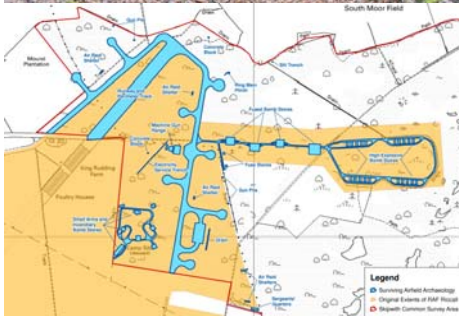


# SKIPWITH COMMON NORTH YORKSHIRE PHASE 3



## Airfield Survey and Archaeological Landscape Survey



**Oxford Archaeology North**

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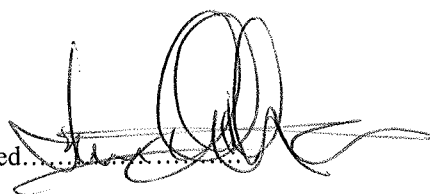
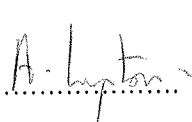
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In particular, the members of the Friends of Skipwith Common (Plate 1), must be thanked for their considerable help and boundless enthusiasm and for all the assistance throughout the project. While it is unfair to pick out any individual of this stalwart team, we must nevertheless thank Mark Simpson, Theresa Gittins, Jackie Ashcroft and Sue Halewood for their efforts in coordinating the ‘Friends’ survey days.

The primary documentary research was undertaken by Peter Schofield. The survey was undertaken by Jamie Quartermaine and Peter Schofield, and the members of the Friends of Skipwith Common. The display material for National Nature Reserve Open Day was undertaken by Anne Stewardson. The report was written by Peter Schofield and the illustrations were by Anne Stewardson. The report was edited by Jamie Quartermaine, who also managed the project.



Plate 1: Surveys undertaken by members of the Friends of Skipwith Common

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## SUMMARY

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Oxford Archaeology North (OA North) was invited by Natural England to undertake a programme of further archaeological landscape survey of elements of Skipwith Common (NGR SE 6571 3728 (approximate centre)), on behalf of Escrick Park Estate and Natural England. This was intended to inform appropriate conservation management of the common. This is the third phase of recording of Skipwith Common and has been undertaken in conjunction with the Friends of Skipwith Common. The first phase of work examined the western part of Skipwith Common, including part of Riccall Airfield (OA North 2008). The second phase of survey examined the Northern Common and the northern part of the main Skipwith Common (OA North 2009). It also resulted in the completion of a topographic survey of a multiple boundary bank system that extends north/south across the common. The current survey therefore follows on from this work, and covered both a large area on the eastern end of Skipwith Common and a small additional area within the airfield on Riccall Common that had not previously been covered. The overall area covered in the 2010 survey totalled 1.59sqkm.

The project comprised a documentary study, an archaeological study of the airfield, a landscape survey of the remaining part of Skipwith Common and a detailed survey of a multiple boundary bank system. The documentary study entailed an investigation of the following sources: the North Yorkshire Historic Environment Record (HER); the National Monuments Record (NMR); the East Riding Record Office in Beverley and the OA North Library. The landscape survey entailed a rapid surface investigation to identify the existence of, but not record in detail, the surface archaeological monuments within the study area, which were then located using a differential GPS system. This was followed by a detailed survey of the east/west multiple bank boundary system. The field survey was undertaken partly by OA North staff, but much of it was carried out by members of the Friends of Skipwith Common, with the assistance of members of OA North. The investigation of the airfield entailed a documentary survey of the whole airfield complex, using Second World War records and aerial photography. This was followed by a ground survey of those parts of the airfield that are within the extent of Skipwith Common.

The earliest activity in the vicinity of the study area is attested by possible Mesolithic microliths found during excavations in the 1940s and findspots of Neolithic flints. In the Bronze / Iron Ages several round barrows were constructed around the margins of Skipwith Common and appear to be on the edge of prehistoric field systems and settlements identified from aerial photography on the surround farming land. At least one prehistoric enclosed settlement with its associated field system, has also been identified within the common. There were also groups (cemeteries) of Iron Age square barrows at the western end of Skipwith Common and at the northern end of North Common. Examples of square barrows have also been identified from aerial photography around the settlements in the adjoining fields.

Two large linear boundary features have been identified crossing Skipwith Common which comprise multiple parallel banks, and together have an overall width of up to 35m. One extends north/south and was recorded in the 2008 and 2009 field seasons, and there was also an east/west boundary system recorded in the 2010 season. These boundary banks were major territorial boundaries; they have been paralleled elsewhere in Yorkshire and have the potential to be of prehistoric origin, although they often continue in use into the historic period. The Skipwith examples are of very considerable archaeological importance.

Evidence for the medieval and post-medieval use of Skipwith Common has also been identified, and includes a number of areas of broad ridge and furrow. This indicates that although the common may have once formed waste land on the periphery of the Skipwith village, parts of it at least, were at some stage assarted and turned over to arable cultivation. By the late eighteenth century, however, the study area appears to have reverted back to common, as it is shown as such on a map from 1769.

In 1940, land was requisitioned at Riccall for a military airfield, which was located over the south-western portion of Skipwith Common, some 450m to the south-west of the present study area. However, there are possible features associated with this site within the current study area (Sites **147-48** and **162**). From August 1948 to February 1957 the airfield was used as an RAF storage site, but by 1985 the main use of the site was for agriculture and by 2002 many of the airfield buildings had been demolished and the runways had been partly removed.

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## 1. INTRODUCTION

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### 1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 Oxford Archaeology North (OA North) was invited by Margaret Nieke of Natural England to undertake a programme of further archaeological landscape survey of elements of Skipwith Common (NGR SE 6571 3728 (approximate centre)), on behalf of Escrick Park Estate and Natural England. This was intended to inform the appropriate conservation management of the common and to provide for further training of the Friends of Skipwith Common.
- 1.1.2 **Background:** there is a complex of remains across the site and its environs that date back to at least the Bronze Age, in the form of round barrows, and also Iron Age Square Barrows. Two extremely important multiple bank boundary features have been identified, one extends north/south and has now been recorded. The second is orientated east/west and is parallel to Sandy Lane. Both have the potential to be later prehistoric territorial boundaries and are of considerable importance. Surrounding the common are a number of complex field systems, identified by aerial photography, which are associated with round houses and square barrows; these are potentially of Iron Age or Romano-British date. Within the common are further Romano-British / Iron age settlements surviving as earthworks. One of the more recent features of the landscape is a Second World War airfield, now part overgrown, and there is the potential for associated defensive works associated with this installation.
- 1.1.3 This is the third phase of recording of Skipwith Common and has been undertaken in conjunction with the Friends of Skipwith Common. The first phase of work examined the western part of Skipwith Common, including part of Riccall Airfield (OA North 2008). The second phase of survey examined the Northern Common and the northern part of the main Skipwith Common (OA North 2009). It also resulted in the completion of a topographic survey of a multiple boundary bank system that extends north/south across the common. The current survey therefore follows on from this work, and covered both a large area at the eastern end of Skipwith Common and a small additional area within the airfield on Riccall Common that had not previously been covered. The overall area covered in the 2010 survey totalled 1.59sqkm (Fig 1). In addition, a further programme of detailed survey was undertaken by the Friends on the multiple bank boundary system that extended through the eastern part of the common.

### 1.2 AIMS AND OBJECTIVES

- 1.2.1 **Aims:** the primary purpose of the project was to inform future management decisions with regard to the archaeological and historical resource identified within this part of Skipwith Common. The proposed study was intended as an initial exploration of the archaeological and historical resource, rather than a definitive and comprehensive study. The intention was to provide a grounding of survey training for the Friends of Skipwith Common, allowing them to undertake more detailed survey and further research.
- 1.2.2 This, the third phase of archaeological investigation undertaken on the common, entailed the completion of the survey of Skipwith Common, the detailed recording of

a second multiple boundary bank system, and a study of the Riccall Airfield remains. The data generated during the latter element of work identified the surviving aviation resource of Riccall Airfield and the condition of those elements within Skipwith Common. The survey will enable the management of the Second World War archaeological resource by Natural England and Escrick Park Estate, and help highlight possible future requirements for further archaeological investigation or conservation works.

1.2.3 **Objectives:** the objectives of the project were:

- To obtain sufficient information to establish the location, extent, character, period, condition, fragility and potential of the surviving archaeological features;
- To provide a level 1b survey of all identified monuments (OA North 2002), which would identify and locate all surface monuments and features but not provide a detailed drawn record;
- To provide a basis for the preparation of detailed management measures;
- To provide training to the Friends of Skipwith Common in archaeological survey recording.
- to identify the survival of original Second World War features within the perimeter of the airfield and immediate environs
- to define rapidly the extent and components of each of the airfield sites that are likely to be present through desk-based analysis
- to define the actual presence, and external condition of the airfield features by visiting the sites specifically on the common

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## 2. METHODOLOGY

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### 2.1 PROJECT DESIGN

- 2.1.1 A project design (*Appendix 1*) was submitted in December 2009 by OA North to Natural England. This provided for a programme of desk-based research, a survey of the archaeological and historical features within further parts of Skipwith Common, and a programme of training in survey techniques for the Friends of Skipwith Common. At the request of Natural England, OA North produced display material for a Skipwith Common open day; in all other respects the work was undertaken in accordance with the project design.

### 2.2 LANDSCAPE SURVEY

- 2.2.1 **Desk-Based Research:** a limited programme of desk-based research was undertaken of the study area. This was intended to provide an archaeological and historical background to the area sufficient to inform the field survey, rather than a comprehensive historical study. An assessment was undertaken of data held in the North Yorkshire Historic Environment Record (HER), the National Monuments Record (NMR), and the Archaeology Data Service (ADS), which are databases of archaeological sites. A full record of the sites within the study area, including grid reference and description, was obtained.
- 2.2.2 **Aerial Photography:** the results of the National Mapping Programme (NMP) of aerial photographic interpretation for the Vale of York were provided by English Heritage, via Natural England (Figs 2-4). They proved to be a remarkable indicator of cropmarks in the fields surrounding the common. In addition, oblique air photographs, taken as part of the 2008 season of survey (OA North 2008), were studied and the results were incorporated as appropriate.
- 2.2.3 **Field Survey:** the survey was undertaken as an enhanced OA North Level 1b type survey (OA North 2002) of an area encompassing 1.59sqkm (Fig 1). The survey involved four elements: Reconnaissance; Mapping; Photography; and Description.
- 2.2.4 The reconnaissance was undertaken by field walking, which varied from 30-50m line intervals depending on visibility (as affected by tree density), terrain and safety considerations. The survey aimed to identify, locate and record all archaeological sites and features on the ground. Those sites already identified by the archival study (HER and NMR) were checked against their entry and the entry was enhanced, where appropriate.
- 2.2.5 The location and extent of identified sites were mapped by differential GPS survey. The GPS used was a Leica GPS 1200 real time differential survey instrument, which achieve accuracies of  $\pm 0.03\text{m}$ ; however, in areas of tree cover this deteriorated down to  $\pm 0.5\text{m}$  and in areas of very dense cover, it was as poor as  $\pm 1.0\text{m}$ . Despite the extensive tree canopy cover, a fix was obtained from the GPS for all sites. In conjunction with the landscape survey a photographic archive was generated, which recorded significant features, as well as aspects of the general landscape. This photographic archive was maintained using a digital camera with 8.0mega pixel resolution and also black and white 35mm film.

