1 suggests that it has been heavily modified in the recent past, or is perhaps even a wholly modern creation. This was confirmed by the excavation of the trench, and the recent material found within the main deposit (002) making up the bank which suggested a 20th century date. It may be that this is one of the parts of the dyke that were affected by the Forestry Commission work in 1960 noted by Hayes, and Spratt suggested that the western side of the bank was partly bulldozed away in this area (Hayes 1963a, 61; Spratt 1982, 38).
- 6.4 The width of the earthwork recorded adjacent to Trenches 2 and 3 (4m and 3.30m respectively) corresponds relatively closely to the overall dimensions (4.5m wide) previously given for what is now interpreted as being the Hambleton Road dyke in this general area by Hayes (1963a, 61). Spratt also says that the dyke was 4.8m wide overall in the northern part, but the positions of Trenches 2 and 3 lie in the southern part which he suggests had been bulldozed away (Spratt 1982, 38) (see figure 3).
- 6.5 The watching brief recorded two roughly parallel banks in Trenches 2 and 3, the western banks being larger and set at a slightly higher level than the eastern banks. There was also no trace of a ditch; one might interpret the gap between the two banks as being such a feature or it could lie to the east, just beyond the extent of the drainage trenches and on the very eastern edge of the adjacent arable fields, although this does not appear to be the case as shown on the early Ordnance Survey maps. Trench 3 provided the best section across the earthwork, and this appears to show the Hambleton Road dyke as being the eastern and wider of the two recorded banks; it was flat-topped with gently sloping sides and measured 2.10m wide and a maximum of 0.45m high, with the ground surface to the east of the bank set 0.35m lower than that to the west. The core of the bank was represented by a mid-brown clayey silt (010) with frequent inclusions of stone, with silty clays (008 and 009) on the west side probably being part of the construction. The western bank appeared to have been constructed by creating a core of hard packed angular limestone rubble (007), and this may relate to the use, development and repair of the Hambleton Road itself. Unfortunately, no dating evidence was found in either Trenches 2 or 3.
- 6.6 It should be noted that only a limited amount of investigation was carried out as part of this watching brief, and the archaeological deposits were not bottomed in any of the three excavated trenches. Some uncertainty of interpretation therefore

remains, both in relation to the identified deposits and the nature of the earthworks along the length of Hambleton Road. These uncertainties can only be resolved by further archaeological investigation and research.

