

THE AVENUE GATE AND GATEPIERS,
LONDESBOROUGH PARK, LONDESBOROUGH,
EAST YORKSHIRE

ARCHAEOLOGICAL AND
ARCHITECTURAL RECORDING



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EXECUTIVE SUMMARY

In November 2017, Ed Dennison Archaeological Services (EDAS) Ltd were commissioned by Mr Peter Gaze Pace, project architect, on behalf of Mrs B Ashwin (Ashwin No 4 Trust) of Londesborough Park, to undertake a programme of archaeological and architectural recording during works associated with repairs to the Avenue Gateway, which forms part of the designed landscape at Londesborough Park, Londesborough, East Yorkshire (NGR SE 86624 45228). The project involved the monitoring of the repairs and rebuilding works, through the production of drawn and photographic records, augmented by a detailed descriptive report. This report could then be used to provide information for any possible interpretation and to inform any future work as part of the wider surviving historic estate.

The Avenue Gateway stands in the north-western part of the former Londesborough estate, some 290m south-west of the core of the village of Londesborough and 110m north-east of the road known as Intake Hill. In its earliest form, the gateway comprised two gate piers, flanked by railings, and was probably built between c.1676-80 to the designs of Robert Hooke (1635-1703). The gateway is clearly visible on a perspective view of Londesborough made in c.1700, when a wide surfaced avenue ran north-east from the gateway towards a walled forecourt to the west of the now demolished Londesborough Hall. At some point in the 1720s, the 3rd Earl of Burlington, remodelled the gardens around the Hall and extended the park. The avenue shown leading to the gateway on the c.1700 view was significantly extended to the south-west, eventually reaching the York Road at Thorpe le Street almost two miles away. This extension may have been done in two different phases; an initial phase in the 1720s, with the final part to the York Road in or shortly after c.1742. The avenue formed the main drive up to the Hall and it is possible that the Avenue Gateway was remodelled during this same period, the railings being replaced by the existing wing walls, which have end piers to their outer ends. The gateway is located on the edge of an area of woodland, formerly 'The Wilderness' which had been created by the third Earl of Burlington before the 1730s.

Evidence to support the previous suggestion that the gateway was built in two separate phases was recorded, with the gate piers dating from c.1676-80 and the later wing walls replacing original railings at some point in the early 18th century. The footings of the south gate pier (Pier 3) were substantial, although somewhat more crudely constructed than those of the adjacent wing wall. The dismantling of the south gate pier confirmed that the wing wall had only been lightly tied into it. The excavation of an adjacent drainage trench exposed a number of features, some of which are likely to have related to the construction of that section of the avenue to the immediate south-west of the gateway during the 1720s. These included a sand/crushed chalk surface to the avenue and at least one flanking ditch; if the entire avenue was surfaced with either light-coloured sand or crushed chalk, including the approach to the Hall, then it must have formed a striking landscape feature. A deposit perhaps forming an early 18th century construction layer associated with the wing walls was also recorded.

1 INTRODUCTION

Reasons and Circumstances of the Project

- 1.1 In November 2017, Ed Dennison Archaeological Services (EDAS) Ltd were commissioned by Mr Peter Gaze Pace, project architect, on behalf of Mrs B Ashwin (Ashwin No 4 Trust) of Londesborough Park, to undertake a programme of archaeological and architectural recording during works associated with repairs to the Avenue Gateway, which forms part of the designed landscape at Londesborough Park, Londesborough, East Yorkshire (NGR SE 86625 45227). The recording was funded by the owners following a grant from Historic England.
- 1.2 In summary, the project involved the monitoring of the repairs and rebuilding works, through the production of drawn and photographic records, augmented by a detailed descriptive report. This report could then be used to provide information for any possible interpretation and to inform any future work as part of the wider surviving historic estate.

Site Location and Summary Description

- 1.3 The Avenue Gateway stands in the north-western part of the former Londesborough estate, some 290m south-west of the core of the village of Londesborough and 110m north-east of the road known as Intake Hill, at an elevation of c.74m (see figures 1 and 2).
- 1.4 In its earliest form, the gateway comprised two gate piers flanked by railings, and was probably built between c.1676-80 to the designs of Robert Hooke (1635-1703); this date conflicts with the Listed Building information (see below). The Avenue Gateway is clearly visible on a perspective view of Londesborough made by Knyff and Kip in c.1700, at which date a wide surfaced avenue ran north-east from the gateway towards a walled forecourt to the west of the Hall (see figure 3). At some point in the 1720s, the 3rd Earl of Burlington, remodelled the gardens around the Hall and extended the park. The avenue was significantly extended to the south-west, eventually reaching the York Road some 1.8 miles (2.95km) away. This extension may actually have been done in two different phases, an initial phase in the 1720s, and the final part to the York Road in or shortly after c.1742. The avenue formed the main drive up to the Hall and it is possible that the Avenue Gateway was remodelled during this same period, the railings being replaced by the existing wing walls, which have end piers to their outer ends, giving the structure a total length of c.16m. The gateway is now located on the inner edge of an area of woodland, formerly 'The Wilderness' which had been created by the 3rd Earl of Burlington before the 1730s.
- 1.5 There is no public access to the structure, although it can be seen from a public footpath leaving Intake Hill to the south-west. There is the woodland of The Wilderness to the immediate north-east of the gateway, whilst to the south-west, the trees forming the avenue were replanted with horse chestnuts in 1937. These were planted too close together (c.15m apart), and when in leaf they obscure the gateway when viewed from Intake Hill.
- 1.6 The gateway is a Grade 1 Listed structure, first Listed on 26th January 1967. The Listed Building description is as follows:
"Gateway comprising gates and gatepiers with flanking walls and abutments. c1660-70, probably by Robert Hooke. Wrought iron gates, red brick, rendered, with stone dressings. Gates: spikes to lower and middle rails, ringed spikes to top

*rail. Pivoted latch and bolted-on gudgeon-and-pintle hinges. Gatepiers: moulded bases, sunk panels to all faces, volute to gate side. Deep dentilled cornices originally surmounted by ball finials, now fallen. Spur stones. Flanking walls: moulded plinth and coping ramped to piers under volutes. Abutments: moulded bases, sunk panels to faces, shallow cornice. Ball finials now fallen. Gateway to former Londesborough Hall from Londesborough Avenue. Londesborough Park is included in the HBMC County Register of Gardens at Grade II** (National Heritage List for England entry 3130607).*

- 1.7 The gateway also forms part of Londesborough Park's Grade II* Historic Landscape, first registered on 11th May 1984 (National Heritage List for England entry 1000924). The gateway also lies within the Londesborough Village Conservation Area, which was first designated in July 1977 and for which a Conservation Area Appraisal was published in March 2006 (East Riding of Yorkshire Council 2006).
- 1.8 Prior to the start of restoration, the gateway was in a very poor structural condition, with both gate piers and wing walls leaning due to the prevailing ground conditions (see plate 2), and some of the original features such as the ball finials either fallen or missing. Some of the mortar rendering and stone dressings were cracked due to spalling and rusting iron clamps, coping stones and cornices were dislodged and misaligned, and there was significant vegetation growth on and around the gateway which was also causing damage; the gates themselves were also very rusty and corroded, with some rails and spikes missing or bent out of place (Pace 2017; Proctor 2016) (see plates 1 to 3). The decision was therefore taken to virtually rebuild the structure from the original foundations, using appropriate materials. Some arboriculture work was also undertaken to prune the avenue trees so that sightlines to the gateway were improved. The structure was on Historic England's 'Heritage at Risk' register for 2016, where it was described as being in a 'Very Bad' condition and the priority was 'Slow Decay, solution agreed not yet implemented' (Historic England 2016, 1). In the 2017 Register, it was described as being in a 'Fair' condition with a repair scheme in progress (Historic England 2017, 2).
- 1.9 The repair and conservation works were granted Listed Building Consent by East Riding of Yorkshire Council on 22nd August 2017 (application DC/17/10803/PLB/WESTWW). Conditions relating to the safeguarding of birds, bats and other wildlife were imposed, but none relating to archaeological or architectural recording.

Survey Methodologies

- 1.10 The scope of the archaeological and architectural recording was defined by discussions between Peter Gaze Pace and EDAS. Although it was initially thought that a pre-intervention archaeological survey and analysis of the structure was desirable (Proctor 2016, 22), this was not done. Instead, a Heritage Statement produced by the project architect contained some historical research and structural information, as well as detailed plans and elevations of the gateway (Pace 2017) (see figures 7 and 8).
- 1.11 The work undertaken by EDAS therefore concentrated on periodic monitoring during the repair works, and carrying out an archaeological watching brief during associated groundworks. In the event, demolition and rebuilding of the north side of the gateway was already well advanced by the time of the first site visit, and so detailed recording was concentrated on the south side of the gateway. However,

existing drawings and photographs taken by the project architect, Historic England and the site contractors prior to and during work to the north side were utilised to produce a description and record of the whole gateway.

Documentary Research

- 1.12 No new documentary research was required to be undertaken as part of the EDAS project. However, all readily available material, including historic map coverage and aerial photographs, was consulted, as well as that material provided in the Heritage Statement (Pace 2017) and the initial Historic England's Architect's report (Proctor 2016). In addition, the history of the Londesborough estate has already been covered in some detail elsewhere (e.g. Neave 1980; Neave 1989; Spence 2005), and so relevant information was collated as appropriate. A full list of the sources consulted, together with their references, is given in the bibliography (Chapter 5) below.

Monitoring Work

- 1.13 A total of four monitoring visits were made, between January 2018 and January 2019. The first visit, on 9th January 2018, made general notes regarding progress of the repair and rebuilding work, although the north gate pier and wing wall had already been demolished by then and was partially rebuilt. The second visit, on 7th June 2018, exposed and recorded the footings of the south gate pier and also inspected the dressed or carved stonework which had been removed from the gateway and laid on the ground prior to re-erection. A further visit on 23rd January 2019 monitored the excavation of a drainage trench to the south-west of the gateway, so that any archaeological deposits that might be uncovered were immediately identified and recorded. The final monitoring visit was made on 31st January 2019, to observe further landscaping/levelling activity around the gateway following the completion of the conservation works; this activity was relatively minimal, and largely involved the redistribution of spoil which had accumulated during the conservation works. A final visit was made on 14th February 2019 to record the structure once repair and conservation work had been fully completed.
- 1.14 Plans of the relevant structures were made at scales of either 1:50 or 1:20. The actual areas of ground disturbance, and any features of archaeological interest, were accurately located on a site plan at 1:50 scale, with sections drawn at a scale of 1:20. Following standard archaeological procedures, each discrete stratigraphic entity (e.g. a cut, fill or layer) was assigned an individual three digit context number and detailed information was recorded on *pro forma* context sheets. A total of ten archaeological contexts were recorded (see Appendix 2); deposits or layers are identified in the following text by round brackets while cuts are signified by square brackets. In-house recording and quality control procedures ensured that all recorded information was cross-referenced as appropriate. No artefacts were recovered from the monitoring work.
- 1.15 A digital colour photographic record was also made throughout the project using an SLR camera with 12 mega-pixel resolution, and this was augmented by other digital photographs taken by the project architect and the construction team. All photographs have been clearly numbered and labelled with the subject, orientation, date taken and photographer's name, and are cross-referenced to digital files etc in a photographic catalogue.

Survey Products

Archaeological and Architectural Survey Report

- 1.16 A single EDAS archive survey report was produced, based on the results of the documentary research and the monitoring work. The report is a standard A4 typed and bound document, which assembles and summarises the available evidence for the site in an ordered form, synthesises the data, comments on the quality and reliability of the evidence, and how it might need to be supplemented by further site work or desk-based research.

Project Archive

- 1.17 An archive of material, comprising paper, magnetic and plastic media, relating to the project has been ordered and indexed according to the standards set by Historic England (EDAS site code LDB 18). This was deposited with the East Riding of Yorkshire Museum Service at the end of the project.