- 2.2.6 The descriptive data was input directly on site into a Psion palm computer and, subsequently, incorporated into an Access 97 compatible database. The input into the system was guided by a *pro forma* to ensure uniformity and consistency. The description incorporated a provisional interpretation of the function, chronology and purpose of a site, where possible. Each category of significance was given high, medium or low scores in the field.

## 2.3 DETAILED SURVEY OF THE SANDY LANE MULTIPLE BANK BOUNDARY

- 2.3.1 As part of the survey training programme it was agreed with the Friends of Skipwith Common and Natural England to undertake instruction in survey techniques as to English Heritage Level 3 survey. The detailed survey concentrated on recording the east/west the multiple bank boundary system, identified in the previous season (OA North 2009). To enable a broad training in survey techniques, different instruments were used and a combination of instrument survey and mapping grade GPS techniques were used. The results from all techniques were combined within a CAD system (Fig 5). Where instrument techniques were used a Zeiss Elta 3 total station was utilised, and the results were tied into the Ordnance Survey grid using a differential GPS. Plans were generated by EDM tacheometry using a total station linked to a husky data logger. The digital data was transferred to a PC for further enhancement. The resultant paper plots were annotated in the field and enhanced later in the CAD system. The survey output consisted of a plan of the earthworks, which was superimposed onto the main identification survey mapping.
- 2.3.2 **Photography:** a general photographic record was maintained in the course of the survey, recording earthwork features along with their local topographical context. The record was recorded in 35mm black and white print format, and digital colour photography; the digital photographs were used to accompany the present report.

## 2.4 RICCALL AIRFIELD SURVEY

- 2.4.1 The extent of Riccall Airfield originally covered an area larger than that of the present day common land, and as such, the context of the airfield cannot be understood looking at the present survey area in isolation. The desk-based assessment took into account the areas outside of the common and recorded extant features accordingly.
- 2.4.2 **Desk-based Research:** the desk-based research gathered cartographic, documentary and aerial photographic information pertinent to the airfield to provide a basic level of information about the site and its original form. The desk-based research covered The National Monuments Record (NMR), North Yorkshire HER, East Riding Record Office, Beverley, The Royal Air Force Museum, London, The Defence of Britain database at the Archaeological and Historical Data Service (AHDS)
- 2.4.3 **Site Survey and Aerial Photography:** the primary aim of the field visit was to establish the present day survival and condition of Second World War features identified by the desk-based research. Part of the airfield lay within the common, and but had not been subject to an earlier survey, necessitating a further survey as part of the present phase of work. The area of the airfield that lay outside the common is in private ownership and was not subject to field survey, but was examined by aerial photography, which outlined the land use, and any indications of extant survival of Second World War features.

- 2.4.4 The site survey comprised a comprehensive examination of all airfield-related structures and features on the common within the perimeter of the airfield. It used a combination of historic and more recent plans as a basis for the location and identification of features. The sites were documented through a combination of indexed high quality digital photography and annotated site plans to a level 1 survey of the buildings (English Heritage 2006, 14) and earthwork features (English Heritage 2007, 23). More detailed notes were generated as necessary where they assisted with a description of the condition of the site. Locations of structures and features were recorded using a hand-held GPS, accurate to approximately 2m.
- 2.4.5 Second World War features previously identified as part of the original survey (OA North 2008) were assessed for their condition, and a condition report produced for each one. A comparison was made between Second World War mapping of the airfield, 1948 air photographs and current air photographs. This allowed an assessment as to which of the original features were extant, and which have been lost. A record was produced for any feature that survived either as an extant structure or as foundations; records were not compiled for features that had been destroyed.
- 2.4.6 It had been proposed to obtain copies of original building drawings from the RAF Museum for each of the standing buildings identified during the survey within the extent of the common. In the event it was found that no specific building drawings had survived for any of the identified structures.

## **2.5 GAZETTEER OF SITES**

- 2.5.1 All of the information concerning archaeological sites within the assessed area has been collated into a gazetteer (*Appendix 2*), which provides details of their location, period, character and significance. Locations are given as ten-figure National Grid References where possible, and the position of each site is indicated on maps of the study area (Figs 2-5). The gazetteer contains selected previously recorded sites that are related to Riccall Airfield, as well as all new sites identified by the present survey. The numbering sequence follows on from the two previous surveys carried out within Skipwith Common (OA North 2008 and OA North 2009).

## **2.6 AIRFIELD DISPLAY**

- 2.6.1 A series of six display panels celebrating the airfield was compiled to celebrate the opening of the Skipwith Common National Nature Reserve. These examined the history of the airfield, the regeneration of Skipwith Common after the abandonment of the airfield and the archaeology of the airfield. Copies of some of the panels are presented within this report (Figs 6 and 7).

## **2.7 ARCHIVE**

- 2.7.1 A full archive has been produced to a professional standard in accordance with current English Heritage guidelines (1991) and the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The archive is provided in the English Heritage Centre for Archaeology format, both as a printed document and digitally. The archive will be



deposited with the North Yorkshire County Record Office in Northallerton, along with a copy of the report. Digital copies of the archive, report and figures will be submitted to the NMR and ADS. The report will be submitted to North Yorkshire County Council Historic Environment Record, Natural England, Skipwith Estate, and Friends of Skipwith Common.

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### 3. TOPOGRAPHICAL AND HISTORICAL BACKGROUND

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#### 3.1 INTRODUCTION

- 3.1.1 This section sets out a brief archaeological and historical background of Skipwith Common, in order to provide a context for the discoveries from the new phase of survey.

#### 3.2 LOCATION, TOPOGRAPHY AND GEOLOGY

- 3.2.1 Skipwith is located *c* 5km to the north-east of Selby. The common is predominantly located to the south of the village of Skipwith, but also extends northwards on the east side of the village, in an area known as Crook Moor (or Back Common). The bulk of the southern area was the subject of a survey carried out in 2008 (OA North 2008) and the area to the north at Crook Moor in 2009 (OA North 2009). The current study area occupies *c* 1.59sqkm, consisting of the eastern end of Skipwith common (to the south of the village) and a small portion of what was once Riccall Common within Riccall Airfield (Fig 1). The study area is fairly flat and lies at approximately 10m OD (Ordnance Survey 1992). Several minor roads and tracks cross the study area, which is surrounded by agricultural fields. The present day terrain comprises generally poorly drained ground and there are numerous ponds and lakes within the area. In the better drained ground there is a general covering of scrub and immature trees (mainly birch) reflecting that the tree cover is a recent phenomenon.
- 3.2.2 The study area is within the low lying Vale of York. During the last Ice Age the underlying soft Triassic or New Red Sandstone was eroded by glacial activity and latterly, as the glaciers retreated, this area was a large inland lake, which was subsequently partially infilled with material from the surrounding hills (MAP Archaeological Consultancy Ltd 1994). The solid geology comprises Permian and Triassic Sandstones (BGS 2007) and the superficial geology comprises pelostagnogley soils and gleyic brown sands (Ordnance Survey 1983).

#### 3.3 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

- 3.3.1 **Mesolithic:** during the Mesolithic period the inhabitants of the British Isles employed a subsistence strategy traditionally viewed as the exploitation of natural resources by activities based on hunting, gathering, and fishing. A number of flint blades described as ‘typical Yorkshire microliths’, were recovered from excavations carried out on square barrows located approximately 1.5km to the west of the southern end of the present study area in 1941 (OA North 2008, Site **01**; Mike Griffiths and Associates 1997, 7).
- 3.3.2 **Neolithic:** approximately commensurate with the adoption of farming, from *c* 4000 BC, the Neolithic period saw an increase in more permanent settlement, and the beginnings of the widespread construction of monumental architecture. Woodland clearance took place in the Neolithic period, evidenced by a fall in tree pollen, replaced by grass and in some cases cereal pollen (Quartermaine and Leech forthcoming). The NMR records the findspot of a Neolithic flint axe from the vicinity of the study area (NMR SE 63 NE 22, at NGR SE 66 38) and two stone axes (NMR SE 63 NW 13, at NGR SE 62 37) have also been found some distance to the

west of the study area. A double ditched enclosure of unknown date is visible as a cropmark to the west of the south end of the study area (NMR SE 63 NE 41, at NGR SE 6500 3795). This site has been interpreted as a possible Neolithic (NMR Record Description) or even an Iron Age enclosure. The NMR also offers the suggestion that it may have been a nineteenth century tree plantation; however, there is nothing shown in this location on the Ordnance Survey (OS) First Edition map (1855), and there is no correlation between this enclosure and the nineteenth century field system, indicating that it was of a much earlier date.

- 3.3.3 **Bronze Age:** the beginning of the Bronze Age in Britain developed gradually from the preceding Neolithic during the mid-third millennium BC. Lithic technology changed and a wider range of flint tools were used, including knives and scrapers. Perforated stone objects, such as axe-hammers and bronze implements, also began to be used, pottery styles changed, single burials increase in occurrence in the archaeological record and monumental building changed (Manby *et al* 2003, 29). A findspot of prehistoric pottery, of unspecific date is recorded in the HER (Site **125**).
- 3.3.4 Five probable Bronze Age barrows were located within the 2008 Skipwith Common study area (OA North 2008, Sites **02-05** and **14**), whilst two possible round barrows were identified within the 2009 study area (OA North 2009, Sites **194** and **196**). These latter sites are located *c* 500m to the north-east of Sites **02-05**. Further possible barrows survive as cropmarks to the north of the 2008 study area within South Moor Field (NMR SE 63 NE 38, at NGR SE 6543 3780), and south of Adamson Farm (NMR 63 NW 35, at NGR SE 6468 3779). For the most part, these large barrows were located along the northern edge of the common, and at the southern limit of early field systems indicated by aerial photography (OA North 2008). The implication is that they were deliberately located on the edge of a block of land that has been waste since this period.
- 3.3.5 There are two well-defined prehistoric linear territorial multiple-banked boundaries located on Skipwith Common. The date of these banks is unknown, although it is entirely possible that they originated in the Bronze Age, as there are putative barrows within the boundary bank complex. The first boundary (Site **18**) runs for a distance of *c* 1.5km on a north-west/south-east alignment before disappearing into an area of cultivated enclosed land to the south. The boundary was recorded by the Friends of Skipwith Common in the course of the 2008 and 2009 surveys (OA North 2008 and OA North 2009). The second linear bank complex was identified during the 2009 survey along the line of Sandy Lane, on an east/west orientation, and extended for a distance of at least *c* 0.9km; the site was recorded during the present survey (Site **334**; Fig 5).
- 3.3.6 **Iron Age / Roman:** Site **01** (OA North 2008) is Danes Hill Iron Age square barrow cemetery, located at the western end of Skipwith Common. This cemetery consisted of more than 20 barrows prior to the construction of Riccall Airfield, which destroyed several of them. The remaining barrows are visible as cropmarks and low mounds. An additional group of seven dispersed probable Iron Age square barrows are located to the north and west of Site **01** (NMR SE 63 NW 33, at NGR SE 6437 3785). There is a further Iron Age cemetery, located *c* 3km to the north-east (SE 6666 3990), which confusingly is also named Danes Hill on the Ordnance Survey maps, and is located to the north-west of the junction between Bonby and Broad Lanes on Crook Moor (Site **118**). These burial mounds were investigated in 1850 by the Yorkshire Antiquarian Club, and cremated bone was found within them (Scheduled Monument 30176 Monument Description).