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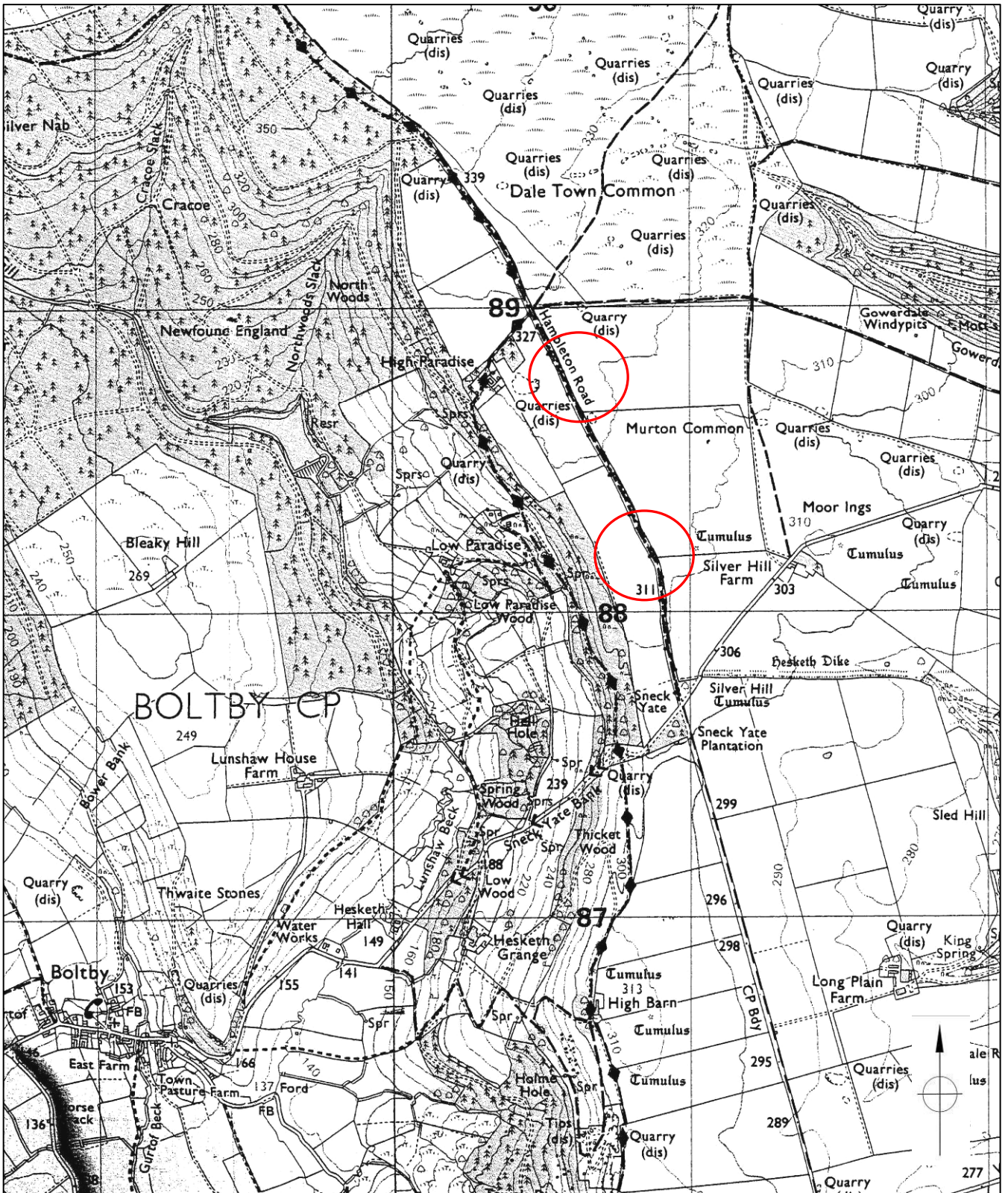
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8 ACKNOWLEDGEMENTS

