

The Archaeology of the A1 (M) Darrington to Dishforth DBFO Road Scheme

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Front cover: *Composite image of a Henry VII silver groat (Site 16 Wetherby Lane), excavation of the east wheel of the Site D (Ferry Fryston) chariot burial, and the southern section of the route under construction, looking north-north-west*
Rear Cover: *The Grave Group from Beaker burial 2245 at Site D (Ferry Fryston)*

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Abbreviations

AMS	Accelerator mass spectrometry
AMTL	<i>Ante-mortem</i> tooth loss
BABAO	British Association for Biological Anthropology and Osteoarchaeology
BS	Body sherd
C4SA	Class 4 Stacking Area
CFAT	Church Farm Access Track
DBFO	Design, Build, Finance, and Operate
DEH	Dental enamel hypoplasia
DJD	Degenerative joint disease
FHM	Ferrybridge to Hook Moor
GIS	Geographic Information System
HA	Highways Agency
MNE	Minimum number of elements
NGR	National Grid Reference
NISP	Number of individual species
NYSMR	North Yorkshire Sites and Monuments Record
OA	Oxford Archaeology
OD	Ordnance Datum
OR	Object Record
OS	Ordnance Survey
OSL	Optically Stimulated Luminescence
PAI	Preliminary archaeological investigation
RE	Rim equivalent
RMGJV	Road Management Group (A1) Construction Joint Venture
RMS	Road Management Services (A1 Darrington) Ltd
RPS	A consultancy specialising in planning, transport and the environment.
SEM	Scanning Electron Microscopy
SM	Scheduled Monument
SUERC	Scottish Universities Environmental Research Centre
TPI	Targeted Programme for Improvement
U/ID	Unidentified
WW	Wetherby to Walshford
WYAS	West Yorkshire Archaeology Service
XRD	X-ray diffraction
XRF	X-ray fluorescence
YRLE	York Road Link East

Foreword

This is the second report on the results of archaeological works undertaken in conjunction with the construction of the A1 Darrington to Dishforth DBFO Scheme. The first-*Ferrybridge Henge: The Ritual Landscape* – presented the results of large-scale excavations undertaken in the area of Holmfield Interchange, a project commissioned by the Highways Agency in advance of construction. The present volume contains technical reports on excavations undertaken on behalf of Road Management Services (RMS) during construction of the new motorway. This details the results of excavation of a range of sites of all periods along the two sections of the new road from Darrington to Hook Moor and from Wetherby to Walshford. The investigations were carried out in accordance with Highways Agency policy and guidance to mitigate the effects of construction on the cultural heritage.

The technical report represents the final stages of mitigation of the impact of road construction on sites of archaeological interest. This started with the initial planning and design of the road so as to avoid, where possible, any known archaeological sites; thereafter, surveys were undertaken in order to confirm the nature of the known archaeological sites and identify previously unrecognised sites. Archaeological excavation took place where the impact of construction on sites of archaeological interest could not be avoided, archaeological teams also being present to safeguard and record previously unsuspected archaeological features which came to light during construction. Thereafter, detailed examination of finds was undertaken and the excavation records assessed so as to produce a narrative interpretation of the archaeological record, now presented here.

The area traversed by the A1 has attracted settlement since at least the fourth millennium BC, while the north to south communications route may well have been in use even before that. Among the anticipated archaeological sites along the route, settlements of Iron Age date, c 500 BC-AD 70, were excavated to the north-east of Pontefract at Site Q and also at Ledsham at Site M, whilst at Cowthorpe, at Site 16 (Wetherby Lane), part of a medieval village (c 1300-1600) was investigated. Unsuspected archaeological features encountered during construction works included the burial of an early Bronze Age archer at Site D (Ferry Fryston), dating from around 2200 BC, while media coverage ensured the celebrity of an Iron Age warrior who was found to have been buried with a complete cart or chariot, also at Site D (Ferry Fryston).

The removal of topsoil along the length of the new road also provided a further insight into the development of the wider landscape as we know it today, revealing the boundary ditches of field systems and enclosures which, by Roman times, extended over most of the limestone to the north and south of the River Aire. Continued agriculture and more recent industrial development has, for the most part, levelled these ancient features. That they have interest and significance for the modern traveller is confirmed by the Barrows- a landmark group of mounds newly built to symbolise the burial mounds which were once located at the great crossing of east to west and north to south routes at Holmfield Interchange.