The mounds were found to be surrounded by square ditches and were likened to the cemetery at Site **01**. The 2008 survey identified seven possible barrows (Sites **135-36**, **152**, **153/154**, and **155-57**), and one square barrow identified in the area from the HER (Site **122**) could not be located. One barrow (Site **135**) is large (17.5m diameter), circular, up to 1.3m in height, and has a large flat top; it has the characteristics of many of the other suspected round barrows in the Skipwith area; there are a number of parallels for these complex of sites in North Yorkshire (Stead 1991; Dent 1985).

- 3.3.7 A number of Iron Age/Romano British sites have been identified through aerial photographic analyses undertaken as part of the National Mapping Programme (NMP) for the Vale of York. To the west of the present study area are two main complexes of sites, NMR SE 63 NW 8 (at NGR SE 6429 3792) and NMR SE 63 NE 38 (at NGR SE 6543 3780). NMR SE 63 NW 8 is located north of the Danes Hill Barrow Cemetery (OA North 2008, Site **01**). This is a probable settlement site comprising a complex of superimposed rectilinear ditch-defined enclosures and associated trackways, extending over an east/west area of *c* 850m. NMR SE 63 NE 38 is located *c* 250m west of the southern end of the current study area, and comprises the remains of a field system visible as cropmarks, extending westwards for 750m, with the main axis of the ditches being west to east and north to south. The cropmarks include some double-ditched rectilinear enclosures, some of which contain round houses. Roman pottery was found in this area during a programme of field walking (MAP Archaeological Consultancy Ltd 1994).
- 3.3.8 The second phase of survey (OA North 2009) revealed a pair of early enclosures / field systems (Sites **161/219** and **163**) on Crook Moor which are seemingly earlier than the elements of the extant field system and have the potential to be of late prehistoric or Roman date. Their size is comparable to those enclosures identified by aerial photography to the east and south of Crook Moor (NMR SE 63 NE 17 and 18), as is the basic orientation.
- 3.3.9 North of Skipwith, and west of the study area is a further extensive probable Iron Age/Romano-British settlement area, which extends east/west for *c* 1270m (NMR SE 63 NE 14, at NGR SE 657 390). The site includes a field system, trackways and round houses, and appears to comprise more than one phase of activity, as ditches overlap, and the character of the enclosures differ. For the most part, these features have a different orientation to the field system shown on the OS First Edition (1855) map, although there are occasional post-medieval cropmark features. The main alignment of the ditches is north-west to south-east, but there is an east/west boundary at the southern end of the site, which possibly represents a separate phase. Two square barrows lie adjacent to this boundary (NMR SE 63 NE 16, at NGR SE 6609 3892). The settlement site appears to peter out *c* 125m to the west of the current study area. However, medieval/post-medieval ridge and furrow (Sites **184** and **186**) was recorded across this part of the study area, which possibly masks earlier features. Approximately 100m to the east of this part of the study area was a further area of cropmarks (NMR SE 63 NE 35, at NGR SE 6732 3917), which comprise a probable Iron Age/Romano-British settlement extending over 800m. The main axis of the ditches in this settlement are north/south and east/west, and, again, there appears to be more than one phase of use.
- 3.3.10 To the north, the study area is flanked by further areas of Iron Age/Romano-British settlement, most markedly NMR SE 63 NE 17 (at NGR SE 6634 3965) to the immediate west, and NMR SE 63 NE 18 (at NGR SE 6710 3983) to the immediate

east. NMR SE 63 NE 17 extends over 1km, and NMR SE 63 NE 18 extends over 600m, with the main axis of both areas being north/south and west/east. Given the common alignments they are considered to be associated with each other, and NMR SE 63 NE 35 to the south. The Iron Age barrow cemetery (Site **118**) is located between these two areas (NMR SE 63 NE 17 and NMR SE 63 NE 18), which possibly suggests a change in the use of the landscape in this area, with the barrows forming a focal point for the surrounding settlement.

- 3.3.11 The lack of other identified Iron Age sites from the study area may be a result of sites being obscured by features such as ridge and furrow, vegetation and tree cover, rather than an absence of activity. Both sites NMR SE 63 NE 17 and NMR SE 63 NE 18 contain complexes of ditches which extend up to the boundaries of the current study area and seem likely to extend into this area. One possible Iron Age field boundary, Site **219**, was located towards the northern end of the study area.
- 3.3.12 **Early Medieval:** the settlement of the Skipwith area in the post-Roman period is not known, although the nearby Rivers Ouse and Derwent were used as entry points by the Anglian settlers who came to the wider area in the sixth century (Mike Griffiths and Associates 1997, 9). Skipwith Church has a late Saxon tower and north nave wall and there is at least one fragment of re-used Anglo-Scandinavian sculptured stone in the fabric of the tower which is considered to be of ninth to eleventh century date (Lang 1991, 215; *op cit*, 14; Taylor and Taylor 1965). The sculpture is incorporated into the earliest pre-Conquest phase of the church's construction (Lang 1991, 215), and would appear to suggest that there has been some considerable activity on the site prior to the construction of the church. There also appears to be a semi-circular graveyard, possibly Anglo-Saxon in origin, which can be seen to extend beyond the boundary of the present graveyard (*op cit*, 10). Recent work by Hall *et al* (2008) entailed an investigation of the West Tower; this revealed a building earlier than the tower, around which were burials, some in iron-bracketed wooden coffins and a piece of early ninth century sculpture was also found. This was replaced by a church which incorporated the standing tower (*ibid*).
- 3.3.13 The origin of the name 'Danes Hill', which has been given to the areas of Iron Age square barrows in both the 2008 and current study areas (Sites **01** and **118**), is believed to have come from the Battle of Stamford Bridge in 1066. The Viking army, commanded by King Harald Hadrada of Norway is thought to have landed and made camp near Riccall on the River Ouse. The army then marched to Stamford Bridge where they were surprised and defeated by the English Army, led by King Harold Godwinson, on the 25<sup>th</sup> September 1066. The Viking survivors of the battle then returned to their ships, and it is thought that many of their dead were buried nearby at Riccall. This led to the confused identification of the areas of burial mounds at Skipwith Common as Viking burial grounds, hence the name 'Danes Hill' (*ibid*).
- 3.3.14 **Medieval to post-medieval:** Skipwith is listed in the Domesday Survey of 1086 as 'Schiperwic' (Sheep Farm) and is described as consisting of three carucates of land (plough-land), which belonged to Hugh son of Baldric (Faull and Stinson 1986). The estate was held by the d'Avranches family from c 1200 to c 1354, after which it passed to the Skipwith family when Catherine d'Avranche married William Skipwith (Allison 1976). In 1708 the Skipwith estate was sold by Mary Skipwith to Francis Annesley. The estate was sold to Thomas Bradford in 1801, and to JP Toulson in 1802. When JAP Toulson died in 1898, the estate was sold to Lord Wenlock, who held the Escrick Estate, and it then descended through the Forbes Adam family (*ibid*; MAP Archaeological Consultancy Ltd. 1994). The current study area is located in

the area of back common for Skipwith Manor, which is also known as ‘Crook Moor’ (Allison 1976). This area appears to have been part of the Wenlock Estate earlier than the remainder of Skipwith Common, as it is depicted on a map showing the Wenlock estates from 1851 (UHA DDFA/45/19).

- 3.3.15 A scheduled moated site is located *c* 350m to the north-west of the south end of the study area (SM 28250). The scheduling description of the monument states that this is considered to be the location of the manor until the seventeenth century, when in 1657 the house or hall was demolished. It was replaced with a cottage named Moat Hall, which stood on the site until the twentieth century. A number of other scheduled moated sites are located in the wider area around Skipwith, including at Riccall to the west of the study area, and at Aughton to the east.
- 3.3.16 In the twelfth century, the area was within the Royal Forest of Between Ouse and Derwent, and, as such, was under forest law, which meant that there were a number of restrictions on the use of the forest. In particular, assarting, or woodland clearance for farming, was limited as a licence was required to carry this out (Allison 1976; Sheppard 1966, 67-8). In 1234 the area was disafforested, and assarting then took place throughout the later medieval and post-medieval periods, testified by the irregular-shaped fields, suggesting piecemeal clearance, and field names recorded in the seventeenth century, such as ridding, rudding and hurst, referring to clearance (*ibid*). Assarting appears to have been carried out by groups of people who then shared the land, either as stinted pasture or as open fields, divided into furlongs (Hazel Williams *pers comm*).
- 3.3.17 In the seventeenth century, there were open fields at Out, Inholme, West-, North- and South Fields, North Tofts, Southmoors and Harthowray (Plate 2). There was also common meadow land in the Ings and pasture in the Holmes, both located on the west side of the village (Allison 1976). A programme of field walking has been carried out in South Moor Field to the west of the south end of the study area. Finds of medieval pottery indicate that this land was cultivated from the twelfth century onwards (MAP Archaeological Consultancy Ltd 1994).
- 3.3.18 By 1769, Out and Inholme fields had been either enclosed or incorporated within other fields. Towards the end of the eighteenth century, the Holmes became a stinted pasture, and was shared by several stock-owners who each held beast-gates, permitting a fixed number of stock on to the land (Allison 1976; Sheppard 1966, 64).
- 3.3.19 Uses of the common during the medieval and post-medieval periods would have included pasture, and the taking of peat, whin (gorse), ling (heather), timber and sand (Rackham 2000, 139; Allison 1976). Skipwith Common was specifically referred to as one of three turbaries (along with those at Tillmire and Askham Bog) that were used by the city of York in the fourteenth century (Rotherham 2009a, 25; 2009b). Numerous sand extraction pits have been identified across the study area.