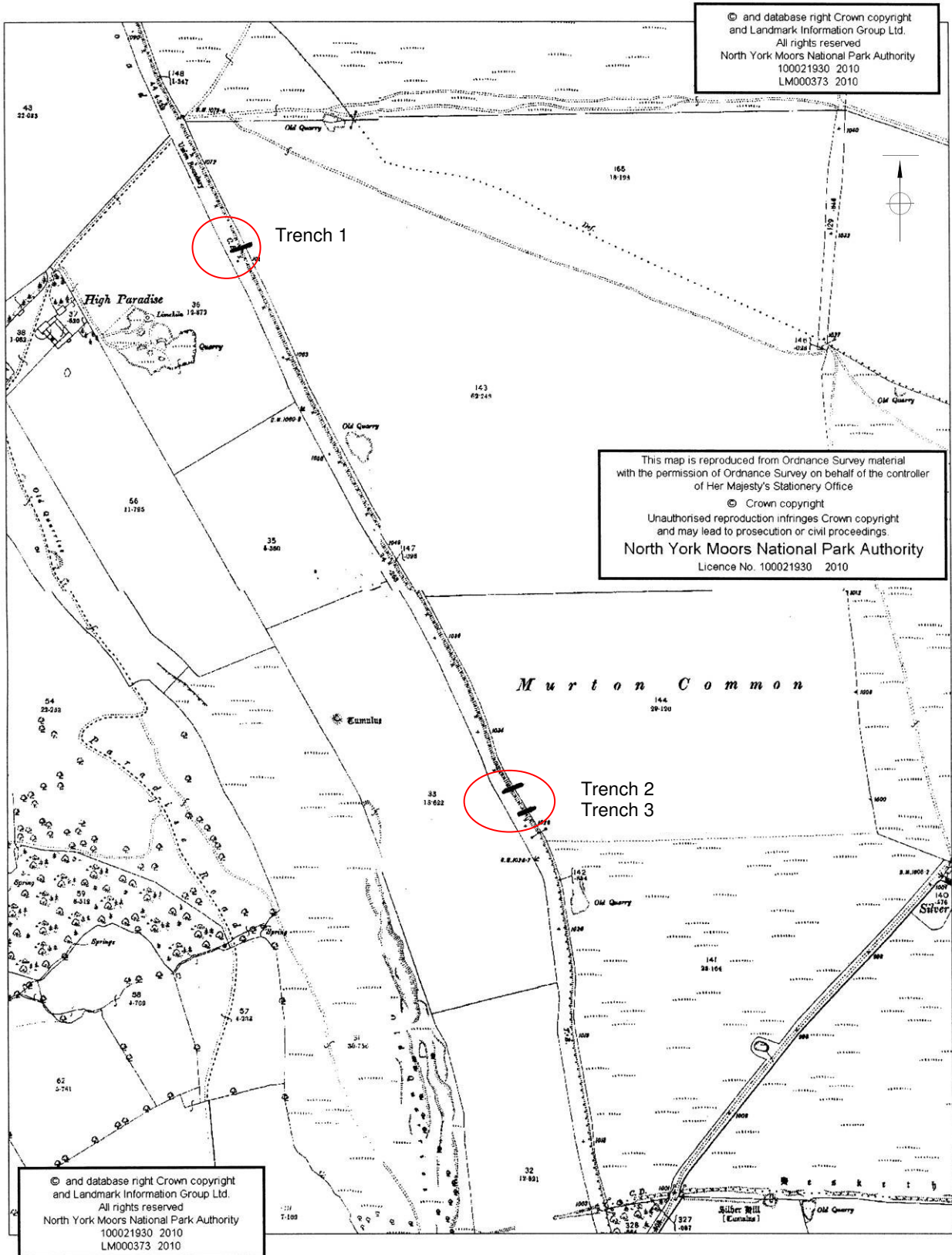
8.1 The archaeological watching brief on the Cleave Dyke to the north of Sneck Yate was commissioned by the NYMNPA through their Senior Archaeological Conservation Officer, Graham Lee. EDAS would like to thank him, and Simon Bassingdale (NYM Senior Area Ranger) and Peter Kent (NYM Ranger Field Assistant) for their co-operation in carrying out the archaeological recording.

8.2 The on-site recording was undertaken by Shaun Richardson of EDAS, who also produced a draft report and compiled the site archive. Graham Lee also commented on a draft report. The final report was produced by Ed Dennison of EDAS, with whom the responsibility for any errors remains.



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PROJECT HAMBLETON ROAD, MURTON COMMON	
TITLE GENERAL LOCATION	
SCALE NTS	DATE JUNE 2010
EDAS	FIGURE 1