Blaise Vyner
Department's Agent's Archaeologist

Summary

Between February 2003 and May 2006 the A1 between Darrington to Dishforth in Yorkshire was upgraded to motorway status. The road construction comprised a 58 km long corridor, of which two lengths of the A1 (M) scheme were new build. These are Ferrybridge to Hook Moor (SE 4875 2187 to SE 4400 3400), which passes from West Yorkshire into North Yorkshire, and then back into West Yorkshire, and Wetherby to Walshford (SE 4111 4914 to SE 4174 5345), a short section of the southern end of which lies in West Yorkshire, while the majority is in North Yorkshire; these parts of the route are 16.5 km and 5.3 km long respectively.

This has provided an important opportunity to investigate landscape development over time in parts of West and North Yorkshire. Over 60 archaeological sites were investigated in advance of, and alongside, the massive engineering works in one of the largest programmes of archaeological fieldwork seen in the UK. Between February and December 2003, a programme of archaeological investigation was conducted by Oxford Archaeology (OA). The work followed on from an earlier phase of archaeological excavation, undertaken separately, in advance of the main contract, at the site of the proposed A1/M62 Holmfield Interchange, immediately to the west of the important prehistoric henge monument at Ferrybridge. This element of the project was undertaken by West Yorkshire Archaeology Services (WYAS) and has been published separately (Roberts 2005a).

A considerable range of mitigation strategies, from full excavations and selective sample excavations, to strip and record of topsoil stripping, was carried out, focussed initially on several significant or potentially significant sites previously identified along the proposed routes. These included, in the Ferrybridge to Hook Moor section, an Iron Age/Romano-British enclosure and associated field system at Sites Q and P to the south of the M62, and part of the scheduled monument at Castle Hills, east of Micklefield. In addition, a large-scale watching brief was undertaken at Site D (Ferry Fryston), where the route passed through Fryston Park. The sites on the Wetherby to Walshford section included a medieval settlement close to Wetherby Lane, west of Cowthorpe.

Many of the initial excavations led to Further Archaeological Works, including additional excavation at Site Q, a large-scale (*c* 2.4 ha) excavation at the important Iron Age settlement site at Site M, just to the north of the junction of the A63 with the A1, and further excavation at the Castle Hills scheduled monument. Other important sites revealed included a series of Bronze Age ring ditches, a circular posthole structure, and a richly furnished Beaker burial, all at Site D (Ferry Fryston) to the north of, and overlooking, the Ferrybridge Henge area. These sites lay in close proximity to an intact Arras culture-type Iron Age chariot burial discovered in the latter stages of the fieldwork programme; the latter may have been associated with an undated enigmatic square posthole structure discovered to the west.

On the Wetherby to Walshford section, large-scale excavation of the medieval settlement close to Wetherby Lane revealed evidence for an extensive road-side settlement and associated field systems to the north of the lane, most probably laid out in the twelfth century and abandoned by the end of the thirteenth century. To the south of the lane lay a moated manorial complex, tentatively identified with Ingmanthorpe Hall, which was the home of the Tresbut family from the twelfth until the mid-thirteenth centuries and, thereafter, the principal seat of the Roos (or de Ros) family. Although the manorial hall may have been abandoned by the end of the thirteenth century, evidence indicates that a substantial high-status building stood in the vicinity until at least the fifteenth century, when the site was given over to agricultural usage.

The results of the work will greatly enhance understanding of the archaeology of the Magnesian Limestone areas of West and North Yorkshire. This volume presents the most significant of the archaeology recorded, and is the culmination of a multi-disciplinary approach, with the emphasis placed on interpreting the sites within their wider landscape context.

Acknowledgements

The A1 Darrington to Dishforth Design, Build, Finance, and Operate (DBFO) contract was awarded to Road Management Services (A1 Darrington) Ltd (RMS) in January 2003 by the Secretary of State for the Environment, Transport, and the Regions. The project comprises the operation and maintenance of 53 km of the A1 and includes the construction of two Targeted Programme for Improvement (TPI) schemes, between Ferrybridge and Hook Moor (16.5 km) and from Wetherby to Walshford (5.3 km).

The construction project was undertaken by RMS's sister company, Road Management Group (A1) Construction Joint Venture (RMGJV); both companies are a consortium of four partners: AMEC Civil Engineering Ltd; Dragados Roads Ltd; Alfred McAlpine Construction Ltd; and Halliburton, Brown and Root Ltd. Oxford Archaeology (OA) was contracted by RMGJV to undertake the archaeological works associated with the project, excepting the Ferrybridge Advance Works area, where the known sensitivity of the archaeological resource in the area of the Ferrybridge henge had prompted the Highways Agency to organise a separate phase of archaeological fieldwork in advance of the award of the main contract; this work was undertaken by West Yorkshire Archaeology Services (WYAS) and has been reported on separately (Roberts 2005a). The works undertaken by OA were monitored by RMGJV's environmental consultants, RPS Planning Transport and Environment (RPS), contracted directly to RMS to act as Project Archaeologists. The Highways Agency's Department's Agent for the project was Bullens (now part of Faber Maunsell), who were also Department's Engineers for the Ferrybridge to Hook Moor section; Bullens were subcontracted by Pell Frischmann, the Department's Engineers for the Wetherby to Walshford section, to provide archaeological monitoring on behalf of the Highways Agency.