2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

- 2.1 The historic landscape at Londesborough has a long and complex development, which has previously been described in detail by others (e.g. Neave 1980; Neave 1989; Neave & Turnbull 1992, 48-54; Neave & Pevsner 1995, 602-604; Spence 2005). A brief summary of those elements relevant to this report is given below.
- 2.2 There is evidence for early human activity in the Londesborough area, for example Bronze Age barrows above the village, and a well-known Roman road connecting Brough and Stamford Bridge runs through the park. There is also some evidence for an associated settlement, although human remains found in the park during the 18th century which were previously considered Roman are now known to form part of an extensive Anglian inhumation cemetery stretching down from the Wolds (Neave 1989, 3-5). In 1086, Londesborough was an outlying portion of the Archbishop of York's manor of Everingham, but was sub-tenanted to the Fitzherbert family from the early 12th century. In 1389 the Fitzherbert estates passed to the Broomfleet family, and then to the Cliffords in 1469, through the marriage of John 9th Lord Clifford to the Broomfleet heiress Margaret Vescy (Neave 1989, 8; Spence 2005, 19).
- 2.3 The Clifford's chief property in East Yorkshire comprised the manors of Londesborough, (Market) Weighton and Shipton(thorpe), with some holdings in Towthorpe and Easthorpe, and pasture at Kiplingcotes. In the late 16th and early 17th century, Francis Clifford consolidated their estates, selling his holdings in a second, northern, group of manors and acquiring former Vescy properties around Londesborough (Neave 1989, 9-10; Spence 2005, 19). Francis Clifford's seat, was formerly the Vescy's manor house, situated to the north of where Londesborough Hall was later to be built, in the approximate position occupied by the stables of the latter at the east end of the village. It is described as a typical, relatively large, medieval structure built on a H-plan, and it had an associated court with ancillary and farm buildings, gardens, an orchard and an enclosed park to the east and south. Although probably little occupied since 1523, it was kept in good repair, and perhaps served as overspill accommodation for the Hall after this was built; it was only finally demolished in 1672 (Spence 2005, 19-20). The manor house was just one element of the medieval landscape which was successively overlain or obscured by subsequent large-scale re-orderings of the park and settlement. For example, a number of deserted or shrunken medieval settlements

fall within Londesborough parish, including one, Easthorpe, which must have been a sizeable hamlet. It was forcibly depopulated after 1730 to allow for the expansion of Londesborough park, although earthworks shown in the 1856 Ordnance Survey 6" to 1 mile map mark the site of the earlier settlement (Neave 1989, 6).

- 2.4 In 1589, the year of his marriage, Francis Clifford built a new house at Londesborough, c.120m south-west of the old manor house. This house (referred to here as the Hall) was broadly square in plan, of three storeys and built from white stone obtained either from the nearby ruins of Warter Priory or Birdsall quarries on the Wolds. Its internal organisation and setting are described in some detail by Spence, including an important discussion of how, despite significant subsequent alterations, the late 16th century landscape setting of the Hall remained visible on early 18th century depictions (Spence 2005, 21-25).
- 2.5 In 1643 the estate passed by marriage to Richard Boyle, Earl of Cork (created Earl of Burlington in 1664), for whom Robert Hooke (1635-1703), the natural philosopher, architect and polymath, laid out the gardens in c.1676-80. The stables, almshouses and other structures in the park are also likely to be to his design, as well as substantial additions to the late 16th century Hall, probably made between 1677-80; Hooke's diary makes reference to the gardens, designs for a staircase, the porter's lodge and gate piers, although the latter may have been those set to the immediate west of the Hall. The Avenue Gateway is also attributed to Hooke and as such is a rare surviving example of his architectural work (Neave 1980, 73 & 82; Neave 1989, 12-13 & 30; Proctor 2016, 3).
- 2.6 Hooke's career as an architect began in 1666, when he was appointed as one of the three surveyors responsible for the reconstruction of the City of London after the Great Fire. In this capacity, he was closely associated with Sir Christopher Wren, and they collaborated on several buildings - it is sometimes difficult to tell to what extent either one was responsible. Unfortunately, Hooke's contribution to English architecture has been obscured by the destruction of his most important works, including the domed octagonal theatre of the Royal College of Physicians. Other houses and gardens designed or attributed to Hooke include Escot House in Devon (c.1680-8) and Montagu House in London (1675-9), where Hooke's forecourt and gateway survived until the 19th century (Colvin 1995, 506-510).
- 2.7 The earliest known depiction of the Avenue Gateway appears on a perspective view of Londesborough engraved by Knyff and Kip in c.1700 (Pace 2017, 3) (see figure 3). The gateway is clearly visible in the foreground of the view, and appears at this date to have comprised a pair of gate piers flanked by railings, rather than the existing flanking walls, which are suggested to be a later addition (see below). In c.1700, a wide seemingly grassed avenue ran north-east from the gateway towards a walled forecourt to the west of the hall, containing a large circular lawn surrounded by gravel. The avenue is clearly visible on an estate plan of 1739, although the position of the gateway is not shown in detail (Neave 1980, 74; Spence 2005, 21).
- 2.8 At some point in the 1720s, the 3rd Earl of Burlington, the amateur architect and promoter of Palladianism, remodelled the gardens and extended the park. The gardener Thomas Knowlton oversaw the laying out of the park, and he probably had a hand in their design as he did elsewhere in East Yorkshire (David Neave, *pers. comm.*), and he may also have been assisted by William Kent who is known to have visited Londesborough at this time (Neave & Turnbull 1992, 6). The new work included the creation of a series of lakes, the planting of distant tree clumps,

the creation of a 'wilderness area' (which involved the demolition of some houses and cottages to the west of the church), the replacement of a bowling green with a rectangular pond and the establishment of a new kitchen garden to the south-west of the Hall, all to create a more naturalistic landscape. Avenues connecting these new works were planted, and that running west from the Avenue Gateway shown on the c.1700 view was extended further to the south-west, eventually reaching the York Road almost two miles away. This extension may actually have been done in two different phases: an initial phase in the 1720s, with the final part to the York Road in or shortly after c.1742; the latter was with the permission of Sir Marmaduke Constable whose land it crossed. The avenue formed the main drive up to the Hall and was referred to by a number of contemporary visitors. It is possible that the 17th century Avenue Gateway was remodelled during this period to suit its new dignity, with the railings shown in c.1700 being replaced by the existing wing walls (Neave 1989, 13-16 & 36; Proctor 2016, 3). The full extent of the avenue is shown on Jeffery's 1771 map of Yorkshire (see figure 6).

- 2.9 The estate passed to the 4th Duke of Devonshire, Burlington's son-in-law, in 1755. As a subsidiary estate, Londesborough was only rarely visited by the family, although when they did visit, they wrote about the estate in glowing terms. Nevertheless, by the early 19th century, the whole estate was in decay and the Duke was looking to enlarge Chatsworth House in Derbyshire. In 1818-19, the Hall was demolished, the park was converted into two farms, and the ornamental lake was drained. Nevertheless, the Devonshire involvement with Londesborough did not cease completely, as a new village school was built in 1830 and a new, smaller house (called 'The Cottage', then the Shooting Box, now Londesborough Lodge) was erected in c.1828; this was subsequently extensively remodelled in 1839, and enlarged in 1875, 1898 and 1901 (David Neave, *pers. comm.*). The gardens were also kept in good order as late as 1840 (Neave 1989, 19-20 & 32). It is suggested that the wrought-iron gates fitted to the Avenue Gateway are of early 19th century date, and that the gate piers and wing walls were rendered at the same time, perhaps as part of a remodelling associated with the construction of the Shooting Box in 1839 (Proctor 2016, 5).
- 2.10 The Londesborough estate was sold to George Hudson, the railway entrepreneur, in 1845, who in turn sold it to Albert Denison (created Lord Londesborough) in 1850 (Neave & Turnbull 1992, 54). The Avenue Gateway is not specifically marked on the 1855 Ordnance Survey 6" to 1 mile map (sheet 194), although the boundary of The Wilderness, which it then formed a part, is (see figure 5 top). The avenue remained clearly marked to the south-west of the gateway and passed through Clover Close and crossed Moor Lane, eventually terminating on the road running through Thorpe le Street, where an 'Avenue Gate' is shown; the avenue is labelled as 'Londesborough Avenue' (see figure 4). The alignment was cut through by the Beverley to York railway line in 1846, at which point George Hudson built his own private station, which closed in 1867 (Neave 1989, 36). To the north-east of the Avenue Gateway, the avenue was considerably reduced in width, passing through 'The Wilderness' which had been created by the 3rd Earl of Burlington before the 1730s (Neave 1989, 37) (see figure 4 top). The site is similarly depicted on the 1891 Ordnance Survey 25" to 1 mile map (sheet 194/9); by this date, the avenue to the south-west is shown as being flanked by evenly spaced clumps of trees and the alignment is interrupted by the formalised route of the road to Market Weighton (Intack Hill, formerly Mill Lane), with a boundary wall running along the east side of the road (see figure 4 bottom). The site is again similarly depicted in 1910.

- 2.11 An early 20th century photograph of the gateway (Pace 2017, 4) shows both gate piers to be surmounted by ball finials, from which projected copper weather vanes themselves topped by copper flags; the walls appear to have been rendered by the time that the photograph was taken (see figure 6 top). Some of the ball finials to the gate piers and end piers of the flanking walls are believed to have been removed unofficially by the Army during World War II and others stolen by thieves, although at least one *ex situ* example still survives. Another gateway with similar ball finials and copper weather vanes to the gate piers survive *in situ* at the entrance to the estate near the walled kitchen garden (the Lodge Gates) (see plate 8); although slightly shorter, they are very similar to the gate piers of the Avenue Gateway. An information board in the village states that the Lodge Gates were probably erected for a visit by Edward VII in 1905.
- 2.12 The Londesborough estate was sold to the Lupton Booth family in 1923 and subsequently passed to the Ashwin family, the current owners, in 1935 (Proctor 2016, 4). The section of the Londesborough Avenue between the gateway and the Market Weighton road (Intake Hill) was replanted with chestnuts to commemorate the Coronation of King George VI in 1937, following a failed planting of two chestnuts for the Jubilee in 1935. Unfortunately, the trees were planted too close together and they now screen the gates from view, especially in summer - the earlier avenue planting consisted of two clumps of trees, following the pattern of the greater part of the avenue to the west of Intake Hill, as shown on the late 19th century 25" to 1 mile Ordnance Survey mapping described above (see figure 4). To the inside (north-east) face of the gateway are overgrown yews which might be part of the original planting (Neave 1989, 36; Proctor 2016, 5). Despite the overplanting, the avenue between the gateway and Intake Hill survives well (see plates 4 and 5), while the south-western extension remains as a significant landscape feature (see plate 6); the narrower avenue leading through The Wilderness is not as well preserved (see plate 7). An aerial view of the avenue taken in 1992 shows the different widths and planting regimes of the avenue either side of Intake Hill (see figure 6).

3 ARCHAEOLOGICAL AND ARCHITECTURAL DESCRIPTION

Introduction

- 3.1 As noted above, demolition and rebuilding of the north gate pier and wing wall of the Avenue Gateway (hereafter referred to as the gateway) was already well advanced by the time of the first EDAS site visit (see plate 11), and so detailed recording concentrated on the south side of the gateway. However, photographs taken by the project architect, Historic England and the site contractors prior to and during work to the north side were utilised to produce a description of the whole gateway.
- 3.2 The following description starts with details regarding the location and setting of the gateway, and then provides an account of its structure, materials and form. Throughout the following text, the numbering system used by Pace (2017) for the gate piers is followed. The digital photographic record taken during the site recording is referenced in the text using italics, the numbers before the stroke representing the film number and the number after indicating the frame (e.g. *2/1*). A full catalogue of the digital photographs appears as Appendix 1.
- 3.3 The gateway is aligned north-west/south-east but, for the purposes of this description, it is assumed to be aligned north-south. As a result, following Pace's numbering system, the piers are numbered 1 to 4 from north to south.

Location and Setting

- 3.4 The gateway is located on the edge of an area of woodland, formerly 'The Wilderness', which had been created by the 3rd Earl of Burlington before the 1730s (see figure 2). The gateway faces south-west towards the remnants of the Londesborough Avenue. As already noted above, the section between Intake Hill and the gateway was replanted with horse chestnuts in 1937. Unfortunately, they were planted too close together (c.15m apart), and when in leaf they obscure the gateway when viewed from Intake Hill and the public footpath; some remedial thinning and pruning was undertaken as part of the works. This part of the avenue may date to the 1720s, and it is assumed that the surviving earthwork reflects the earlier form. The avenue has a slightly raised central section, with a slightly convex profile, whilst beyond the horse chestnuts, the very faint lines of possible flanking ditches may be visible (see plate 4).
- 3.5 The line of the avenue can be traced for some 965m to the south-west of Intake Hill as a flattened strip of ground, c.25m wide, flanked by clumps of trees (see plate 6). There is then a gap of c.565m, before the avenue re-appears immediately to the south-west of the road now known as Londesborough Avenue (formerly Moor Lane). Between this road and the former railway line, there are only a few surviving clumps of trees, and no above-ground features remain between here and the York road (A1079). However, some of the alignment either side of Londesborough Avenue can be seen as soil marks visible on modern aerial colour photography (Google Earth, 2005 aerial photographs).