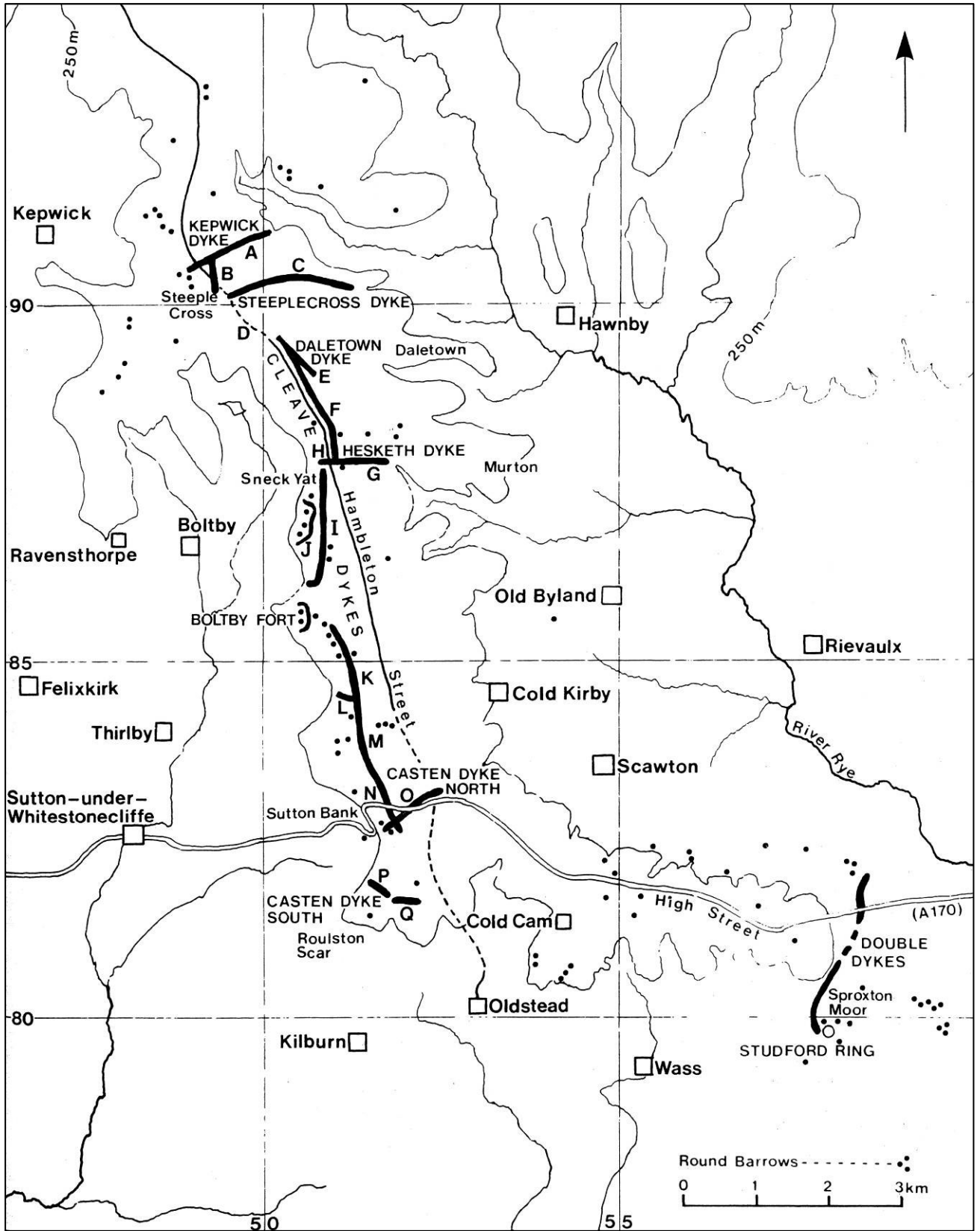
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