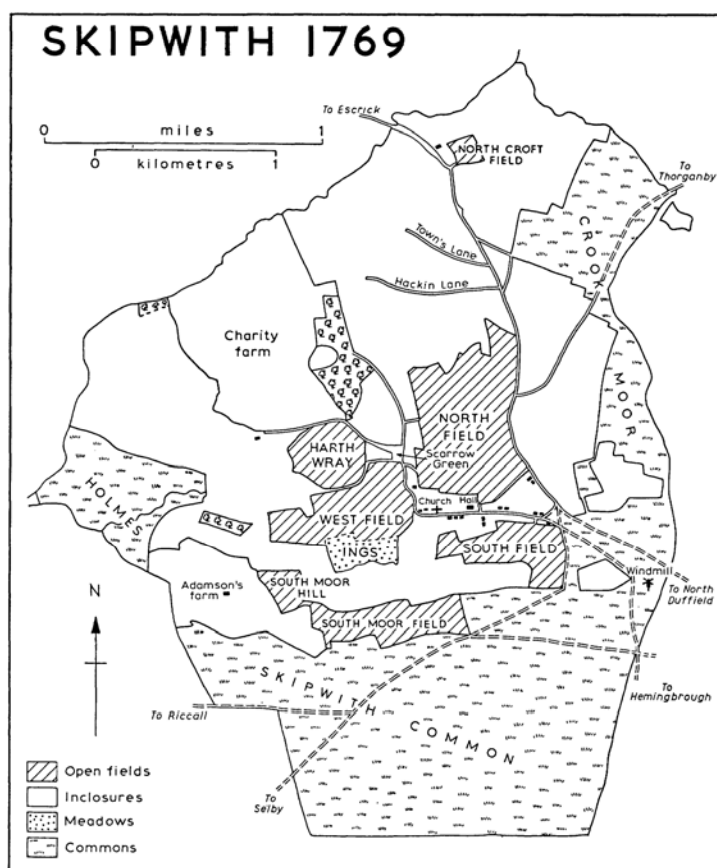


Plate 2: Skipwith, 1769. From a map in the Esrick Park Estate Office (after Allison 1976, 90)

- 3.3.20 Thirty features comprising, or associated with, areas of ridge and furrow cultivation have been identified across Skipwith Common by the two previous phases of survey. This indicates that the area to the north-east of the village was assarted, and subsequently, used for arable cultivation. As such, it may have formed one of Skipwith's open fields. Whilst ridge and furrow can be difficult to date, some areas have ridge separation wider than others (eg Site **237**), which is a characteristic of medieval ridge and furrow that was formed by ploughing with teams of oxen (Rackham 2000, 79).
- 3.3.21 The system of open fields and common rights continued through the nineteenth century, with payments being made to the Lord of the Manor for the common rights. In 1807, 14 people paid for 55¼ of the Holmes beast-gates, 15 people paid for rights on the common and 11 people paid for the use of the lanes and balks (Allison 1976; UHA DDFA/14/265; UHA DDFA/41/31). The fields around Skipwith were not enclosed until 1904 and, although the common was left out of the enclosure, a Board of Conservators was established who made by-laws concerning the common. This included free access to the common, allowed for the '*playing of games on Little Common*' and stated that '*the tumuli shall, so far as is possible, be preserved by the conservators*' (Allison 1976; ERRO DDX 165/14).
- 3.3.22 **Plantations:** a documentary source (Allison 1976, 91) mentioned that three plantations were established in the early nineteenth century, near the road that crosses Skipwith Common, and Site **113** was a plantation named Fox Covert on the OS First Edition mapping. Parts of the boundary of this plantation were identified during the original walk-over survey (Sites **100** and **101**). A further feature (Site **76**),

consisting of a prominent curved bank, appears to correspond with the north-western boundary of a plantation, shown on the 1910 mapping in the northern area of the common (Site **116**).

- 3.3.23 **Communications:** an area of waste surrounded by agricultural land would inevitably have been used for communication routes. Drove routes, in particular, utilised, where possibly, unfarmed land where there would be no restriction on their passage and where there would also be grazing for the animals on route. As a consequence, they typically pick out routes across some of the highest and most remote wasteland in the landscape so that they can avoid enclosed land (Haldane 2006). In this respect, Skipwith Common would have been ideally suited and there are some long established primary communication routes across the waste land, such as Moor Lane, and, to a lesser extent, King Rudding Lane and Sands Lane. While these would probably have initially been drove routes, they were formalised as roads during the post-medieval period. One section of Moor Lane survives as a disused earthwork (Site **284**), as the current road was diverted in the late nineteenth century, presumably when Riccall Common was enclosed. There are other features attesting to the communication usage of the moor. Site **10** refers to a guide post marked at the junction of King Rudding Lane with Moor Lane, a north-east / south-west aligned track through the common. There were also two narrow hollow ways (Sites **47** and **42**), located on the line of a path marked on the current mapping, which appear to have subsequently fallen out of use.
- 3.3.24 **Flax Industry:** the flax industry was an important local industry for Skipwith and Selby with traders in flax mentioned for these areas in the Kelly's Directories of the early twentieth century (MAP Archaeological Consultancy Ltd 1994, 21). Flax is a member of the linseed family, extracted fibres are called line (from the Old English *lin*) and provide the raw material for linen (Weald and Downland Open Air Museum 2009; Higham 1989, 42). To extract the fibres the plant had to be pulled, not cut, from the ground, as the fibres run the full length of the plant. The plants would then be tied with string into bundles, or beets, and transported to a specially constructed or adapted pond to rot down, which would release the fibres from the rest of the plant matter. The bundles were alternately soaked and dried and turned over. This process of rotting, or retting, took between 10-15 days, after which the bundles would be cut open and the plants spread out to dry. In order to dry the plants properly they had to be frequently turned. Once this was complete, the plants would be re-tied into bundles and stored until they were needed (Weald and Downland Open Air Museum 2009). The stalks were then broken to release the internal fibres, which were drawn out by pulling handfuls of the plants over sharp spikes, or hackles. The size of these spikes would become smaller as the process went on, so as to ensure that even the finest of fibres was extracted. The fibres could then be spun (*ibid*; Higham 1989, 40).
- 3.3.25 The common characteristics of ponds known to have been used for flax retting are that they were on flat land, close to a river and utilised small streams, so that a controlled water supply could be used. Raised banks are also frequently found surrounding the pond, which were used to dry the flax. The ponds were typically located away from settlements so as not to pollute the water supply, and also because the process of retting produces a strong unpleasant smell. Higham notes a frequent link between the linen industry and the woollen industry, so that retting ponds are often found in association with fulling mills, tenter banks and potash pits (Higham 1989, 38 and 51). The provision of watercourses, sluices and raised banks, was a relatively costly one and therefore retting pools tend to be found in areas held by



major landowners, who could meet the expense of setting up the ponds and then profit from renting them out (*op cit*, 50).

- 3.3.26 The OS First Edition shows two ponds (Site **246**) c 250m to the south of the eastern end of Skipwith village, labelled ‘line ponds’, and the name strongly suggests a link with flax processing and linen production, where ‘line’ is the name of the extracted flax fibres. The ponds are situated on the edge of the common, immediately south-east of the open fields, and tracks linked the area to Skipwith to the north, and to the Skipwith / North Duffield road to the east. A detailed survey of the ponds by the Friends of Skipwith Common has indicated that they are highly likely to have been retting ponds (OA North 2009), not only because of the name, but because of the complex of artificial water channels feeding the ponds and the corresponding ones draining the ponds. The south pond is irregular in shape but appears to comprise a main area, with two narrow compartments extending to the west and south-east. It is possible that the water levels in these areas were further controlled with sluices. A narrow channel was located between the south and north ponds, again probably controlled with a sluice. The north pond is smaller than the south, and is approximately S-shaped. Again, it is possible that the narrow bends in this pond were areas where water flow was controlled between compartments. A channel at the north end of this pond joins with the Southfield Drain, which runs east/west to the south of Skipwith village. A further pond is located to the south-east, and was linked to the southern end of the line ponds with a channel. This appears to have been the water source for the ponds, which would have been controlled by one or more sluices. A further possible retting pond was identified located to the north of the Southfield Drain (Site **202**), however, this pond was not depicted on the OS First Edition map of 1855, and was probably earlier than the line ponds.
- 3.3.27 **Corn Mills:** a windmill was recorded in Skipwith in 1536 and is thought to be the mill shown on the First Edition OS map on the south side of the road from Skipwith to North Duffield (Allison 1976). The site of a second windmill (Site **231**) is located on the north side of the North Duffield Road, in an area named ‘Old Mill Hill’. It comprised a large semicircular ditch, 2.5m wide and 0.5m deep, defining a raised platform. The latter site is shown as an earthwork on the First Edition OS map, whilst the former mill to the south is labelled as a corn mill, and was evidently still functioning. A further possible windmill site (Site **233**) was identified and recorded near to windmill Site **231**, and has been tentatively interpreted as the possible site of a former windmill base, however, this feature is not marked on any historic mapping.
- 3.3.28 **Sand Extraction:** numerous areas comprising one or more probable sand pits were recorded across the Skipwith common during the earlier two phases of survey. (Sites **8, 9, 11, 112, 134, 140-43, 150, 167, 169, 171-73, 199, 204, 207-12, 213-16, 227-30, 232, 234, 235, 242-45** and **249**) Further small, irregular-shaped ponds or pits either marked on the historic mapping or identified through walkover survey were recorded (Sites **110-12, 114, 115, 189-90, 220-23**). It is presumed that all of these pits relate to sand extraction.
- 3.3.29 **Airfield:** in 1940, land was requisitioned on Riccall and Skipwith Commons for a military airfield. The site was subsequently constructed by 1942 as a RAF satellite airfield, used for bomber training. Its north-east corner crosses over the south-western portion of the current Skipwith Common. In the post-war period, from August 1948 to February 1957 the airfield was used as an RAF storage site, but by 1985 the main use of the site was for agriculture and by 2002 many of the airfield

buildings had been demolished and the runways had been partly removed (*Section 4*).