The Gateway (see figures 7 and 8)

- 3.6 In its earliest form, the gateway comprised two gate piers, flanked by railings. The railings were subsequently replaced by the existing wing walls, which have end piers to their outer ends, giving the structure a total length of 15.30m. The inner gate piers (Piers 2 and 3) are 1.43m square at plinth level, and 1.23m square above, and once stood c.5.95m high, including finials. They are built of red handmade bricks (average dimensions 230mm by 105mm by 65mm) set with a lime mortar, with magnesian limestone dressings; the brickwork, now rendered, would have originally been exposed, creating the characteristic red and white colour scheme favoured by later 17th century buildings (Proctor 2016, 5) (see plate 1). Neave (1989, 20) notes that surviving estate account books demonstrate that, from January 1679, bricks for the building works undertaken at Londesborough were being made in kilns established on nearby Thorpe Moor at Thorpe le Street. Between January 1679 and July 1681, some 350,000 bricks were transported from the kilns to Londesborough, with a further 200,000 made in the remainder of 1681. It therefore seems highly likely that the gate piers are constructed from some of these bricks. The piers have moulded plinths, sunk panels to the faces and cornices supporting socles for ball finials, although the finials were no longer present at the time of the EDAS survey; the substantial cornices to the inner piers have dentilated decoration (see plates 1 to 3). As already described, the ball finials themselves were once topped by copper weathervanes, which were prefabricated and replaced as part of the restoration works (see plates 20 and 21). The inner faces of the inner gate piers have closing projections or pilasters surmounted by volutes (see plates 9 and 10); the gap between these projections, where the gates were fitted, measures c.2.80m.
- 3.7 The wing walls clearly butt the gate piers; the plinth and panel mouldings of the gate piers continue behind the wing walls, whilst the plinth mouldings of the wing walls abut those of the piers, rather than the angles being formed by mason's

mitres (see plate 13). When the south gate pier (Pier 3) was dismantled, it was noted that the adjoining brickwork of the wing wall was not tied in to the pier's structure at all for a height of 1.34m above the top of the wall's plinth (see plate 14). Above this level, there had been an attempt to crudely tie the wall into the pier in two places.

- 3.8 The wing walls are 0.23m wide above plinth level. They are built from red handmade bricks (average dimensions 210mm by 110mm by 70mm) set with a lime mortar, and laid in a variation of English Garden Wall bond (three stretcher courses to each header course); the stone dressings are of magnesian limestone. The brickwork is effectively hidden by a render covering. Although it possible that the wing walls were rendered when first built, the existing render, lined out in imitation of masonry, has the pinkish-brown colour of early 19th century Roman cement, and therefore might be contemporary with the construction of the Shooting Box in 1839 (Proctor 2016, 5) (see plate 1). The wing walls have moulded plinths and copings, and ramp down from the gate piers, with volutes at the junctions.
- 3.9 The outer or end piers to the wing walls (Piers 1 and 4) are c.0.93m square at plinth level, and 0.75m square above, and stood just over c.4m high, including finials. They are built of the same brickwork as the wing walls, set with a lime mortar, with magnesian limestone dressings. The piers have moulded plinths, sunk panels to the faces and shallow cornices which follow the moulding profile of the wing wall coping. They are surmounted by socles and once had ball finials although, as with the gate piers, these had fallen at the time of the EDAS survey.
- 3.10 The central gap in the gateway, between the two pilasters or projections, measures 2.80m wide, which would have governed the width of any carriage passing through. Nothing of the wrought-iron gates or their fittings remained at the time of the EDAS visits. However, it was previously reported that they had a simple design with spikes to the lower and mid rails and ringed spikes to the top rail, and they were thought to date from the early 19th century (Proctor 2016, 5) (see figure 7). They were each hung on two iron pintels, so the gates opened to the west, into the avenue (see plate 10). There were also four hexagonal wheel stones placed 3.20m apart either side of the entrance, two to each side (see plates 2 and 17).

Monitoring Observations

The South Gate Pier (Pier 3) (see figure 9)

- 3.11 It was previously stated that the both gate piers (Piers 2 and 3) were built on shallow foundations (0.45m deep), using poor quality rubble hard-core as support (Pace 2017). However, observations made during works to the south gate pier (Pier 3) in June 2018 demonstrated that this was somewhat oversimplified.
- 3.12 In order to re-erect the south gate pier, the old footings were exposed and the removed. It was noted that the footings were in three parts. The uppermost part was formed by a rectangular block of brickwork, measuring 1.15m east-west by 0.74m north-south. It stood seven courses of brickwork (c.0.50m) high, and had a thick covering of lime mortar to all visible faces. This brickwork block had once been set at the centre of the base of the pier, and formed the core to which the stone mouldings were attached. The core stood on a wider brick platform, measuring 1.60m north-south by at least 1.64m east-west, and stepped to the south-east corner (see plate 12). There was a patchy covering of lime mortar to the upper surface of the platform, together with occasional fragments of blue slate. This slate was re-used, and had been laid flat on the surface of the platform,

presumably to level the base of the stone dressings when they were placed on the platform. The platform was seen to be three courses of brickwork (0.20m) deep; the bricks used were of similar appearance and dimensions to those described above used to build the pier itself. The platform overlay a footing made up of large pieces of angular sandstone, measuring up to 1.00m by 0.50m by 0.15m. These pieces were laid flat, but were un-mortared, and covered the same area as the brick platform above. The stone footing was a total of 0.20m deep. The footings of the adjacent wing wall were noted to extend to at least 1.05m below the top of wall's moulded plinth (see plate 13).

- 3.13 In order to allow the excavation of the footings described above, the southernmost stone forming the kerb of the gateway between the gate piers was temporarily removed. This was found to be re-used, and was probably originally a rusticated chamfered quoin. It may well have been re-used from one of the nearby park structures demolished during 1818-19.
- 3.14 When the cornice of the south gate pier was dismantled and laid on the ground upside down, it was noted that a sequence of marks had been made on the edges of adjacent stones by the masons responsible for originally assembling the structure (as opposed to those who had carved the stones). Described in a clockwise direction, the numbering was 'III', 'V' and then 'VI' (see plate 16). A similar numbering system was noted to the cornice stones of the north pier (Pier 2) when this was dismantled, but in this case the marks did not match up, suggesting that either the stones were re-arranged to make a better fit as the cornice was built or perhaps that it had been dismantled once before and re-erected in the wrong order (Stone Edge contractors, *pers. comm.*). In addition to these assembly marks, a single 'X' mason's mark was noted to the underside of one of the stones. The cornice stones were held together using wrought-iron cramps, averaging 0.20m long and 0.02m deep at the ends. At the time of the EDAS survey, there were a number of *ex situ* cramps on site which were on average 0.50m long and 0.03m deep at the ends. It is assumed that these latter type were used to secure the stones of the pier face panels together.
- 3.15 All other dismantled stones from the south pier were examined for masons' and other distinguishing marks (see plate 15). Only one further example was noted, a broad 'X' mark to one of the stones from the course immediately below the cornice. However, one star-shaped masons' mark with a hammer-type motif was noted on the stonework of the north pier (Stone Edge contractors, *pers. comm.*).

Drainage Trench (see figure 10)

- 3.16 A drainage trench was excavated by the site contractors using a mini-digger to the south-west of the gateway in January 2019. The trench was aligned north-west/south-east, broadly parallel to the gateway, but set between 1.50m and 1.80m to the south-west. The trench was designed to take groundwater away from the area of the gateway, and indeed began to fill up with water almost as soon as it was excavated. The trench had maximum dimensions of 18.00m long by 0.40m wide by 0.90m deep; the lowest part of the trench (the south-east end) had a base set c.1m below the level of the top of the moulded plinth of the gateway.
- 3.17 The uppermost deposit exposed was a dark brown-black clean compacted silt topsoil (001). It had an average depth of 0.25m, but was noticeably shallower over the remains of a surfaced road or track (see below) and was also considerably deeper in two places. Approximately half way along the trench, it increased to 0.80m in depth, and this greater depth appeared to be associated with some

disturbance here. However, at the north-west end of the trench, the greater topsoil depth appeared to form the fill of a ditch, the cut [002] for which was just visible at the base of the section; the cut was aligned north-east/south-west, at right angles to the trench, and sloped downwards at 45° from south-east to north-west. The ditch would have been at least 1.60m wide by 0.30m deep, and appeared to be in line with the earthworks of one of the possible flanking ditches of the avenue visible to the south-west of the gateway.

- 3.18 Moving south-east, the topsoil (001) thinned to 0.20m deep, over a series of deposits associated with a surfaced road or track (see plate 18). The uppermost deposit (003) was c.9.00m long and had a maximum depth of 0.40m. It was comprised entirely of compacted crushed chalk, the individual pieces measuring up to 3cm across. The crushed chalk overlay a deposit of clean, compacted, light-brown sand (004), which measured c.5.00m in extent by a maximum of 0.20m in depth. It was noticeable that its position corresponded closely with the opening in the gateway itself and also the slightly raised central section of the avenue to the south-west. The sand (004) overlay another deposit of crushed chalk (005), which was c.5.00m long and at least 0.20m deep, as it continued below the base of the trench; the pieces of chalk were up to 10cm across. This crushed chalk formed the uppermost fill of a cut [006], which aligned almost exactly with the inside face of the north gate pier (Pier 2) and the wheel stone to the immediate west; the cut was aligned north-east/south-west and sloped downwards from south-west to north-east at less than 45°, and continued beyond the base of the trench.
- 3.19 In the south-east part of the trench, the topsoil (001) overlay a mid-brown silty sand subsoil (009), 0.30m deep, containing frequent inclusions of chalk up to 2cm across. This subsoil overlay a mid-brown/grey clayey silt (010) containing frequent inclusions of either partial or whole handmade deep red bricks (average dimensions 220mm by 110mm by 70mm); these are very similar to the bricks used in the wing walls of the gateway. The position of this deposit (010) coincided with a low earthwork mound visible to the south of the trench. It overlay a firm to stiff clean natural grey clay (008), which continued below the base of the trench. This was almost certainly the same deposit as the grey clay (007) exposed in the north-western part of the trench; it was cut by both the cut [006] filled with crushed chalk (005) and also the possible flanking ditch cut [002], and formed the lowest visible deposit here.

Clearance and Levelling Work

- 3.20 In January 2019, clearance and levelling work was undertaken to the north and south of the restored gateway using a tracked excavator with a scraper bucket. This work had generally limited archaeological impact, re-distributing the spoil from the drainage trench described above and also a larger spoil mound to the north of the gateway which had resulted from the conservation works. Minimal levelling between the central gate piers (Piers 2 and 3) of the gateway revealed that the crushed chalk surface (003) continued through the gateway (see plate 19), and it was indeed also visible in a previously excavated section adjacent to one of the piers.
- 3.21 The wheel stones (one *ex situ* original and one modern replica) were put back in place to the north-east of the gateway (see plates 17 and 19). This involved digging a small pit for each stone, each pit measuring c.0.40m by 0.30m by 0.50m deep. The deposits exposed were broadly the same as those described in the drainage trench above; a dark brown silt topsoil (001) overlying crushed chalk (003) and finally the stiff grey natural clay (007).

4 DISCUSSION AND CONCLUSIONS

- 4.1 The watching brief uncovered no evidence to contradict previous suggestions that the Avenue Gateway was built in two separate phases, i.e. the gate piers dating from c.1676-80 and the wing walls replacing original railings at some point in the early 18th century. The footings of the south gate pier (Pier 3) were found to be substantial, although somewhat more crudely constructed than those of the adjacent wing wall. The dismantling of the south gate pier confirmed that the wing wall had only been lightly tied into it.
- 4.2 The excavation of the adjacent drainage trench exposed a number of archaeological deposits. The natural grey clay (007 and 008) had been cut into in two places. One cut [002], at the north-west end of the trench, may represent the remains of a shallow ditch flanking the avenue to the south-west, and appears to be aligned on the visible earthwork remains of such a feature. The second cut [006] was aligned almost exactly on the inside of the north gate pier. This was filled with a layer of crushed chalk (005) over which a layer of sand (004) had been laid, with further, more finely, crushed chalk (003) above; these deposits again appear to be on the same line as the slightly raised central portion of the avenue to the south-west.
- 4.3 Although no dating evidence was obtained from these deposits, given that this part of the avenue is thought to have been laid out during the 1720s, it is likely that the chalk and sand surfaces are at least partly of the same date. If the entire avenue was surfaced with either a light-coloured sand or crushed chalk, including the approach to the Hall, then it must have formed a striking landscape feature. The fact that the uppermost chalk deposit is spread over a significantly greater width than those below may suggest that re-surfacing took place subsequently, or perhaps the width of the surfaced area was increased. The deposit (010) containing the partial or whole bricks may represent a construction layer associated with the erection of the wing walls, also during the early 18th century.
- 4.4 The landscaping works demonstrated that the chalk surface continued through the gateway for at least a short distance, although how far towards the Hall is uncertain. The site contractors reported that, some 50m to 100m to the north-east, the surface of the avenue becomes very boggy in wet weather, with no evidence for a chalk surface being exposed.