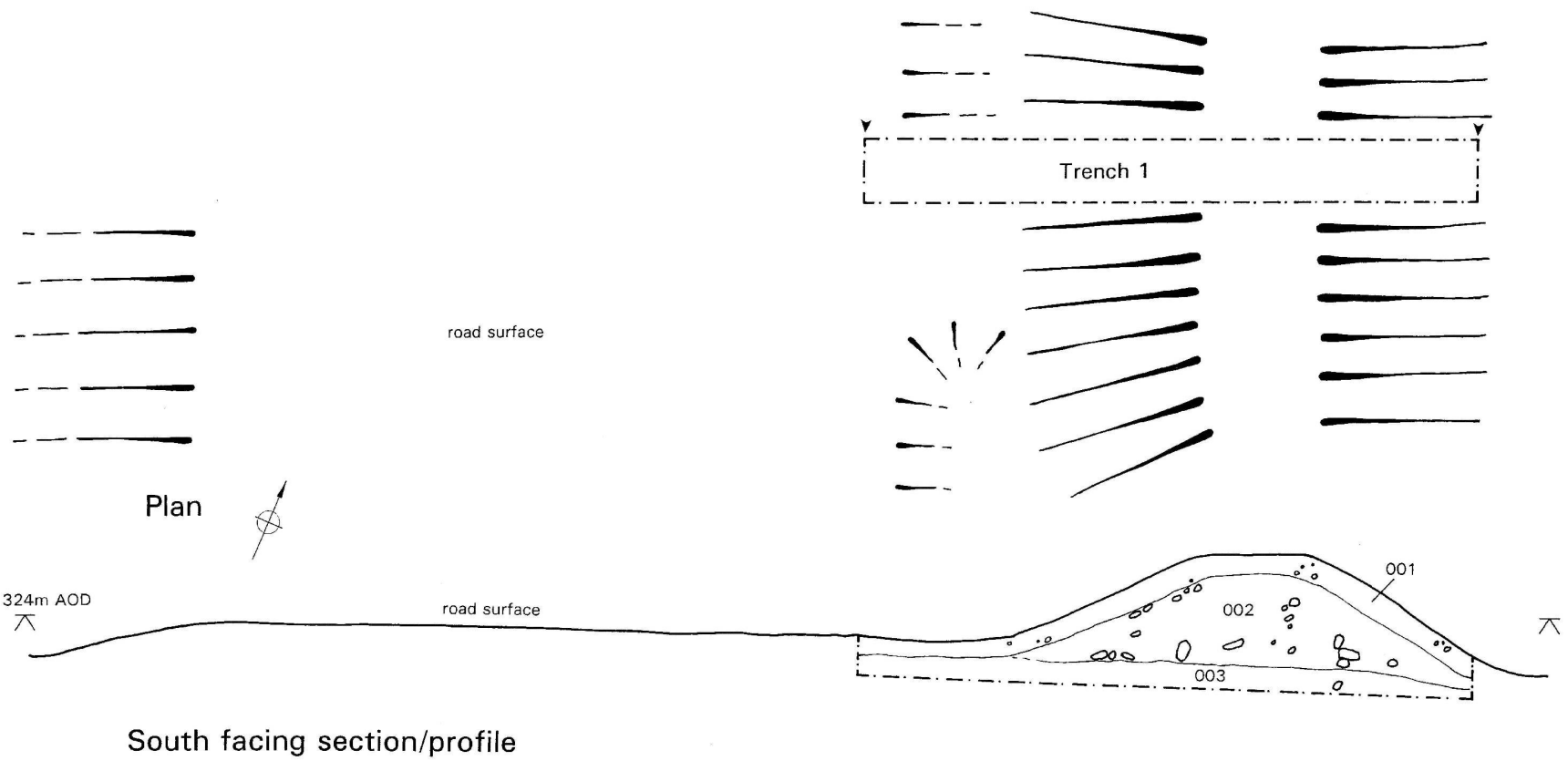
Plan supplied by NYMNP.