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## 4. RICCALL AIRFIELD SURVEY

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### 4.1 HISTORICAL BACKGROUND

- 4.1.1 Permission was granted for the land that was to become RAF Riccall to be requisitioned for a military airfield on 1<sup>st</sup> June 1940 (Delve 2006, 211). Construction of a bomber airfield began immediately on the large flat area on the eastern side of the current alignment of the A19 road, covering parts of Skipwith, Barlby and Riccall commons, along with surrounding farmland (Otter 1998, 210; Plate 3). The site was just one of a dense cluster of bomber airfields in the Vale of York, and there was a dozen major airfields within a ten mile radius of Skipwith (Delve 2006, 211; Plate 4). The grouping was part of the wider build-up of training and operational bomber capabilities on the east coast of England, designed to be able to strike at targets on mainland Europe.
- 4.1.2 The airfield opened in September 1942 in a still unfinished state and comprised a standard three hard runway layout of concrete and asphalt construction. The main runway was 5940ft long with subsidiary runways of 4290ft and 4620ft respectively (Halpenny 1982, 157). A surrounding perimeter track, with thirty-six standard heavy-bomber dispersal bays, was laid out around the runways (Plates 5 and 6). The dispersal bays were concentrated on the south and east sides of the airfield. The initial phase high explosive bomb dump and stores for small arms and incendiary ammunition was placed within the perimeter track on the east side of the airfield (Site 314). A second later phase of high explosive bomb storage areas was constructed at a safe distance to the north-east of the airfield on the open common (Sites 315 and 316). The main technical site, consisting of clusters of maintenance buildings and seven hangars (six of Type T2 and one of Type B1 designs), were located in the central/southern side of the airfield. Thirteen dispersed hut accommodation and communal sites, along with the wireless station, were constructed to the south of the airfield (Plate 7).
- 4.1.3 During the remainder of the war the function of RAF Riccall was primarily a non-operational training bomber base of RAF Bomber Command 4 Group, housing RAF No. 1658 Heavy Conversion Unit (HCU), the sole active unit to be based there during the war. The unit did not form until 7<sup>th</sup> October when it absorbed two squadron Conversion Flights (76 CF and 78 CF), which had been in place on the airfield since mid September (Delve 2006, 212-3). The same day 10 CF from Melbourne and 102 CF from Pocklington arrived and were amalgamated into the HCU. On the 1<sup>st</sup> November the HCU expanded further when it absorbed 158 CF from Rufforth (Halpenny 1982, 157). RAF Riccall was to be used for training with the 1658 HCU mainly operating Halifax bombers, but with support aircraft of Tiger Moths and Spitfires for general training and air combat training duties (*ibid*). From September 1943, the airfield was a satellite attached to the nearby RAF Marston Moor, the headquarters of RAF Bomber Command 4 Group, which specialised in heavy bomber training and conversion (Otter 1998, 207). RAF Riccall's 1658 HCU took RAF crews from twin-engined Wellington bombers and trained them on the more complex four-engined Halifax heavy bombers. At full strength, the HCU was formed into four flights A-D, each commanded by a Squadron Leader, making a total of 32 Halifax aircraft (Delve 2006, 211; Halpenny 1982, 157). As the aircraft used in training were 'war weary' ex-active squadron aircraft, there were many accidents and

casualties during training, leading to a high turnover of both hardware and personnel (the unit lost 72 aircraft in training) (*ibid*).

- 4.1.4 In November 1944 1658 HCU at Riccall, along with all other HCU's, were transferred over to the command of 7 Group Training Command (Otter 1998, 213), and it became No 74 Base-Sub-Station to Marston Moor, although the role and function of the airfield and its HCU remained the same. All training units began to be run down in early 1945 as victory in Europe looked assured. Subsequently, 1658 HCU was disbanded on 13<sup>th</sup> April 1945, close to the end of the war. The airfield was transferred to Transport Command, briefly forming the base for 1332 (Transport) Heavy Conversion Unit. This unit flew Avro Yorks and a few Stirling IV's that had been converted for freight work (Delve 2006, 214). Flying at the airfield ceased in November 1945 when 1332 (T)HCU moved north to RAF Dishforth. The RAF retained the airfield and it was used for storage from August 1948 to February 1957 as a sub-site of No 91 Maintenance Unit (MU), with the primary aim of storing, and then disposing, of surplus bombs and ordnance (*ibid*). When the RAF vacated the site the facilities were dismantled, the majority of the runways were grubbed up, and much of the land was turned back over to agriculture. Many of the buildings, particularly on the dispersed communal and accommodation sites, were adapted for farm use (Halpenny 1982,159).

## 4.2 EXTANT ARCHAEOLOGICAL SITES – DOCUMENTARY STUDY

- 4.2.1 **Introduction:** the area of RAF Riccall that is within the present survey area of Skipwith Common is roughly 1/6<sup>th</sup> of its original extent (Plate 7). Whilst walkover survey was undertaken of this portion of the site (Plate 8) the context of the airfield as a whole would be lost unless desk-based analysis was undertaken of the airfield as a whole. The distribution of airfield infrastructure and buildings at RAF Riccall was identified through a combination of contemporary airfield layout plans, of both the airfield and dispersed accommodation (Plans 5117/45 and 5116/45; Plate 6) and aerial photographs from the 1940s to 1980s (Plates 9 and 10). The historic extents of the airfield were identified, in part through the NMP Aerial photo interpretation polygons and partly via the airfield layout plans. Within those areas that were outwith of Skipwith Common, an investigation of aerial photographic sources and GoogleEarth mapping was undertaken to identify the extant of the archaeological resource in these areas.
- 4.2.2 **Airfield Complex, Technical and Dispersed Accommodation Sites:** the extant airfield infrastructure on the airfield site consists of small portions of runway, perimeter track and aircraft hardstandings. In addition, there are three dispersed sites on the technical site, with five small extant buildings (Sites **317a-e**) and a possible hangar building (Site **317f**) that has subsequently been extended (Plates 6 and 7). The dispersed accommodation and communal sites located to the south of the airfield on Osgodby Common contain thirteen discrete areas of development (Sites **318-30**; Plates 6 and 7). Within these areas there is a total of 71 potentially extant buildings and structures that were evident through the documentary sources. The majority of the surviving structures on the dispersed sites would though, if not becoming derelict, have been turned over to agricultural/storage use. Many of the areas are depicted as piggeries on the current OS mapping and of particular note is the presumed survival of the wireless transmitting station at Dutch Pig Farm (Site **327**; Fig 3).

- 4.2.3 **Regeneration of Skipwith Common:** since the end of its use by the RAF, many parts of the airfield have been cleared and have been reclaimed for agricultural use, whilst much of Skipwith Common has remained as lowland heath. The north-western portion of the airfield was disturbed by the construction of Riccall Mine, part of the Selby coalfield (OS/82027 Frame 6), a short-lived coal mine that was decommissioned in 2004. The construction of the airfield has had a localised destructive impact upon the common itself, but only directly within the footprint of the dispersed bomb storage areas and perimeter tracks. The drainage of these areas may in addition have affected the sub-surface archaeological resource, although subsequent subsidence caused by the mining operations of Riccall Mine resulted in the flooding of large parts of the common.
- 4.2.4 It would appear that only the land in areas skirting the main runways was systematically cleared to any great extent (Plate 5). Over subsequent years, Skipwith Common has been increasingly encroached upon by scrub and trees, in particular surrounding the Second World War structures and runway (Plates 8-11).

### 4.3 EXTANT ARCHAEOLOGICAL SITES – WALKOVER SURVEY

- 4.3.1 **Introduction:** the walkover survey on Skipwith Common identified a small but significant archaeological resource of Second World War infrastructure and buildings (Plate 8), in the north-eastern area of the airfield that was within the common (1/6<sup>th</sup> of the original area of the airfield). The survey area contained the very northern tip of the main runway and perimeter track (Site 35; Plate 12), and unsurprisingly this area formed the best-preserved section of runway hardstanding as it lay outwith of farmed agricultural land. The archaeological survey identified a range of sites, including both buildings and earthworks, which were primarily associated with three bomb storage and management complexes.
- 4.3.2 **High Explosive Bomb Store Complex – Phase I:** the original explosives storage area lay inside the perimeter track of the airfield in a small wooded area (one of originally two adjacent storage areas and a separate fusing area), and functioned as a complex for storage for both high explosives, small arms ammunition and incendiaries (Site 314). The complex consists of a mixture of standing brick-built buildings and open earthen blast-banked stores where the internal huts have been demolished (Plate 13). There are three extant permanent brick-built small arms ammunition stores (one Type E, two Type F) on the north end of the complex (Sites 268-70; Plates 15 and 16). To the south are four identical square earthen blast-bank protected stores. Three examples constructed as high explosive stores have no extant huttred store within them, only concrete foundation bases (Sites 267, 272 and 273). The fourth example has an extant permanent brick-built component store surviving within it (Site 276; Plate 17). Other structures include a series of earthen blast banks and concrete foundation bases relating to six huttred ‘SBC Stores’ (Small Bomb Container huts) (Site 266), and two further concrete bases and a scooped area relating to further demolished store buildings (Sites 265, 274 and 275).
- 4.3.3 **High Explosive Bomb Store Complex – Phase II:** at some point the airfield was presumably upgraded and more efficient bomb storage areas were installed. The new main storage for high explosive bombs was located at a safe distance away from the airfield, to the east on the open common (Site 315). The predicted extent of the blast impact for each of the bomb stores is shown as a circle on the airfield layout plan (Plate 6), and this determined the separation between each store to prevent the blast

of one setting off its neighbour. This complex consisted of four open storage areas with surrounding earthen blast walls, concrete loading ramps and a road circuit (Sites **25**, **75**, **60** and **88**; Plate 14). The stores were located on the line of King Rudding Lane, 100m apart, and Sites **75** and **88** are located 106m to the south opposite Sites **25** and **60** respectively. Each structure comprises a brick wall, aligned east/west, with five perpendicular earth banks coming off its north side, making a total length of 75m and creating four bays each *c* 9m wide. The brick wall is two courses wide and 0.8m high. Iron rings hanging on iron pegs are set within the wall (*c* nine rings per bay), and were intended to hold down tarpaulins over a temporary roof structure. The earth banks are *c* 1.5m high, 17m long and 4-5m wide at the base. There is a concrete ramp from the top of the brick wall extending into most of the bays, which have concrete floors. In some places a raised edge or kerb to the concrete base could be seen at the back of the bays, possibly demarcating the location of a former structure. An earthen bank, aligned east / west, was located to the north of Sites **75** and **88**.