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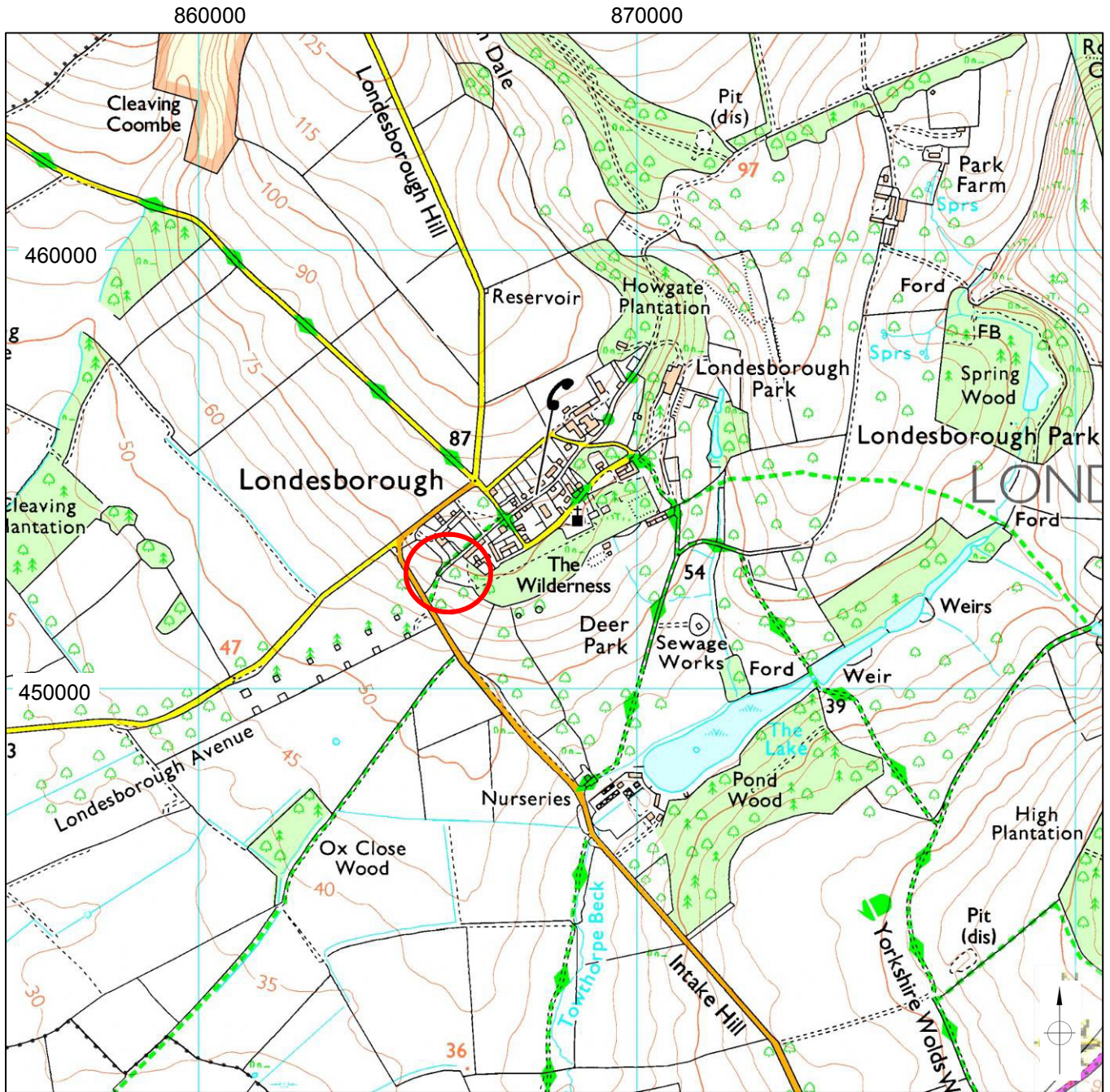
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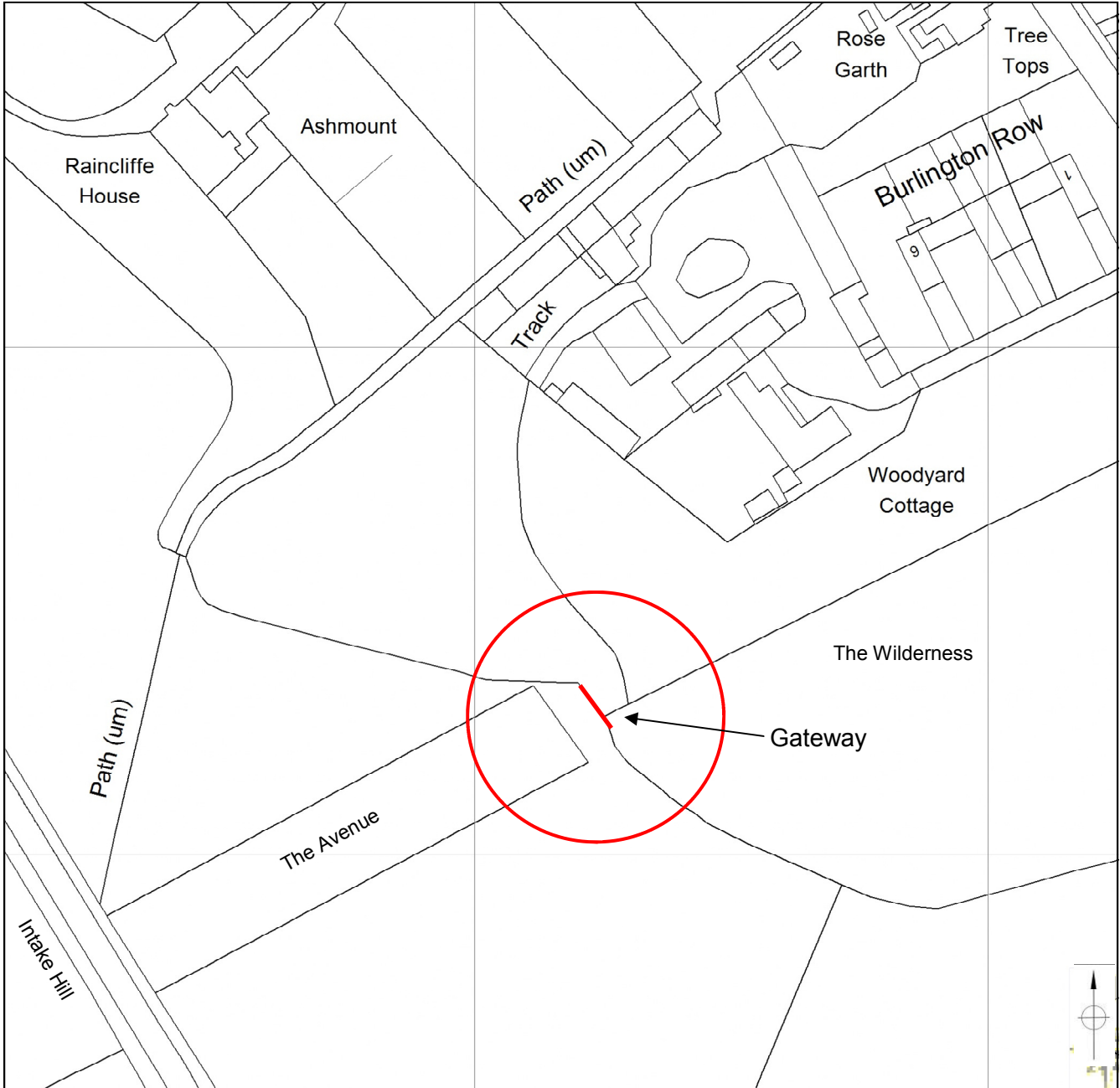
6 ACKNOWLEDGEMENTS

- 6.1 The archaeological and architectural recording was commissioned by Mrs B Ashwin, through Peter Gaze Pace, and it was part-funded by Historic England. EDAS would like to thank Mrs B Ashwin and Mr A Ashwin (owners), Peter Pace (project architect), Giles Proctor (Historic England) and the site contractors (Stone Edge Historic Building Restoration) for their help and co-operation during the project. Drs David and Susan Neave also provided valuable historical information.
- 6.2 The on-site survey work was undertaken by Shaun Richardson with assistance from Ed Dennison. The final report and other drawings were produced by Shaun Richardson and Ed Dennison, with the latter taking responsibility for any errors or inconsistencies.



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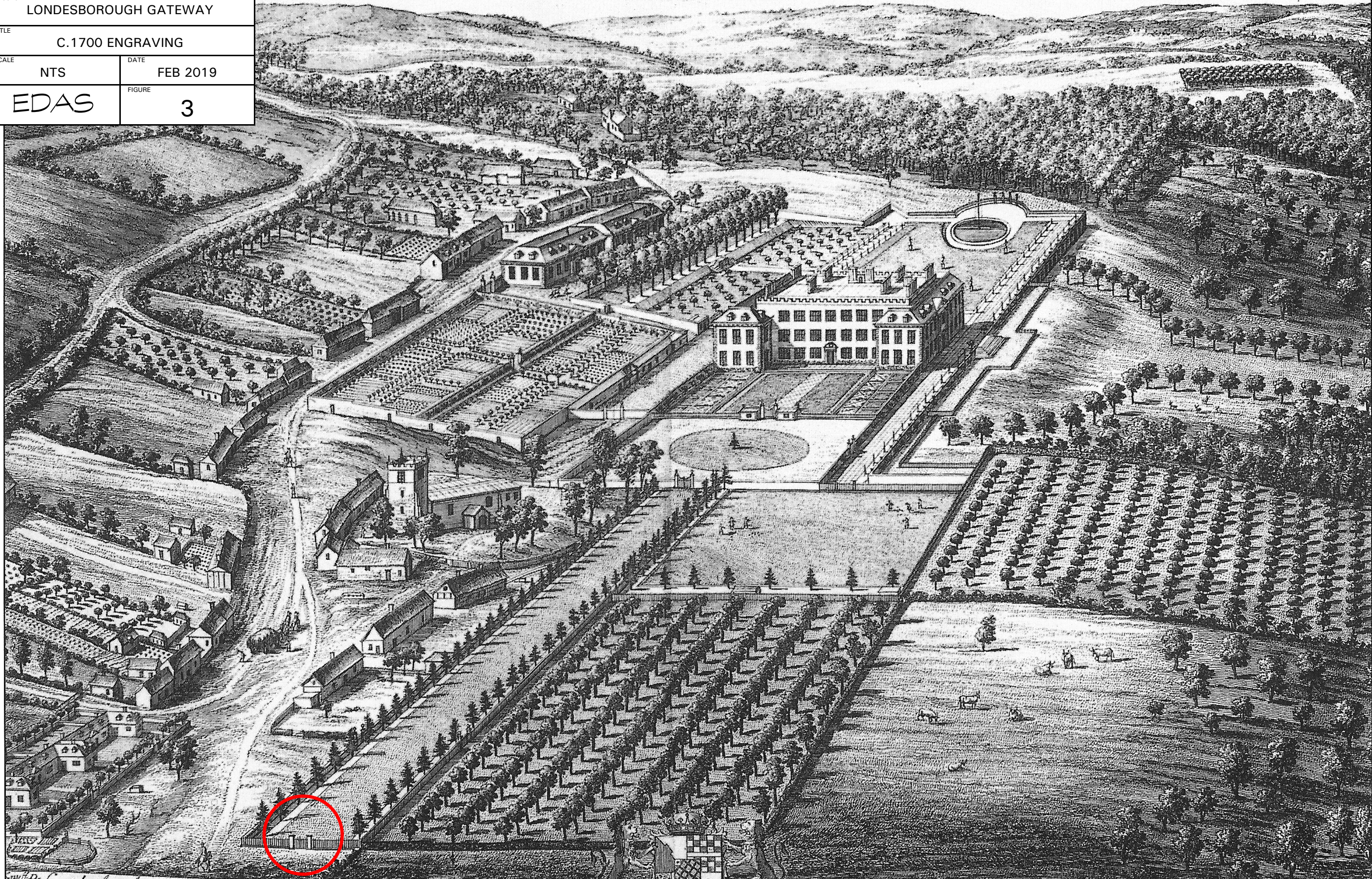
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TITLE		GENERAL SITE LOCATION	
SCALE	DATE	AS SHOWN	FEB 2019
EDAS		FIGURE	1



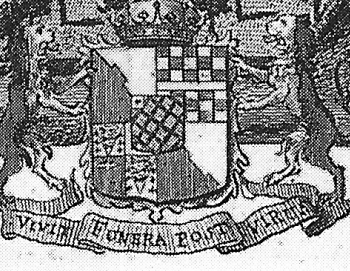
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PROJECT		LONDESBOROUGH GATEWAY	
TITLE		DETAILED SITE LOCATION	
SCALE	AS SHOWN	DATE	FEB 2019
EDAS		FIGURE	2