PROJECT	
HAMBLETON ROAD, MURTON COMMON	
TITLE	
LOCATION OF TRENCHES	
SCALE	DATE
NTS	JUNE 2010
EDAS	FIGURE
	2



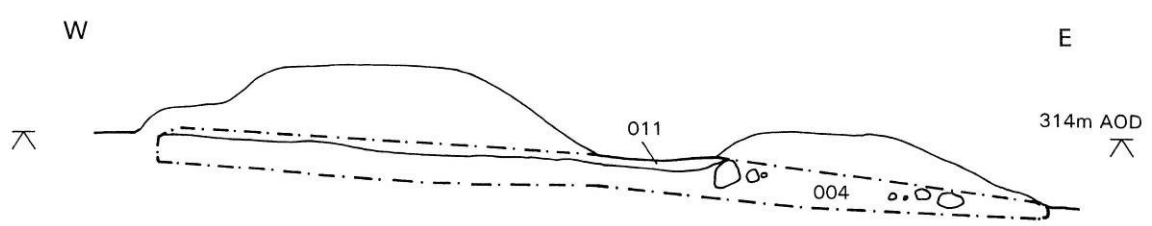
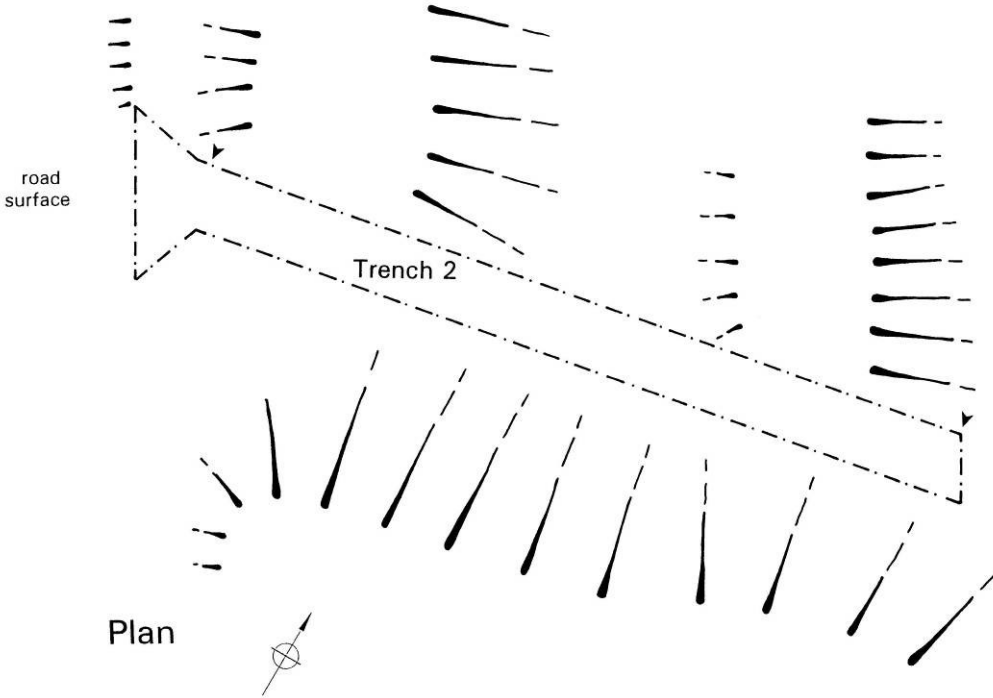
Source: Spratt 1993b, figure 59.