- 4.3.4 These types of open bomb stores were designed for efficiency in loading and unloading and were typical of temporary bomber airfields constructed from late 1941 (Francis 1996, 42). The unloading ramp was used to fill the store with bombs from lorries via gravity down the slope. The bomb stores were then emptied onto trolleys pulled by motorised tractors and were carried towards the airfield (*op cit*, 41).
- 4.3.5 **Phase II Fusing Complex:** the route onto the airfield from the Phase II bomb store complex ran through an area of temporary bomb stores and fusing points located nearer to the airfield where the bombs were fused and armed (Site **316**). The fusing would have taken place in drive-through Nissen Huts (*ibid*), but the fusing points do not have surviving huts and only the surrounding earthen blast banks survive (Sites **51**, **53**, and **56**). Similarly, the spare fused and bomb store, the easternmost structure on the complex, also only has its earthen blast banks surviving (Site **54/55**). Each structure is *c* 25m by 15m and has brick entrances on their east and west sides, with earth banks on their long sides. Sites **56** and **53** have an additional parallel bank to their south and north sides respectively. The complex also has two ruinous fuse stores located a little distance to the south, and each were marked as 'Explosives Laboratory' on the airfield layout plan (Sites **83** and **84**). Both structures only survive as ruinous foundations with a brick-built internal partition wall. Site **83** comprises a brick wall aligned east/west, *c* 3m long, 1.2m high and two courses wide, and located in a hollow between two north/south aligned banks. The banks are both *c* 2m wide, 0.3m high and 8m long. Site **84** could not be accessed during the walk-over survey due to extensive flooding, but was visible from a distance and appeared to be a very similar structure to Site **83**.
- 4.3.6 **Other structures on the airfield:** the majority of the concrete surfaces of the main runway, perimeter track and surrounding aircraft hardstanding dispersals survive within the study area on Skipwith Common (Site **35**), although the encroachment of woodland has masked much of it (Plate 12). The hangar located within the study area has been demolished, but its concrete foundation base and a drain on its eastern side, survive (Sites **282** and **283**). Amongst the other surviving structures are several Stanton-type air raid shelters (Sites **30**, **49** and **279**), each has a part-sunken, semi-circular elevation, and they comprise a two-part concrete-panelled structure with opposing brick-built entrances (Plate 18). They would all have originally been earth-covered but this has been lost in some cases. Several brick plinths were evident inside each of the shelters, which, presumably, held wooden benches. Each shelter had an associated guard post hut, although these have now been demolished (Sites

**263, 331 and 332**). Further air raid shelters, of the same type, were recorded in a small dispersed accommodation site located immediately adjacent to the airfield at its eastern end (Sites **105** and **108**). The accommodation site was poorly preserved with concrete foundation bases surviving for only two hutted structures (Sites **106** and **107**) and part of a ruinous temporary-brick built hut, marked as a Sergeant's Quarters on the dispersed sites layout plan (Site **103**). On the airfield itself several other structures were evident, the most imposing of which was a large earthen embankment of a machine gun range (Site **261**). It measured approximately 65m by 25m and was up to 8m high. There was also evidence for the electrical supply on the airfield with a service trench running towards a ring main plinth building (Sites **44, 45** and **262**), a possible runway light structure and a disturbed concrete block (Sites **48** and **260**).

- 4.3.7 **Airfield Defences:** the identified perimeter defences of the airfield include a single possible slit trench on the northern edge of Skipwith Common (Site **59**), and two pairs of machine gun pits located on the north-eastern and northern perimeter of the airfield (Sites **33, 285, 287** and **288**; Plate 19). The pits consist of a cylindrical sunken pit, with either a concrete drainage pipe or a brick-built structure, containing the bracket for mounting a machine gun. Access to the structure was from underneath through a separate brick-built access hatch. The machine gun pits do not conform to typical defensive turret designs, such as the Alan Williams or Tett designed turrets (Francis 1996, 60-4), indeed it is likely that there would have been no upper defensive armour/protection for the inhabitant. The gun pits are likely to be *ad hoc* regional variants of established defensive structures. A now-demolished platformed structure may have had an anti-aircraft function (Site **280**), although this remains pure conjecture as it is not marked on the layout plans, and can only possibly be seen on the 1948 and 1951 aerial photographs before the undergrowth masked the site (Plate 8). The demolition rubble from the site, located in a spoil heap to the south of the structure, contained concrete-filled sandbags (Site **281**). There are two areas of spoil heaps that may relate to either the clearing of the land prior to the construction of the airfield, or its subsequent demolition (Sites **90** and **271**).
- 4.3.8 **Drainage Features:** drainage for the airfield, in particular within the still open common, would have been a major undertaking to keep the site dry and viable. Other than the deep manhole-covered drain recorded on the east side of the hanger footprint (Site **283**), there were two further examples of open drainage ditches clearly associated with the airfield. One drain (Site **24**) extends out aligned north-west/south-east from the high explosive bomb stores (Site **315**) and another drain runs parallel with the northern end of the perimeter track on the west side of the runway (Site **34**).
- 4.3.9 **Skipwith North Survey:** the previous survey (OA North 2009) identified a group of three features on Crook Moor that were suggested as possible features associated with the airfield. The group consists of a rectangular brick platform, five brick courses high and topped with a band of concrete 0.15m thick (Site **148**). The platform lay at the south end of a pair of parallel linear earth banks orientated south-west/north-east (Sites **147** and **162**). No features are marked on the either airfield layout plan at this location; however, the sites may have had a Second World War function.

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## 5. RESULTS OF THE LANDSCAPE SURVEY

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### 5.1 SURVEY INTRODUCTION

- 5.1.1 The landscape survey was conducted across 1.59sqkm of the study area in order to check the survival of features and structures highlighted by the documentary study and to identify new, previously unrecorded, monuments (Fig 1). At the outset the historic maps were investigated for additional features and to provide a chronological context. The field survey augmented the documentary sources and drew upon the results of the earlier surveys undertaken on adjacent parts of the common.
- 5.1.2 Three site groups identified from the HER and NMR as sand pits, peat extraction or ponds (Sites **294**, **296** and **312**) were visited in the course of the walkover, and the survey identified 78 new sites (Sites **259-337**). Of the new sites, 41 related to the Second World War Airfield (Sites **260-63**, **265-276**, **279-83**, **285**, **287-88** and **314-32**) (see Section 4), whilst the rest were non-military sites (Sites **259**, **264**, **277-78**, **284**, **286**, **289-313**, and **333-37**). The majority of new sites are of post-medieval date, being mostly extractive or drainage features, including sand pits/ponds, tracks, drains, ditches, boundaries, peat cuttings and plantations. They are discussed thematically below, and are shown on Figures 2-4. In addition, a detailed survey was undertaken of the multiple bank boundary system located adjacent to Sands Lane (Site **334**; Fig 5).

### 5.2 HISTORIC MAPS

- 5.2.1 **Introduction:** two maps, the First Edition OS from 1855, and the OS edition from 1910 were consulted in order to identify potential archaeological sites in advance of the field survey and to provide an indication of changing land-use.
- 5.2.2 **Ordnance Survey, 1855, 6" to 1 mile:** the 1855 map indicated that the study area has not changed significantly over the last 150 years other than the enclosure of Riccall Common on the south-west corner of the study area. The most pertinent detail on the open commons was the original alignment of Moor Lane (Site **284**), the boundary between Riccall and Skipwith commons (Site **80**), and the Swang Plantation (Site **300**). Both peat and sand extraction had been undertaken for a considerable time on the common and this is reflected in the place-names in the study area. Hall Moor Pit (in the area of Fox Covert – Site **113**) was presumably the demesne extractive area on Skipwith Common. Other place-names with Dike, and possibly also Swang in them, suggest areas of extraction; these include Tow Dike (on Riccall Common), Horse Shoe Dike, South Duffield Tow Dike, Sheep Dikes, Long Swang and Hollow Swang. The areas often relate to ponds and/or peat cutting identified during the walkover survey.
- 5.2.3 **Ordnance Survey, 1910, 6" to 1 mile:** the study area is depicted as much more wooded by the time of this mapping, outwith of the nineteenth century plantations, and in particular in the south-east corner of Skipwith Common. Most of the sand pits/ponds are depicted on the mapping and these, along with areas defined as boggy ground, show the extents of turbaries and extraction areas on the common. By this time Riccall Common had been enclosed and, as a result, Tow Dike is no longer named on the map and Moor Lane has been diverted to the south. The subsequent 1954 map edition is a redrafting of the 1910 map, with the area of Skipwith common



essentially unchanged. The outline of Riccall Airfield is shown but has no more detail. The subsequent aerial photographic evidence points to the common being gradually encroached upon by woodland in the latter half of the twentieth century (Section 4.2.4).

### 5.3 PREHISTORIC SITES

- 5.3.1 ***Sands Lane Prehistoric Territorial Boundaries:*** the Site **334** multiple bank boundary complex was recorded by the Friends of Skipwith Common in the course of the present survey (Fig 5; Plates 20 and 21). The boundaries were found to consist of discontinuous sections of multiple banked and ditched boundaries running along the alignment of Sands Lane on a roughly east/west orientation. The boundary survives in four distinct groupings along the lane, the easternmost group lay to the north of Sandy Lane, with the rest surviving to the south. The surviving remains of the boundary extend c 920m along the common with the areas of the banks being up to a maximum of 25m wide. The individual banks are c 3m to 5m in width and range from 3m to 170m in length and in places there are at least four parallel banks running in line. Further ephemeral parallel banks may survive to the south of those recorded in the central section of the boundary, however, the present ground conditions and the route of drains across the area severely limited site visibility. The boundary is, in places, impacted upon by the route of the lane, reflecting that the orientations of the banks and the lane are slightly divergent; the lane cuts the line of the boundary banks at their eastern end and the continuation of Sandy Lane on the eastern side of Blackwood Road appears to be superimposed on top of the line of the multiple banks. The boundary complex is also crossed perpendicularly in numerous places by drainage gullies. There is no evidence of the boundary continuing either outside of the common to the east or within the common to the west. The western end of the boundary may originally have followed the present northern edge of the common to the west, and could have curved slightly to the south possibly to join onto the other territorial boundary surviving on the common (Site **18**).
- 5.3.2 ***Other Putative Early Enclosures / Field Systems:*** a tentative interpretation of aerial photographic evidence for settlement activity adjacent to the enclosed lands to the north of the study area and close to the single settlement feature (Site **06**) has been made. The latter is a multi-vallate rectilinear enclosure linked into a series of fields defined by earthen banks to the south. The highly defended form of the enclosure suggests that it was constructed during a period of tension / conflict and was probably of Iron Age date. Investigation of further aerial photographs and Google Earth imagery (but no further field investigation) has revealed distinct linear banks and/or ditches (Site **333**) which form a part of the multi-phased field-system on South Moor Field (NMR SE63NE38) and also those elements of the same complex within the common (eg Sites **06**, **96-7**). The easternmost linear of Site **333** continues the alignment of an early field boundary in South Moor Field in a roughly north-north-west/south-south-east orientation for possibly up to c 315m. The other identified boundaries may possibly form enclosed fields surrounding settlement Site **06**.