PROJECT LONDESBOROUGH GATEWAY	
TITLE C.1700 ENGRAVING	
SCALE NTS	DATE FEB 2019
EDAS	FIGURE 3

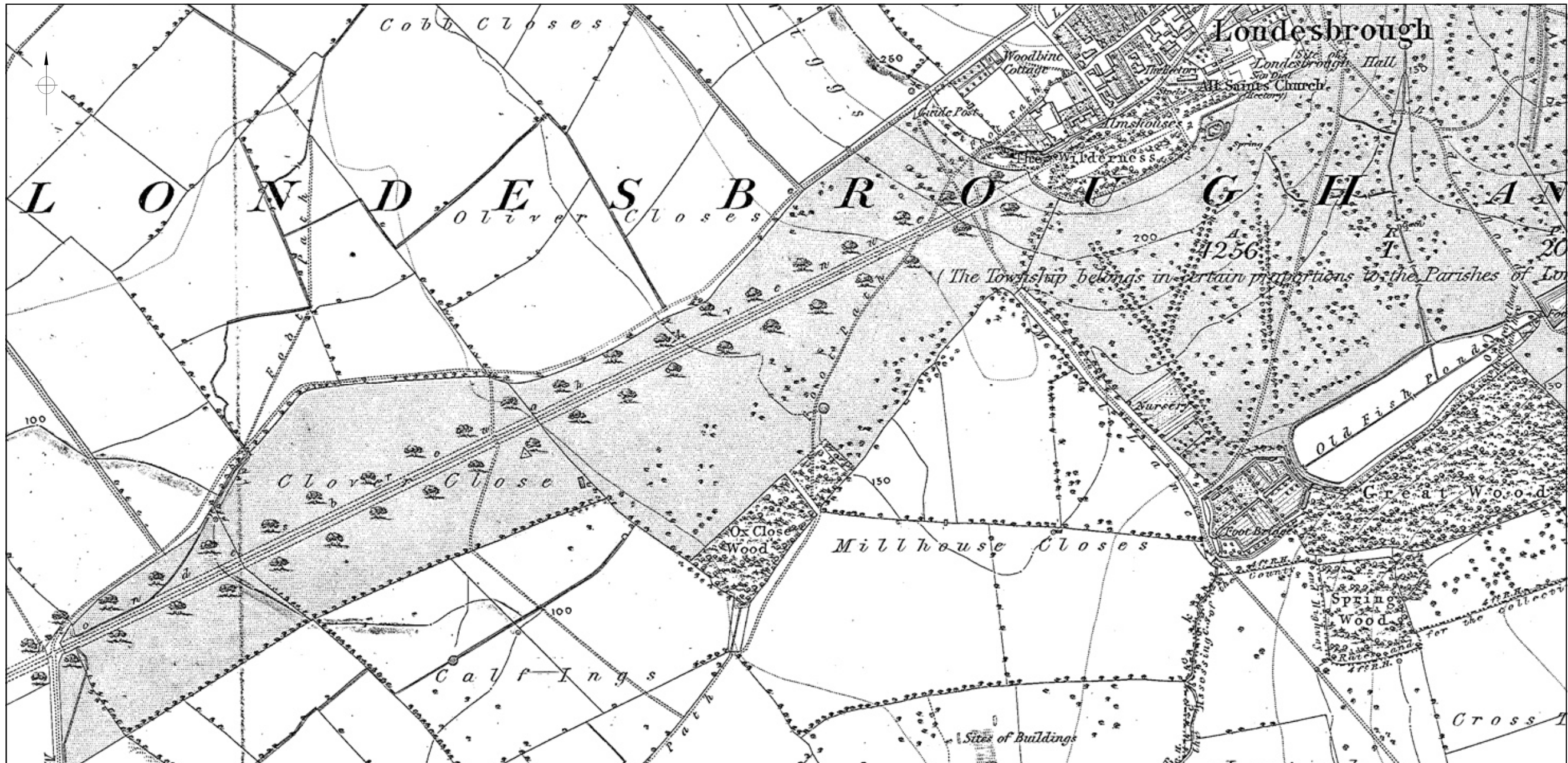


By J. D. Kniff & J. Kip. D.
 Londesborough one of the Seats of the R^t Hon^{ble} Charles Earl of Burlington
 Bandon Viscount Kynalmeaky & Dungarvan, Earl of Corke in y^e Kingdom of Ireland
 Lord High Treasurer of Ireland, Lord High Steward of y^e Honour of Knaresburch in
 Yorke & of y^e City & County of y^e City & Aynsty of Yorke, and

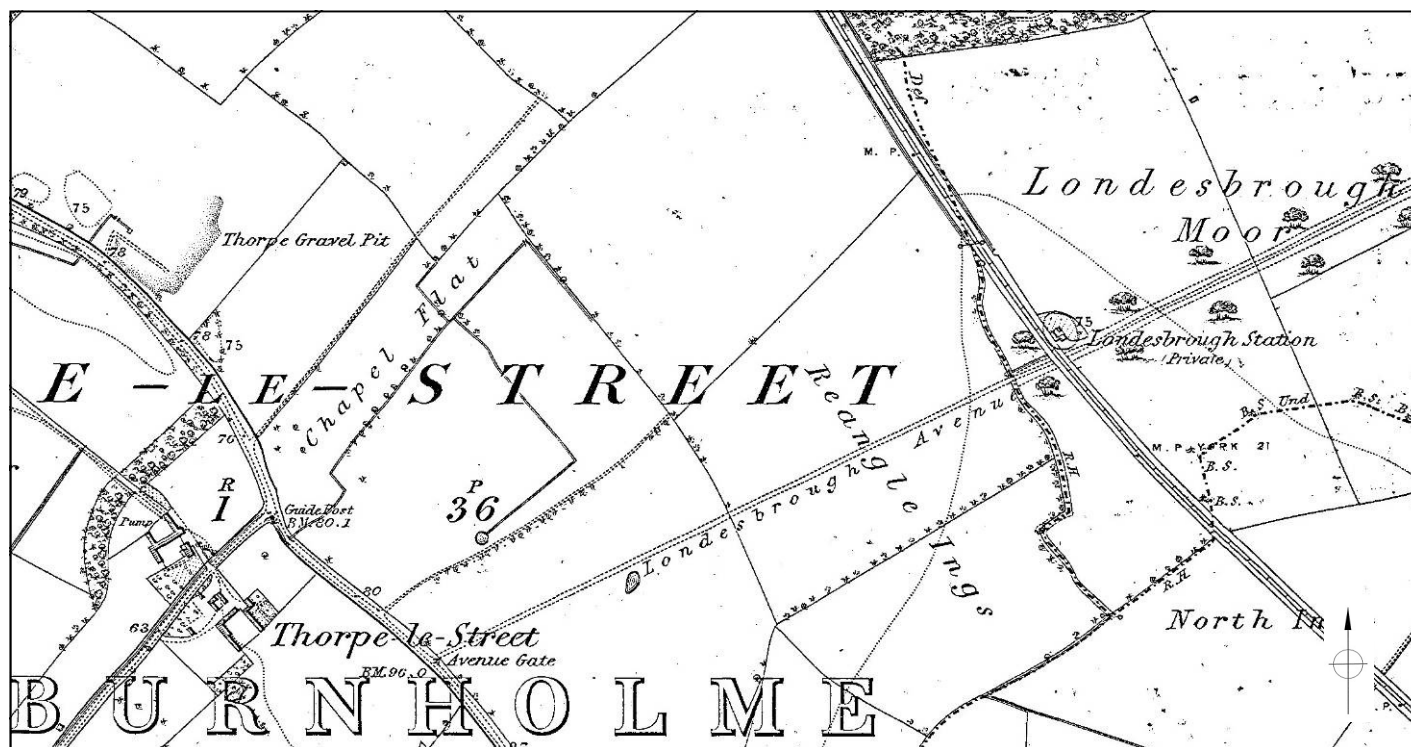


Baron Clifford of Londesburgh in York Shire Baron of Voughall &
 Chief Governour of the County of Corke and of y^e City & County of y^e City of Corke
 y^e County of Yorke, Custos Rotulorum & Lord Lieu^t of y^e West Riding of y^e County of
 one of the Gentlemen of his Maj^{ty} Bedchamber.

Kniff and Kip's c.1700 engraving of Londesborough Hall, looking north-east. Avenue gateway circled in red. Image provided by David Neave, reproduced with permission.



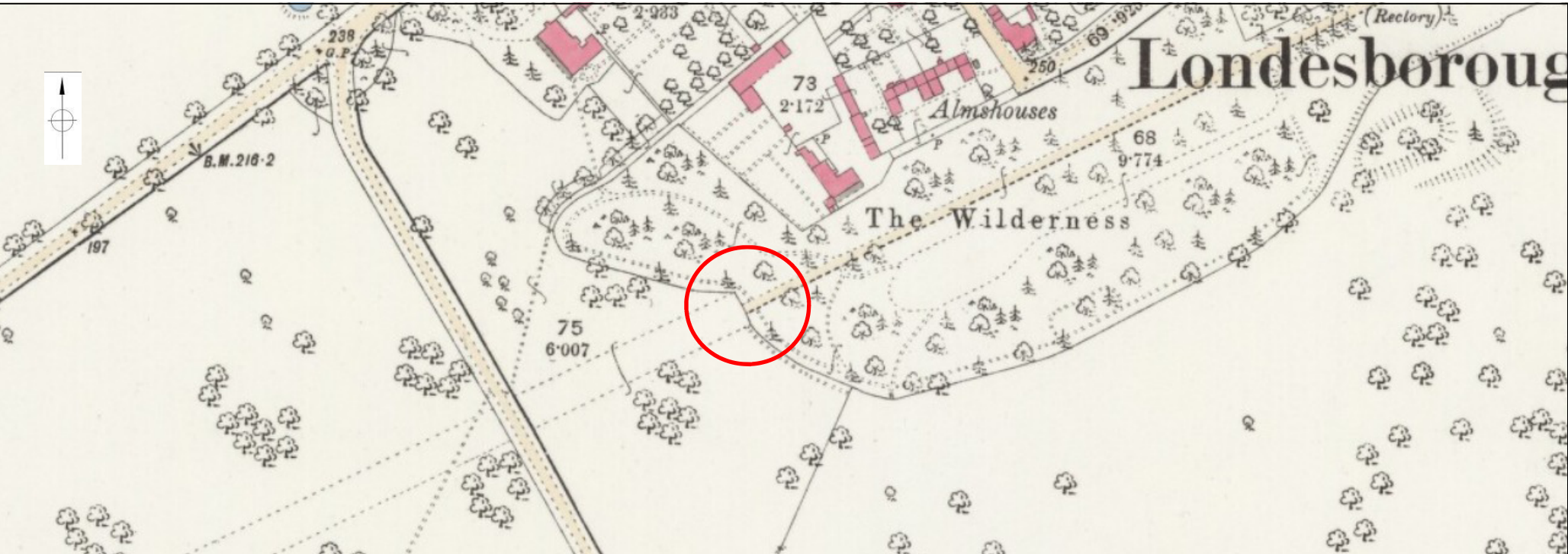
1855 Ordnance Survey 6" to 1 mile map Yorkshire sheet 194 (surveyed 1851).



Continued from above map.

1855 Ordnance Survey 6" to 1 mile map Yorkshire sheet 193 (surveyed 1851).

PROJECT LONDESBOURGH GATEWAY	
TITLE LONDESBOURGH AVENUE IN 1855	
SCALE NTS	DATE FEB 2019
EDAS	FIGURE 4



Above: 1855 Ordnance Survey 6" to 1 mile map Yorkshire sheet 194 (surveyed 1851).

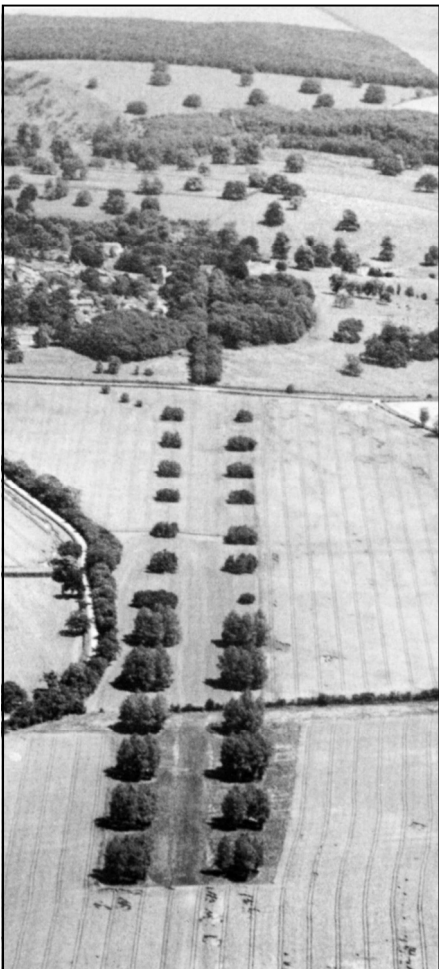
Left: 1891 Ordnance Survey 25" to 1 mile map Yorkshire sheet 194/9 (surveyed 1890).

Avenue Gateway circled in red.

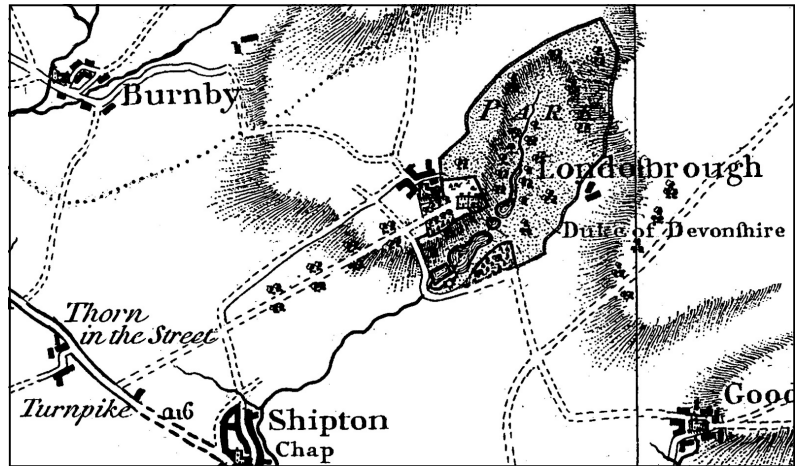
PROJECT LONDESBOROUGH GATEWAY	
TITLE ORDNANCE SURVEY MAPS	
SCALE NTS	DATE FEB 2019
EDAS	FIGURE 5



Early 20th century photograph of the avenue gateway, looking east (image provided by Peter Pace).