PROJECT HAMBLETON ROAD, MURTON COMMON	
TITLE ALIGNMENT OF CLEAVE DYKE	
SCALE AS SHOWN	DATE JUNE 2010
EDAS	FIGURE 3



PROJECT HAMBLETON ROAD, MURTON COMMON	
TITLE TRENCH 1 PLAN AND SECTION	
SCALE AS SHOWN	DATE JUNE 2010
EDAS	FIGURE 4

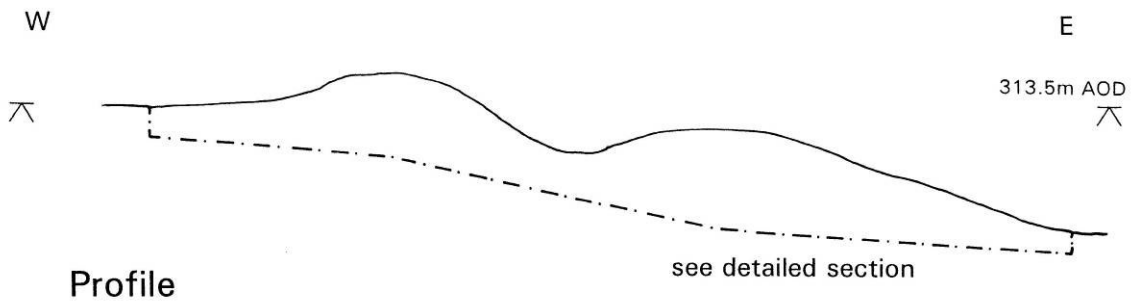
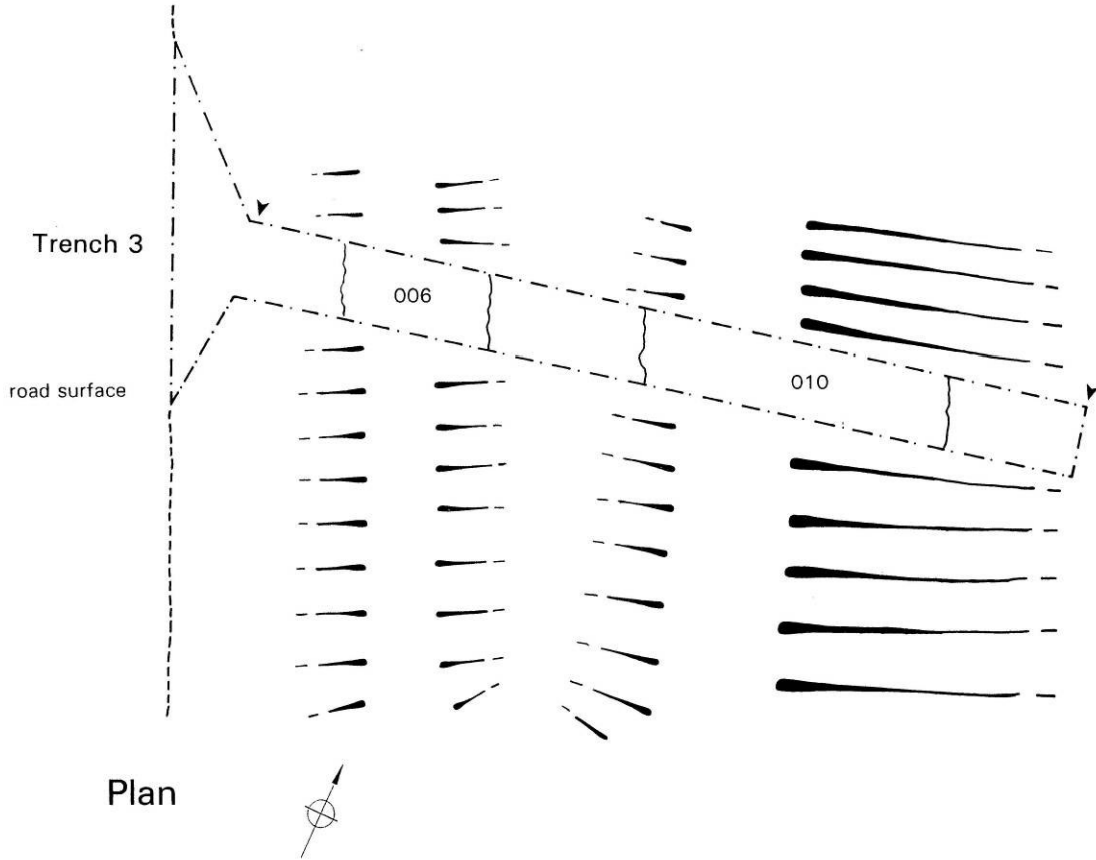
PROJECT HAMBLETON ROAD, MURTON COMMON	
TITLE TRENCH 2 PLAN AND SECTION	
SCALE AS SHOWN	DATE JUNE 2010
EDAS	FIGURE 5