### 5.4 POST-MEDIEVAL AND MODERN SITES

- 5.4.1 ***Sand Extraction:*** twenty-seven areas comprising one or more probable sand extraction pits were recorded across the study area (Grouped Site **294** and **312**). Of

these, 16 corresponded to water-filled ponds still extant on the surface and shown on the present OS mapping, the rest were shallow dried hollows recorded via aerial photography and Google Earth imagery. In addition, two small extractive pits of unknown function were also recorded by the walkover survey (Sites **295** and **306**).

- 5.4.2 ***Ponds and drainage on the common:*** the post-medieval drainage regime on the common was very difficult to identify during the walkover survey, but was successfully augmented by Google Earth imagery revealing a pattern of intricate drainage gullies. The surviving evidence of now shallow, mostly infilled, linear gullies were found to have originally drained the water-filled extraction pits all the way across Skipwith Common (Fig 4), but with an overall trend to run the water towards Southfield Drain on the north side of the common. The exception was at the very eastern edge of the common, where the extant drains were recorded running into Ladypit Drain to the east of the common (Sites **301** and **302**). One extant drain, previously identified, demarcated the boundary between Skipwith and Riccall Commons (Site **80**), and was recorded on the 1769 Escrick Estate plan (Plate 2) and on early OS mapping. Other drains recorded in the present survey were clearly of nineteenth/twentieth century origin as they drained the small portion of Riccall Common recorded on the airfield side of the common (Sites **259** and **278**). The drains predated the construction of the airfield and presumably were dug when Riccall Common was enclosed (c 1884-1907). It is evident that the drainage regime has not been in use for a considerable period, and was unable to drain the water off the common following the mining subsidence.
- 5.4.3 Site **312**, which originally was possibly a sand pit, was recorded separately as it clearly related to the water management of the line pond used for retting, which was recorded previously by the Friends of Skipwith Common (Site **246**; OA North 2008). It is attached to the line pond via a well-defined drainage leat (Site **313**).
- 5.4.4 ***Peat Cutting:*** the eastern half of Skipwith Common has numerous, and extensive areas of peat cutting, with eight being recorded by the present survey (Sites **290**, **298**, **303**, **305**, **308**, **310**, **335** and **336**). The pattern of peat cutting would suggest that most, if not all, of the deep peat was cut from the common in the post-medieval period, even though the common was one of the turbaries used to supply York in the medieval period (*Section 3.3.19*). The surviving evidence for the cuttings comprises slightly raised areas of ground with the lines of corduroy ridges of linear peat cuttings surviving on the surface; it would seem that these are the surviving areas where only part of the peat has been extracted, leaving a layer of peat intact. These islands of denuded peat are within a much larger area of ground where the peat has been completely cut and this is particularly evident around Site **290**. The peat would have been stacked for drying prior to it being removed from the common, and there is possible evidence for seven areas of peat stacks. Single small examples of peat stacks (Sites **304**, **307** and **309**) were located on/near separate peat cutting areas (Sites **303**, **306** and **311**). The peat cutting on the south-east of the common, at South Duffield Tow Dike (Site **290**), contained five circular/sub-circular islands which may also have functioned as peat drying areas (Sites **289** and **292**), as well as two small peat stacks (Sites **291** and **293**). The peat cutting identified to the north of Sands Lane (Site **335**) is bounded on the south by a curvilinear banked and ditched boundary.
- 5.4.5 ***Plantations:*** a documentary source (Allison 1976, 91) mentions that three plantations were established in the early nineteenth century, near the road that crosses Skipwith Common. Two definite plantations were identified during previous survey; the first

(Site **113**) was a plantation named Fox Covert noted on the OS First Edition mapping; parts of the boundary of the plantation were identified during the walk-over survey (Sites **100** and **101**). The second (Site **116**) is shown on the 1910 mapping, but only the northern edge of the boundary survived as a prominent curved bank (Site **76**). The present survey revealed a further two areas of plantation; the first, presumably the third nineteenth century example, was depicted as Swang Plantation on the OS First Edition mapping (Site **300**). The site was found to be extant during the walkover survey, with an earthen bank and ditch boundary; it also had internal sub-divisional boundaries. It measured approximately 115m long by 50m wide with the banks and ditches each up to 2m wide, 0.4m high and 0.4m deep respectively. The plantation was presumably clear-felled but retains remnants of plantation including numerous mature oaks and several Scots pines within modern birch scrub. A further possible plantation survives to the north of Horseshoe Pond (Site **311**); it does not have a formal boundary and was not shown on the OS First Edition mapping or 1910 mapping. The overall area measures approximately 150m square and survives as remnants of plantation containing mature Scots pines.

- 5.4.6 **Moor Lane:** a portion of Moor Lane was recorded by the walkover survey (Site **284**), and is located on Riccall Common, running in a north-west/south-east orientation from the boundary between the common and Skipwith Common. The extant section measures *c* 175m long by 9m wide and is up to 0.5m high. It is clear that the re-routing of the lane from its original position, shown on the OS First Edition mapping, was undertaken subsequent to Riccall Common being enclosed (*c* 1884-1907).
- 5.4.7 **Boundary Banks and Ditches:** three short sections of boundary were recorded during the walkover survey, comprising one short curvilinear section north of Horseshoe Pond of unknown date and function (Site **299**) and a pair of linear banks on Riccall Common (Sites **264** and **277**). The latter sites are probably sub-divisional enclosed field boundaries built after the enclosure of Riccall Common, but before the construction of the airfield. Boundary **264** possibly forms part of a linear boundary shown on the OS 1910 mapping.

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## 6. SKIPWITH COMMON LANDSCAPE HISTORY

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### 6.1 MESOLITHIC AND NEOLITHIC

- 6.1.1 Flint blades are reported to have been found during excavations of some of the Danes Hill barrows in 1941; however, the date of these blades is unknown. A probable Neolithic flint flake, modified for use as a scraper, was found during the 2008 survey (OA North 2008, Site **41**). Other Neolithic find spots are located in the vicinity of the study area (NMR SE 63 NE 22 and NMR SE 63 NW 13) and a double ditched enclosure of unknown, but possible Neolithic, date is visible as a cropmark to the west of the south end of the study area (NMR SE 63 NE 41).

### 6.2 BRONZE AGE / IRON AGE

- 6.2.1 *Settlement / Agricultural Remains:* the present survey found some limited prehistoric remains within the new survey area and also identified further putative areas of prehistoric field-system from aerial photographic coverage within the 2008 survey area (Site **333**). There is considerable evidence of settlement activity on the enclosed lands to the north of the study area (based on aerial photographic evidence) and the putative new field-system extends into the area of South Moor Field (NMR SE63 NE38). The new Site **333** boundaries appear to be multi-phased in origin and at least the westernmost boundary belongs to a putative early phase. The eastern boundaries contain an area surrounding a single multi-vallate settlement feature that is just within the study area (Site **06**). A possible continuation of the earthworks had previously been recorded on the ground to the south as Site **79**, a north-east to south-west aligned ditch, which curves to the north-west at its west end. In addition, Sites **94-7**, comprising alignments of banks and ditches, are located on the south side of Site **79** and may be associated with it. This would appear to a wider field system in direct association with the enclosed settlement. The fact that the enclosed settlement was edged by up to three sets of banks / ditches indicates that it was not simply for the purposes of stock control, and would imply strongly a defensive function; it was probably an Iron Age or even Romano-British period Simple Enclosed Settlement.
- 6.2.2 A further indication of a possible Iron Age enclosed settlement is Site **12**, which was reported to be a rectilinear enclosure, with two oval ring ditches in its north-east corner. It was apparently in the northern part of the Riccall Airfield, and may have been damaged or destroyed by the construction of the perimeter track, as no evidence for it was found during the survey. In the same area was the findspot of Roman pottery sherds (Site **17**) which would support an Iron Age / Romano-British date for the site.
- 6.2.3 The aerial photographic features, plotted by the NMP (National Mapping Programme) for the Vale of York, have revealed an enormous complexity of field systems and associated settlements, which are potentially an amalgamation of features over an extended period, and may reflect a certain degree of continuity. On South Moor Field (NMR SE63NE38) there are features that have a direct relationship to boundaries that are extant and depicted on the OS First Edition map (OA North 2008). The field-systems relate to an over-arching linear, straight-sided, field system, which is clearly superimposed onto an earlier system of very small fields. For the most part, the fields of this later system were not depicted on the OS

First Edition map and are, therefore, earlier, but do link to boundaries on that OS map. It may, therefore, be very tentatively concluded that this later system is of early post-medieval or even medieval date. What is particularly interesting, however, is that the earlier field system, while not apparently directly linked to the later field system, does follow a similar orientation, and implies, therefore, that there was some degree of continuity. The earlier field system is characterised by very small 'Celtic Type' fields, and within the complex are circular features that have the potential to be roundhouses; on this basis it is tempting to ascribe a later prehistoric or even Roman date to the complex. This is reinforced by a programme of field walking that was carried out in South Moor Field which yielded Roman pottery from the area immediately north of the common (MAP Archaeological Consultancy Ltd 1994).

- 6.2.4 Around Adamson Farm is a very similar story, as there are boundary features from the aerial photographic plotting (NMR SE63 NW8) that extend out from modern boundaries; these boundary features are not depicted on the OS First Edition mapping, but at the same time cut through elements of an earlier field system characterised by small fields. Some elements of this earlier field system are parallel to boundaries depicted on the OS First Edition map and, again, there is a single circular feature, a possible roundhouse, within the earlier small fields complex. There is also a group of four small square features, which may be square barrows.
- 6.2.5 There was a large enclosure (NMR SE63 NE41) to the north of the study area, which has been variously interpreted as the outline of a former plantation, or a Neolithic henge-type monument. The former is unlikely as there is no plantation marked on the OS First Edition or subsequent maps, and because there is no correlation between it and the field system shown on the OS First Edition map and the enclosure. Evidently, the feature has a relatively ancient origin, otherwise there would be some 'memory' of it within the existing field system. The possibility of it being a henge monument cannot be discounted, nor can the possibility that it was an enclosed settlement of later prehistoric date. If it was the latter, there may be a reasonable expectation that there would be some form of house structures within it, but no comparable domestic features were revealed by the air photographic plotting.
- 6.2.6 The northern barrow cemetery at Danes Hill surveyed in the 2009 study area (Site 118) is flanked by two (probably associated) Iron Age/Romano British settlement sites on the west (NMR SE 63 NE 17) and east (NMR SE 63 NE 18) sides of the study area, identified through aerial photographs analysed as part of the NMP for the Vale of York. The location of the cemetery between these two areas possibly suggests that it was located in the border zone between the agricultural / settlement areas, and the barrows possibly exploited an area of waste ground between the two settlements. The association between settlements and funerary remains has long been attested, with a common scenario of burial mounds located at the edge of prehistoric field systems (Quartermaine and Leech forthcoming) and, notably, on the northern edge of the western part of Skipwith Common, where funerary cairns are on the edge of the waste land and seemingly also on the edge of the prehistoric farming land (OA North 2008).
- 6.2.7 Further settlement sites lay in the vicinity of the 2009 study area. NMR SE 63 NE 35 is a site extending over 800m located to the south-east of NMR SE 63 NE 18, and thought, from the alignment of the ditches, to be associated with it, and with NMR SE 63 NE 17. South of NMR SE 63 NE 17 is a further extensive probable Iron Age/Romano-British settlement area, which extends east/west for c 1270m (NMR SE 63 NE 14). The main alignment of the ditches is north-west to south-east, but

there is an east/west boundary at the southern end of the site, which possibly represents a separate phase, potentially even of medieval date. Two square barrows lie adjacent to this boundary (NMR SE 63 NE 16). Settlement site NMR SE 63 NE 38 is located c 250m west of the southern end of the current study area, extending westwards for 750m, with the main axis of the ditches being west to east and north to south. Roman pottery was found in this area during a programme of field walking (MAP Archaeological Consultancy Ltd 1994).