View looking up Londesborough Avenue from the south-west, 1992 (E Dennison/Humber Archaeology Partnership).

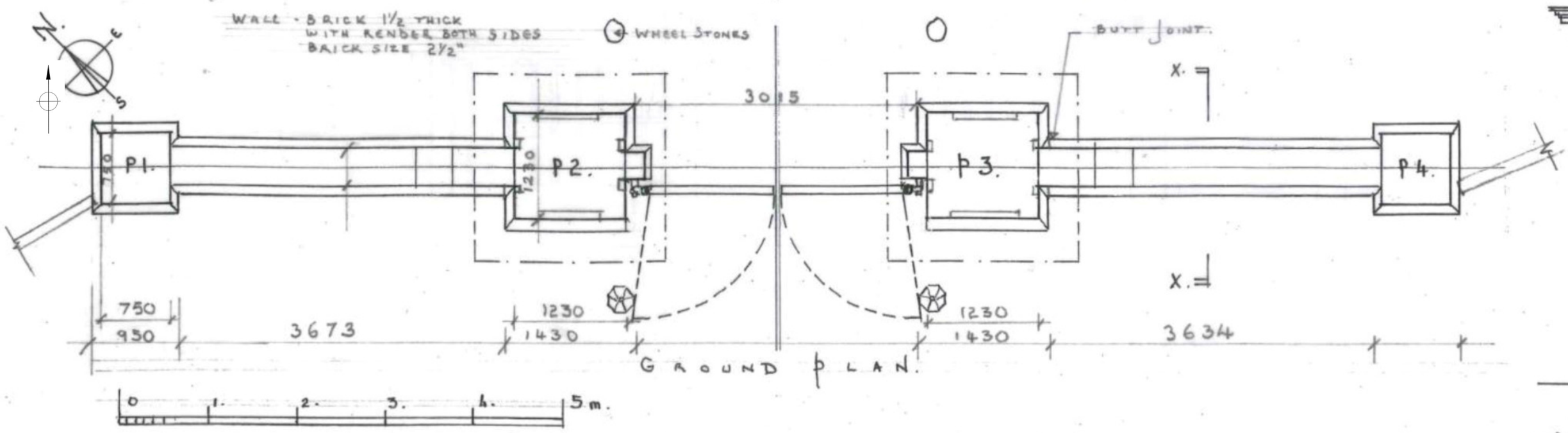
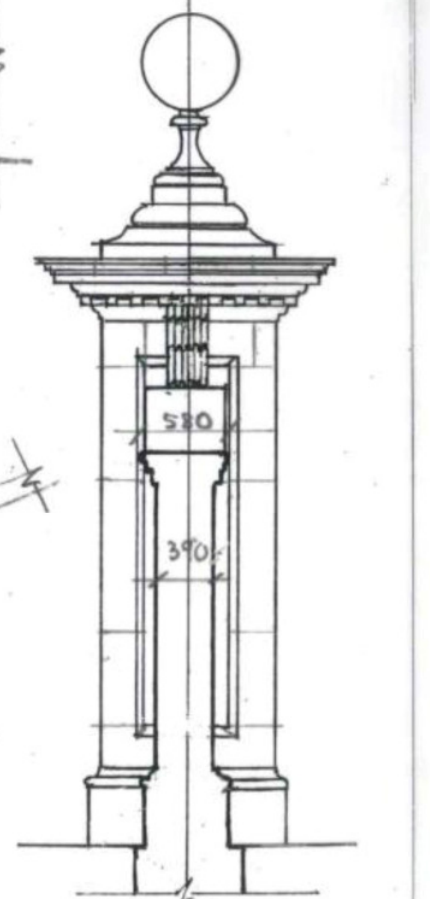
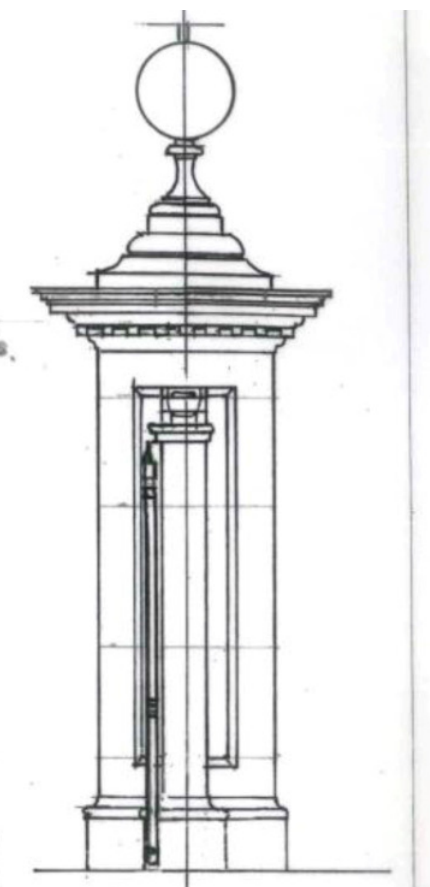
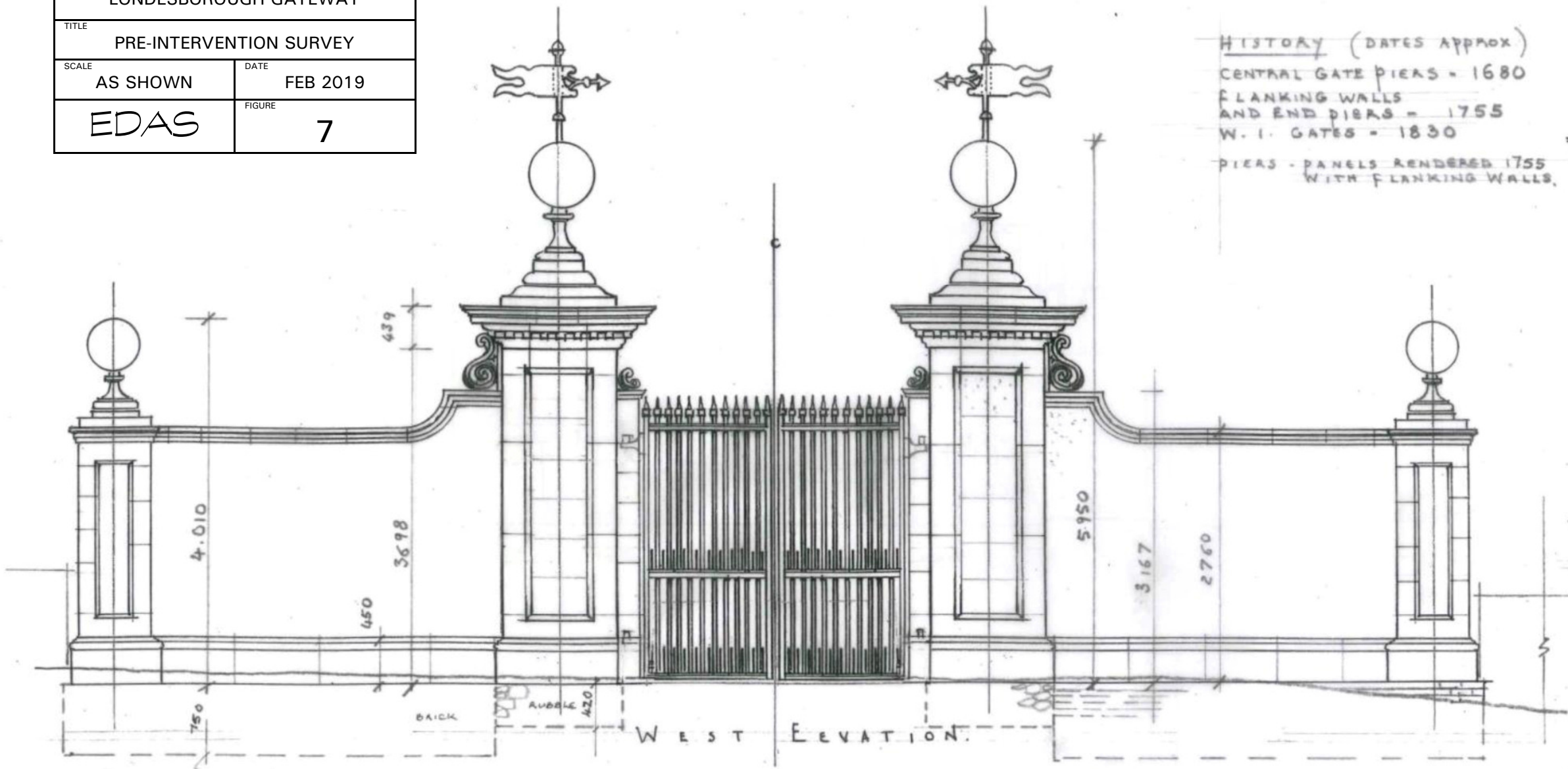


Section of Jeffery's 1771 map of Yorkshire (plate 14), showing full extent of Londesborough Avenue.

PROJECT		LONDESBOROUGH GATEWAY	
TITLE		OTHER IMAGES	
SCALE	DATE	FIGURE	
NTS	FEB 2019	6	
EDAS			

PROJECT LONDESBOROUGH GATEWAY	
TITLE PRE-INTERVENTION SURVEY	
SCALE AS SHOWN	DATE FEB 2019
EDAS	FIGURE 7

HISTORY (DATES APPROX)
 CENTRAL GATE PIERS - 1680
 FLANKING WALLS AND END PIERS - 1755
 W. I. GATES - 1830
 PIERS - PANELS RENDERED 1755 WITH FLANKING WALLS.