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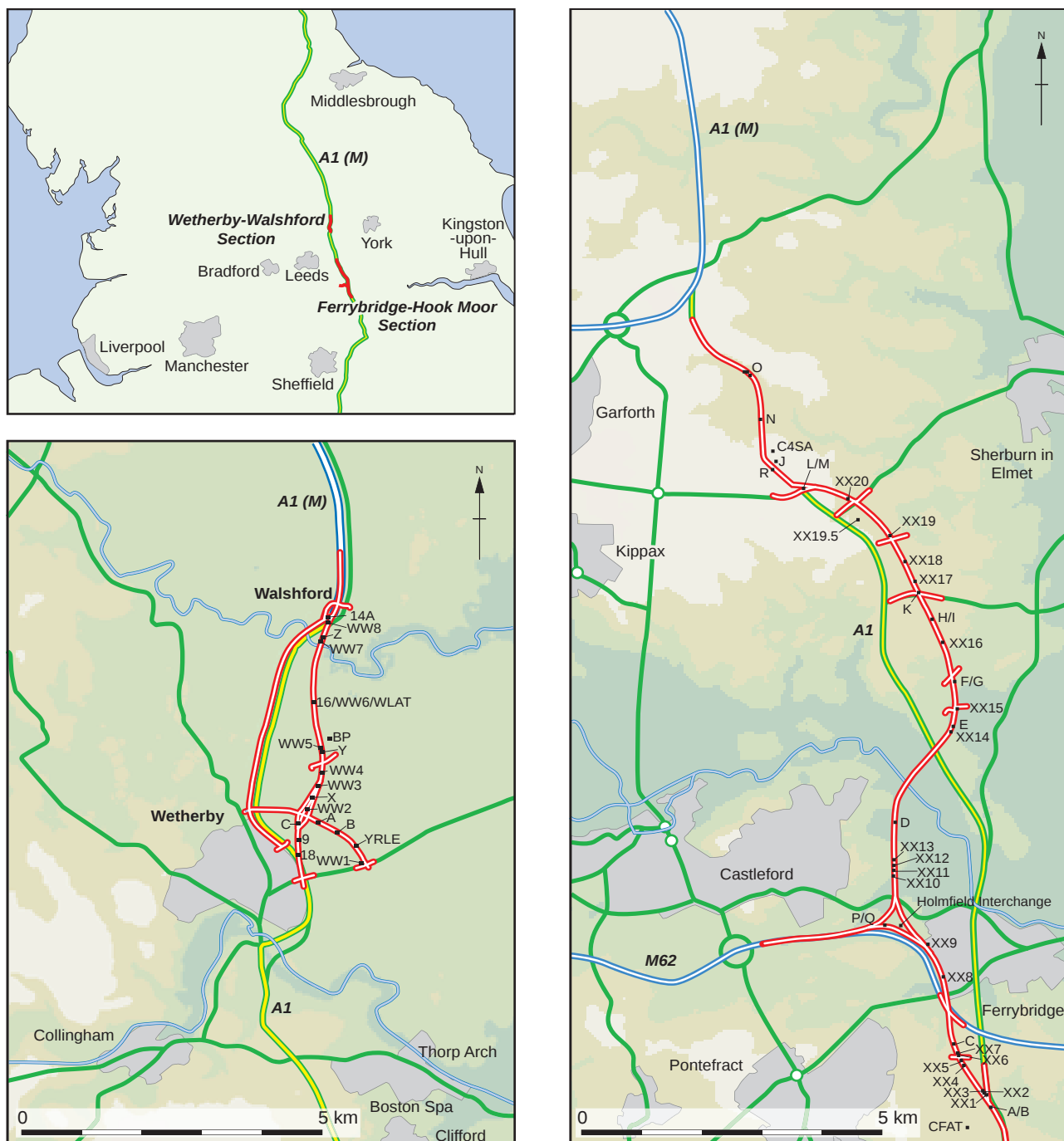


Figure 1: The two Targeted Programme of Improvement schemes, Ferrybridge to Hook Moor and Wetherby to Walshford, showing the location of investigated sites

General Key to Figures

- A1 (M) route
- Area of cropmarks
- Area of geophysical survey