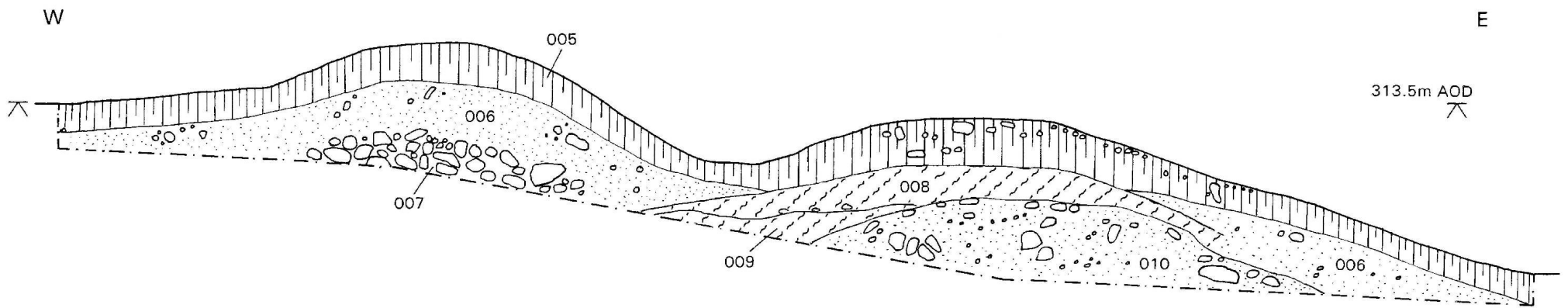


South facing section/profile

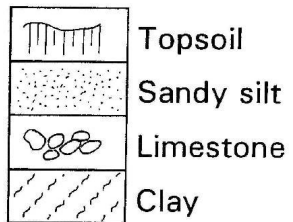


PROJECT HAMBLETON ROAD, MURTON COMMON	
TITLE TRENCH 3 PLAN AND PROFILE	
SCALE AS SHOWN	DATE JUNE 2010
EDAS	FIGURE 6





South facing section/profile



PROJECT HAMBLETON ROAD, MURTON COMMON	
TITLE TRENCH 3 SECTION/PROFILE	
SCALE AS SHOWN	DATE JUNE 2010
EDAS	FIGURE 7



Plate 1: Excavated Trench 1, looking N.



Plate 2: Trench 2 and Hambleton Road, looking N.



Plate 3: Excavated Trench 3, looking N.



Plate 4: Excavated Trench 3, looking E.

APPENDIX 1

APPENDIX 1: LIST OF CONTEXTS

<i>Context</i>	<i>Description</i>	<i>Location</i>
001	Turf and friable dark brown sandy silt, 0.12m thick.	Trench 1
002	Compacted mid-brown sandy silt with frequent inclusions of limestone rubble less than 0.10m across, 0.46m deep (maximum). Contains modern debris.	Trench 1
003	Compacted clean moist mid-brown sandy silt, at least 0.14m thick - subsoil.	Trench 1
004	Compacted mid to dark brown sandy silt with frequent inclusions of limestone rubble less than 0.12m across, at least 0.18m thick - subsoil.	Trench 2
005	As 001, with high proportion of small rounded stones, 0.12m thick.	Trench 3
006	Compacted mid to dark brown sandy silt with frequent inclusions of limestone rubble less than 0.05m across, maximum 0.14m thick - subsoil.	Trench 3
007	Spread of very compacted/ hard packed angular limestone rubble, at least 0.12m thick - core of western bank.	Trench 3
008	Compacted clean rich brown silty clay, maximum 0.10m thick - part of eastern bank.	Trench 3
009	Compacted dark brown silty clay, at least 0.08m thick - part of eastern bank.	Trench 3
010	Friable mid-brown clayey silt, with very frequent inclusions of angular limestone rubble less than 0.05m across, at least 0.20m thick - core of eastern bank.	Trench 3
011	As 001, 0.06m thick average.	Trench 2