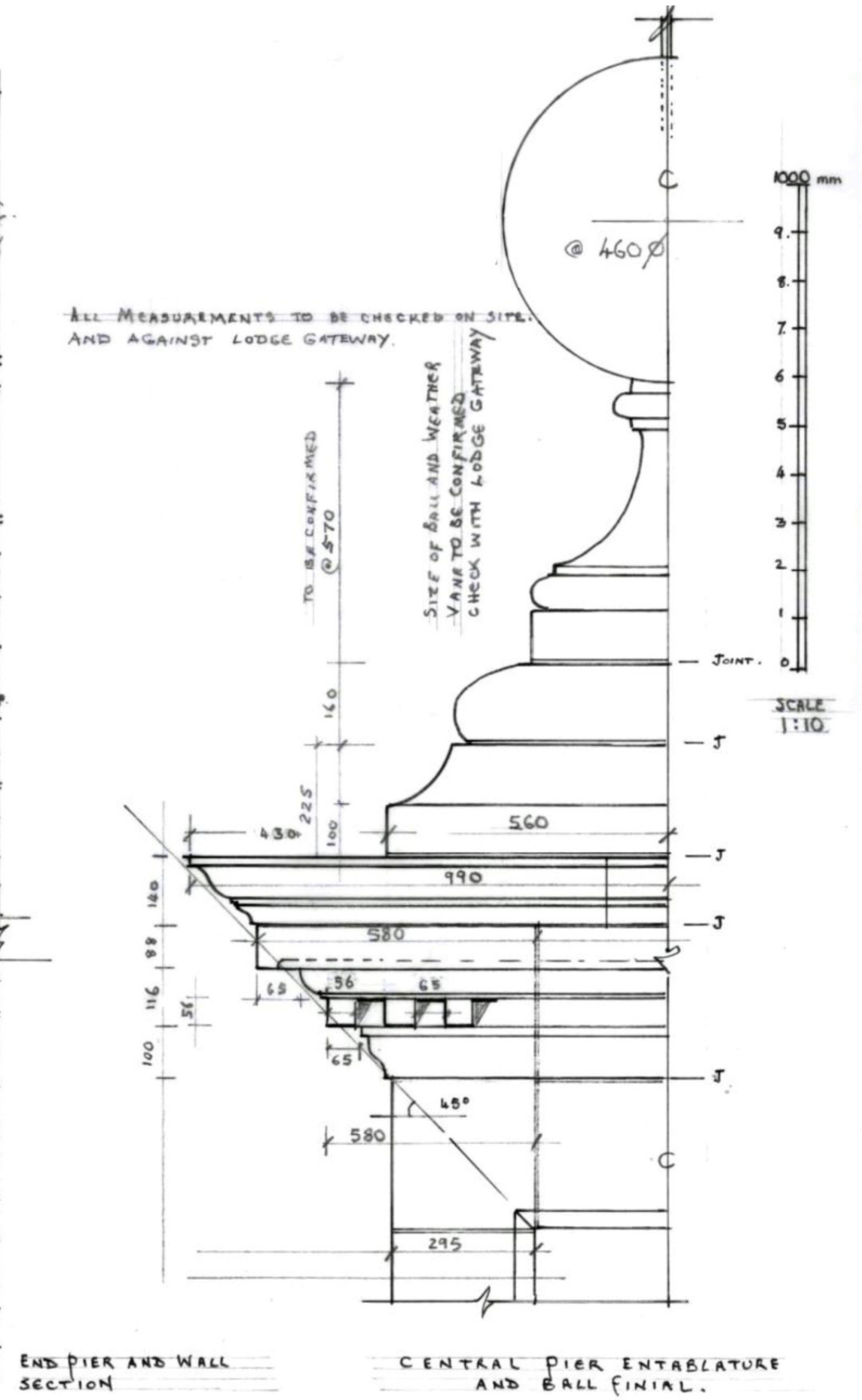
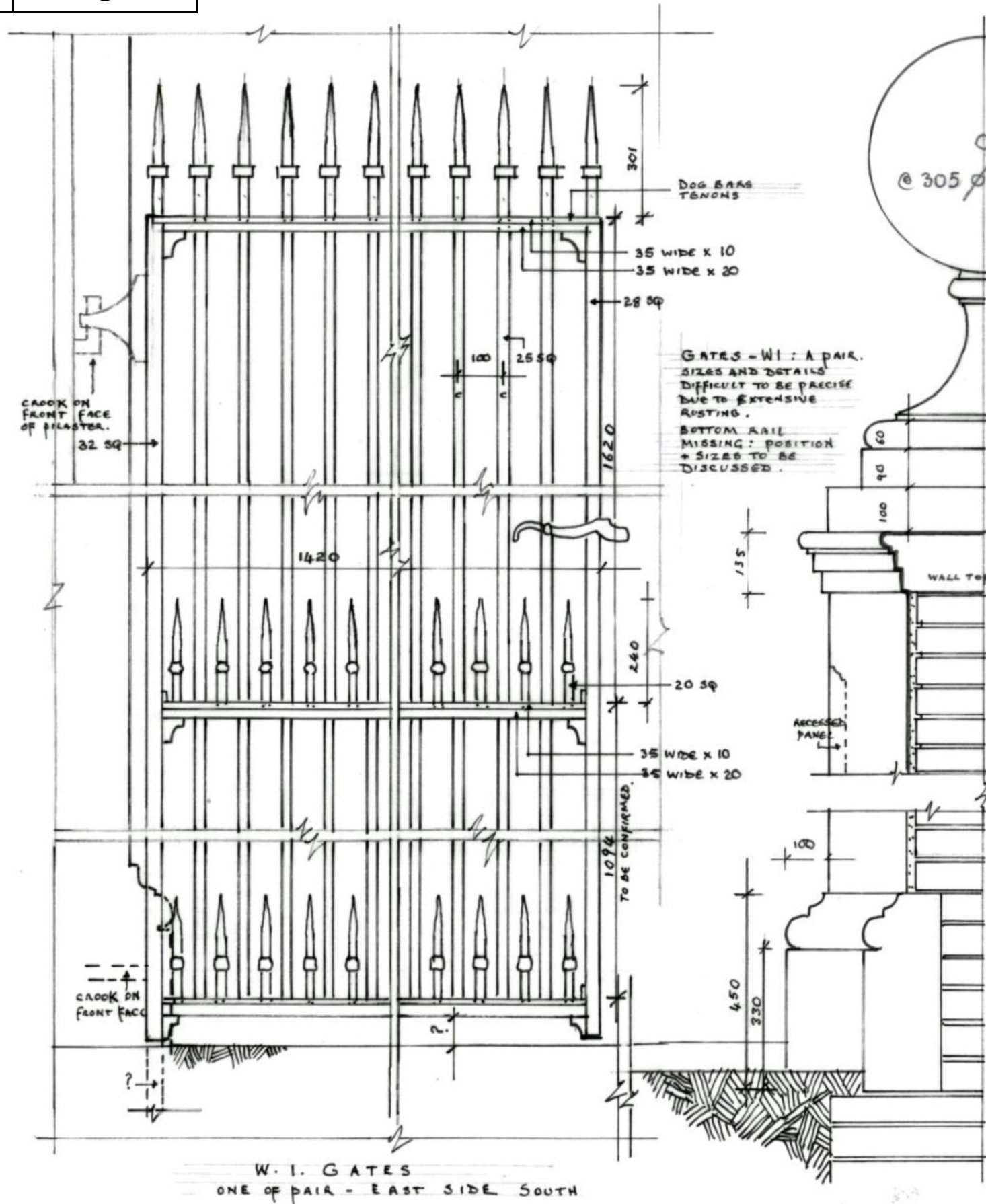
WALL - BRICK 1 1/2 THICK WITH RENDER BOTH SIDES
 BACK SIZE 2 1/2" WHEEL STONES

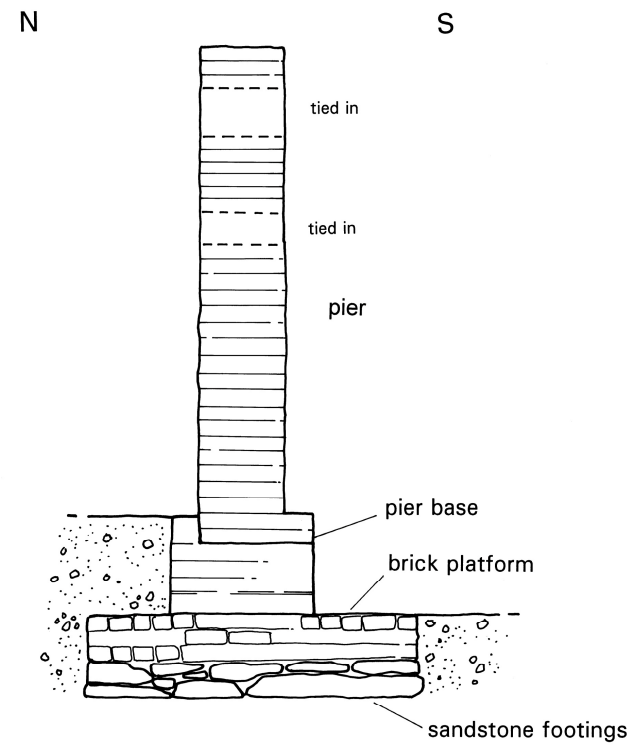
BUYT JOINT

Drawing provided by Peter Gaze Pace (project architect), reproduced with permission.

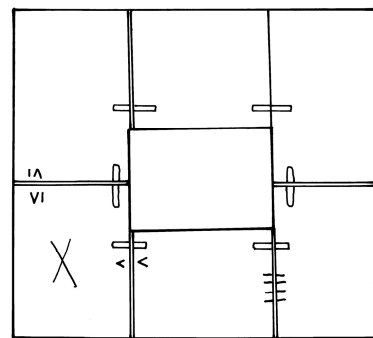
PROJECT LONDESBOROUGH GATEWAY	
TITLE PRE-INTERVENTION SURVEY	
SCALE AS SHOWN	DATE FEB 2019
EDAS	FIGURE 8

Drawing provided by Peter Gaze Pace (project architect), reproduced with permission.

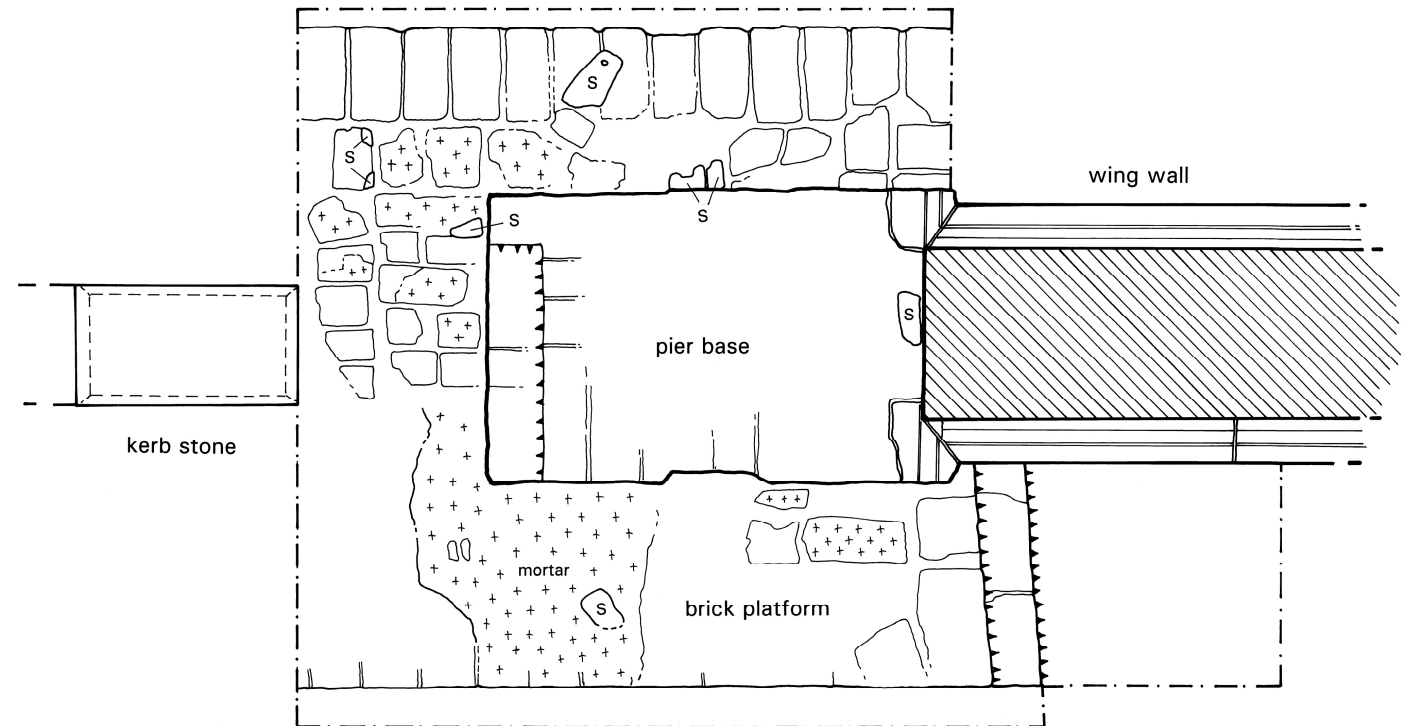




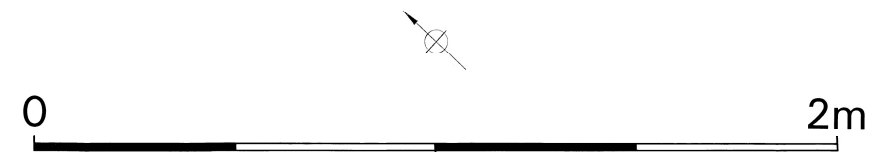
Section through Pier 3



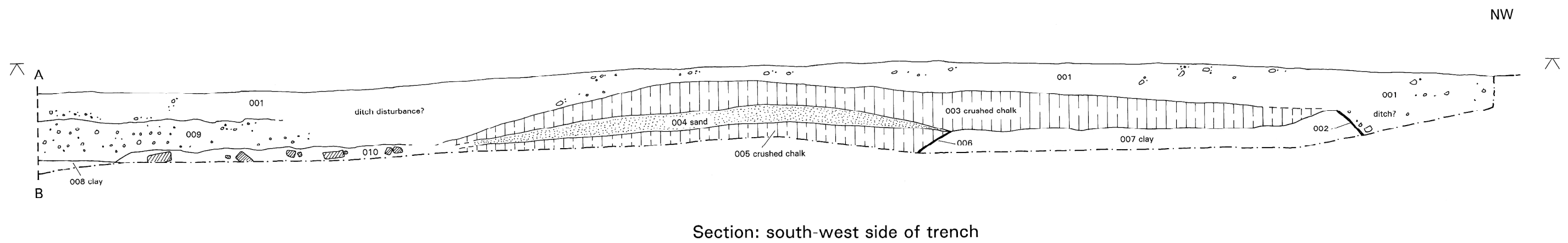
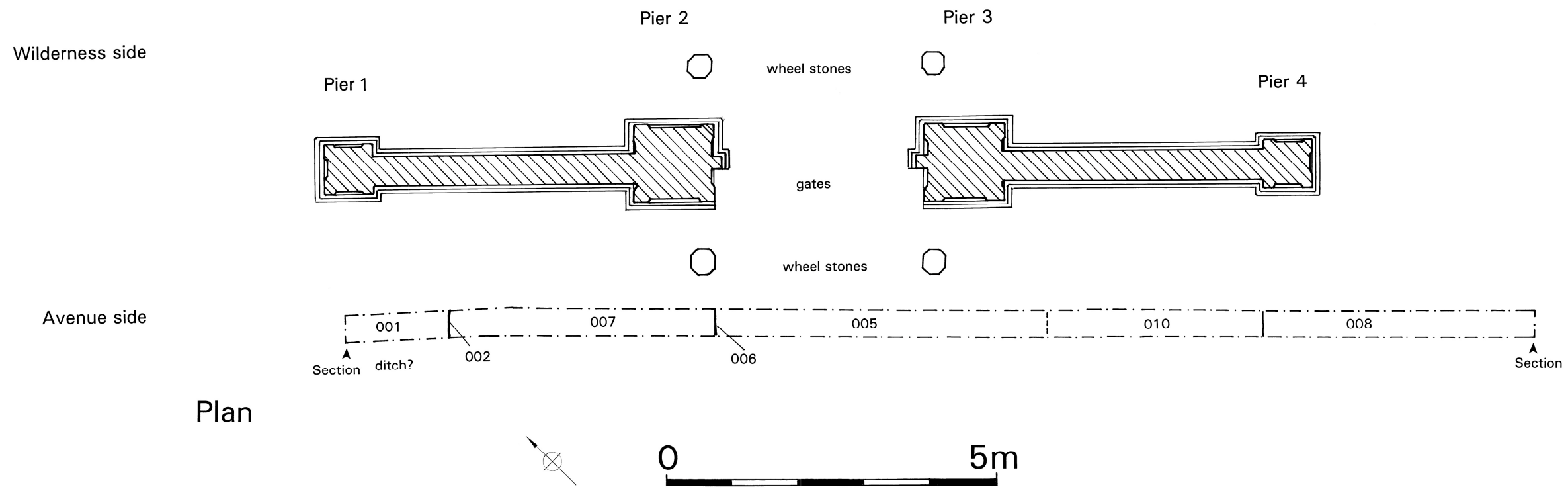
Underside of Pier 3 cap showing masons' and assembly marks



Plan: footings of Pier 3



PROJECT		LONDESBOROUGH GATEWAY	
TITLE		FOOTINGS OF SOUTH GATE PIER	
SCALE	AS SHOWN	DATE	FEB 2019
EDAS		FIGURE	9



PROJECT		LONDESBOROUGH GATEWAY	
TITLE		DRAINAGE TRENCH	
SCALE	AS SHOWN	DATE	FEB 2019
EDAS		FIGURE	10



Plate 1: West elevation of gateway, prior to restoration, looking E (May 2013)
(photo courtesy Giles Proctor, Historic England).



Plate 2: North side of gateway (Piers 1 and 2), west elevation, prior to restoration and after removal of gates, looking N (September 2017) (photo courtesy Peter Pace).



Plate 3: South side of gateway (Piers 3 and 4), west elevation, prior to restoration, looking E (December 2016) (photo courtesy Peter Pace).



Plate 4: West elevation of gateway, viewed up avenue, prior to restoration, looking NE (February 2017) (photo courtesy Peter Pace).



Plate 5: General view of avenue, between gateway and Intake Hill, looking W (January 2019).



Plate 6: View down Londesborough Avenue from Intake Hill towards York Road, looking SW (January 2019).



Plate 7: Remains of avenue to east of gateway through The Wilderness, looking NE (January 2019).



Plate 8: The Lodge gateway, looking E (June 2018).



Plate 9: Detail of volute surmounting closing projection on Pier 3, prior to restoration, looking E (December 2016) (photo courtesy Peter Pace).



Plate 10: Detail of gate and damaged gate on Pier 3, prior to restoration, looking E (December 2016) (photo courtesy Peter Pace).



Plate 11: Restoration works underway on north side of gateway (Piers 1 and 2), looking W (photo 1/449).



Plate 12: Exposure of pier base and brick platform to Pier 3, looking S (photo 2/042).



Plate 13: Footings of west side of south wing wall, and butting plinths to Pier 3 and wing wall, looking NE (photo 2/069).



Plate 14: View of south wing wall after demolition of Pier 3, looking S (photo 2/063).



Plate 15: Dismantled dressings of south gate pier and wing wall, awaiting reconstruction (photo 2/086).



Plate 16: Dismantled south gate pier cap (Pier 3), showing assembly marks to underside (photo 2/065).



Plate 17: *Ex situ* wheel post (photo 2/088).



Plate 18: Exposure of avenue surface (003) to (006) in drainage trench, looking SE (photo 3/864).



Plate 19: Chalk surface (003) in gateway, with re-instated wheel stones, looking W (photo 4/973).



Plate 20: Completed rebuilding and restoration work, looking N (photo 5/146).



Plate 21: Completed rebuilding and restoration work, looking S (photo 5/148).



Plate 22: Completed rebuilding and restoration work, looking NE (photo 5/156).

APPENDIX 1
EDAS PHOTOGRAPHIC CATALOGUE

APPENDIX 1: PHOTOGRAPHIC CATALOGUE

- Film 1: Colour digital photographs taken 9th January 2018
 Film 2: Colour digital photographs taken 7th June 2018
 Film 3: Colour digital photographs taken 23rd January 2019
 Film 4: Colour digital photographs taken 31st January 2019
 Film 5: Colour digital photographs taken 14th February 2019

<i>Film</i>	<i>Frame</i>	<i>Subject</i>	<i>Scale</i>
1	431	South side of gateway prior to repair, east elevation, looking SW	-
1	436	Restoration works in progress from avenue, looking NE	-
1	437	Restoration works in progress, west elevation, looking NE	-
1	438	Dismantled dressings of north gate pier (Pier 2)	-
1	439	Dismantled dressings of north gate pier (Pier 2)	-
1	440	Base of south gate pier (Pier 3), prior to works, looking NE	-
1	441	Excavations to base of north gate pier (Pier 2), looking N	-
1	442	Dismantled dressings of north gate pier (Pier 2)	-
1	443	Dismantled dressings of north gate pier (Pier 2)	-
1	444	Dismantled dressings of north gate pier (Pier 2)	-
1	445	South side of gateway prior to repair, west elevation, looking NE	-
1	446	Restoration work in progress to north side of gateway, west elevation, looking N	-
1	447	<i>In situ</i> wheel stone	-
1	448	South side of gateway prior to repair, east elevation, looking SW	-
1	449	Restoration work in progress to north side of gateway, east elevation, looking W	-
2	041	Footings of south gate pier (Pier 3), looking S	2 x 1m
2	042	Footings of south gate pier (Pier 3), looking S	2 x 1m
2	043	Footings of south gate pier (Pier 3), looking E	2 x 1m
2	044	Footings of south gate pier (Pier 3), looking N	2 x 1m
2	045	Footings of south gate pier (Pier 3), looking SE	1m
2	046	Footings of south gate pier (Pier 3), looking NE	2 x 1m
2	047	Footings of south gate pier (Pier 3), looking N	1m
2	048	Footings of south gate pier (Pier 3), brick platform detail, looking NE	1m
2	049	Footings of south gate pier (Pier 3), brick platform detail, looking NE	1m
2	050	Footings of south gate pier (Pier 3), brick platform detail, looking SE	1m
2	051	Footings of south gate pier (Pier 3), brick platform detail, looking SE	1m
2	052	Footings of south gate pier (Pier 3), brick platform detail, looking SW	1m
2	053	Footings of south gate pier (Pier 3), brick platform detail, looking SW	1m
2	054	South wing wall, west elevation, looking E	1m
2	055	Footings of south gate pier (Pier 3) & south wing wall, looking E	1m
2	056	Footings of south gate pier (Pier 3) & south wing wall, looking E	1m
2	057	Footings of south gate pier (Pier 3) & south wing wall, looking E	1m
2	058	South wing wall, west elevation, looking NE	1m
2	059	South gate pier (Pier 4) after dismantling, west elevation, looking NE	1m
2	060	Footings of south gate pier (Pier 3), looking N	1m
2	061	Brickwork of south wing wall, east elevation, looking SW	1m
2	062	South wing wall, repairs in progress, looking S	-
2	063	South wing wall, after demolition of south gate pier (Pier 3), looking S	-
2	064	South wing wall, after demolition of south gate pier (Pier 3), looking SE	1m
2	065	Dismantled south gate pier cap (Pier 3), showing assembly marks to underside	1m
2	066	Dismantled south gate pier cap (Pier 3), showing assembly marks to underside	1m
2	067	Dismantled south gate pier cap (Pier 3), showing assembly marks to underside	1m
2	068	Dismantled south gate pier cap (Pier 3), showing masons' mark to underside	1m
2	069	Footings of south wing wall, west elevation, looking NE	-
2	070	North gate pier (Pier 2) and north wing wall under repair, looking N	-
2	071	North gate pier (Pier 2) and north wing wall under repair, looking W	-
2	073	Footings of south wing wall, west elevation, looking N	1m
2	074	Footings of south wing wall, west elevation, looking N	1m
2	082	Gate piers to former Hall site	-
2	083	Dismantled dressings of south gate pier (Pier 3) and wing wall	1m
2	084	Dismantled dressings of south gate pier (Pier 3) and wing wall	1m
2	086	Dismantled dressings of south gate pier (Pier 3) and wing wall	1m

2	088	<i>Ex situ</i> wheel post	1m
2	089	Dismantled dressings of south gate pier (Pier 3) and wing wall	1m
2	090	S wing wall after removal of footings of south gate pier (Pier 3), looking SE	1m
2	091	S wing wall after removal of footings of south gate pier (Pier 3), looking SE	1m
2	092	S wing wall after removal of footings of south gate pier (Pier 3), looking SE	1m
3	855	Avenue, looking NE to gateway	-
3	856	Avenue, looking NE to gateway	-
3	857	Excavated drainage trench, looking NW	2 x 1m
3	858	Excavated drainage trench, looking N	2 x 1m
3	859	Excavated drainage trench, looking SE	2 x 1m
3	860	Excavated drainage trench, looking SE	2 x 1m
3	861	Drainage trench, possible ditch (002), looking NW	1m
3	862	Drainage trench, avenue surface (003) to (006), looking NW	1m
3	863	Drainage trench, avenue surface (003) to (006), looking SE	1m
3	864	Drainage trench, avenue surface (003) to (006), looking SE	1m
3	865	Gateway, nearing completion of works, looking W	-
3	866	Gateway, nearing completion of works, looking SW	-
3	867	Avenue and gateway, looking SW	-
3	868	Avenue and gateway, looking SW	-
3	869	Avenue and gateway, looking SW	-
3	870	Avenue, looking SW	-
3	871	Avenue and gateway, looking NE	-
4	965	Gateway during levelling/landscaping, looking NE	-
4	966	Chalk surface (003) in old section, looking N	0.30m
4	967	Chalk surface (003) in gateway, looking SW	-
4	968	S wing wall after levelling/landscaping, looking W	1m
4	969	S wing wall after levelling/landscaping, looking SW	1m
4	971	Chalk surface (003) in gateway, looking SW	1m
4	972	Re-instated wheel stones to gateway, looking SW	1m
4	973	Chalk surface (003) in gateway and re-instated wheel stones, looking W	1m
4	974	Re-instated wheel stones to gateway after levelling/landscaping, looking N	1m
4	975	Gateway during levelling / landscaping, looking N	1m
4	976	Gateway during levelling / landscaping, looking NE	1m
5	144	Gateway viewed up avenue, restoration complete, looking NE	-
5	145	Gateway, restoration complete, looking NE	-
5	146	Gateway, west elevation, restoration work complete, looking N	-
5	147	Gateway, west elevation, restoration work complete, looking E	-
5	148	Gateway, east elevation, restoration work complete, looking S	-
5	149	North side of gateway, east elevation, restoration work complete, looking N	-
5	150	North side of gateway, east elevation, restoration work complete, looking N	-
5	151	View down avenue, looking SW	-
5	152	Gateway, west elevation (Piers 2 and 3), restoration work complete, looking NE	-
5	153	South side of gateway, west elevation, restoration work complete, looking E	-
5	154	Gateway, west elevation, restoration work complete, looking NE	-
5	155	Gateway, west elevation, restoration work complete, looking NE	-
5	156	Gateway and avenue, restoration work complete, looking NE	-
5	157	Gateway and avenue, restoration work complete, looking NE	-
5	159	Gateway, restoration completed, view from Intack Hill, looking N	-
5	160	Gateway at The Lodge, looking E	-
5	161	Gateway at The Lodge, looking E	-

APPENDIX 2
LIST OF CONTEXTS

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<i>Context</i>	<i>Description and Interpretation</i>
001	Compacted dark brown-black silt, maximum 0.80m thick, average 0.25m - topsoil.
002	Cut, only SE side visible, aligned NE/SW, at least 1.60m wide by 0.30m deep, sharp break of slope at top, angles downwards to 45° from SE to NW, continues below base of trench - cut for flanking ditch?
003	Compacted cream coloured crushed chalk, maximum 0.40m thick, individual pieces 3cm across - later avenue surface?
004	Compacted clean light brown sand, c.0.20m thick - avenue surface?
005	Compacted cream coloured crushed chalk, at least 0.20m thick, individual pieces up to 0.10m across - avenue surface? Upper fill of cut 005.
006	Cut, only NW side visible, aligned NE/SW, at least 0.30m long by 0.20m deep, slopes down from NW to SE at less than 45°, continues below base of trench - cut associated with creation of avenue?
007	Stiff firm light grey clay, at least 0.30m thick, same as 008 - natural clay.
008	Firm stiff light grey clay, at least 0.20m thick, same as 007 - natural clay.
009	Compacted mid brown silt sand with frequent inclusions of chalk up to 2cm across, maximum 0.30m thick - subsoil.
010	Compacted mid brown-grey clayey silt with frequent inclusions of part or whole deep red handmade bricks (dimensions 220mm x 110mm x 70mm), at least 0.12m thick - construction deposit from wing walls?