- 6.2.8 There are two sites within the Crook Moor area that have the potential to be elements of this settlement (OA North 2009; Sites **161/219** and **163**). The **161/219** sites are possibly the banks of a small rectilinear field system, which is approximately aligned with the boundaries of the NMR SE 63 NE 18 field system and are comparable in size. Site **163** is an irregular-shaped enclosure, defined by, in places, prominent earthfast banks, and is relatively close to the **161/219** plots. It is not evident if this is an isolated enclosure, or an extant plot within a larger field system. Although parts of the banks survive well, others are very indistinct, highlighting the fact that there is patchy survival of the potentially prehistoric field systems within the 2009 study area. Given that there are potentially early field systems on either side of the narrow strips of common land, it is probable that there were further remains within the common. The relative paucity of prehistoric agricultural / settlement sites within the 2009 study area may have reflected that such sites have been obscured by ridge and furrow, vegetation and tree cover, rather than an absence of activity. Both settlement sites NMR SE 63 NE 17 and NMR SE 63 NE 18 contain complexes of ditches which run up to the boundaries of the current study area and, therefore, would seem likely to extend into this area.
- 6.2.9 **Funerary Remains:** the most diagnostic indicators of prehistoric activity from the various surveys on Skipwith Common were groups of barrows, which were, for the most part, located along the northern part of the common to the south of Adamson Farm and also north of Skipwith Village on Crook Moor. No new funerary features were identified by the present survey. The funerary monuments are grouped on the waste ground at the edge of the prehistoric farmed ground. There were two basic types, the first was a series of generally dispersed round barrows spread along the northern boundary of the common. Secondly, there were concentrated groups (or cemeteries) of what have been identified from excavation as square barrows, located at two locations, both confusingly called Danes Hill (Stead 1965; 1991).
- 6.2.10 Round barrows are typically of Bronze Age date, and comprise rounded mounds, often with a quarry ditch immediately around the outside; however, often the ditches are filled-in and the only surface indicator is the mound. A second type of round barrow is the filled-in ring cairn, again of Bronze Age date, which has steep sides, typically defined by a kerb, with a flat top where the original annular feature has been filled (Lynch 1972). Four of the round barrows are Scheduled Monuments (Sites **2-5**), of which Sites **2** and **4** were located and surveyed near the northern boundary of the first study area (OA North 2008), but Site **3** could not be found and Site **5** could not be accessed as it is now located in a very wet area of the common to the south of Moor Lane. In addition to the previously known barrows, five more probable barrows were recorded during the previous walkover surveys: Site **66** was a low mound within the group of multiple banks, whilst Sites **14**, **18**, **194** and **196** were flat-topped, steep-sided mounds typical of the filled-in ring cairn type of barrows (all located adjacent to Moor Lane). With the exception of Site **14**, all of the round barrows were located around the margins of the common, and, more specifically,

were near to the identified edge of the settlement remains to the north of the common, a context that commonly was used for burial. A further putative round barrow, which has a similar flat-topped profile, is Site **135**, but it is spatially associated with the group of square barrows at the western Danes Hill.

- 6.2.11 **Danes Hill Cemetery – Skipwith Common:** the component monuments of the Danes Hill cemetery (Site **1**) has been identified by excavation as square barrows, which comprise a circular rounded profile mound, surrounded by a square-shaped enclosure ditch, which gives it its name. However, in practice the enclosure is rarely a true square, and is more often rhomboidal or rectangular in shape. The barrows are generally fairly small monuments, the largest of which are only some 15m across, between the outer edges of the ditches (Dent 1985; Stead 1991; Brown *et al* 2007,154). When identified within cultivated land, they have often lost the mound as a result of plough damage, and the only surviving elements are the square ditches. They characteristically are found within groups or cemeteries, and are relatively common in east Yorkshire (Stead 1991). They are most often associated with metalwork of the La Tene I period (sixth century BC date), but the later examples have objects of early La Tene III date (first century BC). Radiocarbon dating generally reinforces the artefact based chronology and spans between 450BC and 50AD (Dent 1985, 446).
- 6.2.12 The Danes Hill Iron Age square barrow cemetery, Site **1**, is a Scheduled Monument (SM 30179), which consisted of more than twenty barrows, prior to the construction of Riccall Airfield. They are in two groups: a main group of approximately twenty barrows on Danes Hill and a further group of up to five barrows to the east. Excavations with reported findings of La Tene burials, cremations and Roman pottery were carried out on the site in 1754, 1849, 1941 and 1998. Site **21** refers to five of the barrows, located in the north-eastern part of the main Danes Hill group. Site **19** is a square barrow, which was excavated in 1754 by Dr John Burton, producing two crouched inhumations; it was destroyed in 1941 for the construction of an airfield dispersal. The excavation produced a fragment of textile, described as coarse sacking, attached to a thigh bone; Sites **15** and **23** also allude to the textile and are probably multiple entries for the same barrow. In 1849 William Proctor excavated ten of the group revealing circular mounds between 6m and 12m in diameter, each surrounded by a square ditch. In 1941, Miss K Hodgson excavated four of the barrows that were to be destroyed for the construction of the airfield. She again revealed central mounds surrounded by square ditches.
- 6.2.13 Nine possible barrows from Site **01** were identified in the previous survey, seven within the main Danes Hill group (Sites **26-8**, **31-2** and **38-9**) and two within a smaller group of barrows to the east (Sites **46** and **91**) (OA North 2008). Of the seven ‘main-group’ barrows, six (Sites **26-8**, **31-2** and **38**) appeared to be located in the same positions as barrows marked on the historic mapping from 1855 onwards. Site **39** was located just to the west of the study area and did not match with any of the barrows shown on the First Edition mapping of 1855. However, by the time of the 1892 mapping Site **39** was located within the new ‘Mound Plantation’, and is likely to have been obscured by trees for some time. Sites **46** and **91**, identified to the east, were located close to the sites of ‘tumuli’ as marked on the current OS mapping. Site **46** is c 7m in diameter and heavily disturbed with animal burrows; the date of this feature is questionable as brick was noted on its top. Site **91**, however, is a fairly prominent feature and can be interpreted as a barrow with a reasonable degree of confidence.

- 6.2.14 Just to the north-east of the group, the air-photographic plotting has identified four small square features, which are assumed to be further square barrows in close association with the aerial photographic plotted field system NMR SE63NW8. One of these was excavated by Mike Griffiths in 1998, revealing a square ditch, and cremated bone fragments within the interior. A further two square features are in the field to the east of Danes Hill.
- 6.2.15 **Danes Hill Cemetery – Crook Moor:** the second Iron Age cemetery called Danes Hill (Site **118**) is also a Scheduled Monument (SM 30176). It was investigated in 1850, and cremated bone was discovered within the barrows. The mounds were found to be surrounded by square ditches and were likened to the cemetery at Site **01**, located *c* 3km to the south-west (*Section 6.2.11*). The survey (OA North 2009) identified seven possible barrows associated with the Site **118** complex (Sites **135-36**, **152**, **153/154**, and **155-57**).
- 6.2.16 **Linear Boundary Features:** the present survey revealed that there are now two linear complexes of features that could be defined as prehistoric territorial boundaries running across the open land of Skipwith Common. Site **18**, which was surveyed in the earlier phases of investigation on the common (OA North 2008; 2009), is a series of parallel banks aligned north-north-west/south-south-east, which cross the study area for a total length of 867m, extending beyond both the south-eastern and northern boundaries of the study area. The feature appears to comprise three or four lines of parallel intermittent banks, averaging a total width of *c* 35m. The individual banks are *c* 3m to 5m in width and range from 3m to 60m in length. At the south-east end, the banks are divided into two alignments, and appear to reflect two divergent courses around a former pond. Significantly, they appear to continue as parallel alignments to the south-east beyond the study area boundary according to the aerial photography. Interestingly, the aerial photographic plotting did not reveal any obvious continuation of the banks to the north of the study area, although all other early field boundaries were revealed. The explanation may be that these were primarily upstanding earthwork features, which, when ploughed out, do not show up well as aerial photographic features, by contrast with the cut features of the field boundaries. It is possibly significant that an extension of the line of the Site **18** boundary coincides with the western edge of a field-system complex (NMR SE 83 NE 38).
- 6.2.17 There are a series of possible cairns / barrows aligned within the boundary complex. Site **02** is a large and moderately well-defined mound which has a fairly safe interpretation as a burial mound. However, to the immediate south is the reported location of a further barrow (Site **03**), and, despite extensive searching, no barrow was identified here during the survey. Further south still was a large mound (Site **66**), which appeared larger and evidently distinct from the mounds of the Site **18** boundary, and there is a possibility that it was also a barrow. Despite searching, no further barrows were identified along the rest of the boundary line and there is overall a marked preponderance of the barrows at the northern end of the boundary, near to the edge of the common, where most of the other barrows have been located. The significance of the barrows is that with some linear boundaries the first stage of development is a line of barrows, which then is developed as a linear earthwork (OA North 2003); in the Skipwith example there are insufficient barrows to be able to confirm a former alignment.
- 6.2.18 The second linear complex of features is a very similar multiple banked boundary system extending east/west across the northern part of Skipwith Common, along the



alignment of, and for the most part immediately to the south of, Sandy Lane (Site 334; Plates 20 and 21). They consist of at least four parallel multiple banks and ditches banks running in at least four discontinuous sections along the alignment of Sands Lane on a roughly east/west orientation. The surviving remains extended c 920m along the common with the areas of the banks being up to a maximum of 25m wide. The individual banks are c 3m to 5m in width and range from 3m to 170m in length. Further ephemeral parallel banks may survive to the south of those recorded in the central section of the boundary; however, these were difficult to discern during the present survey. There is no evidence, at present, of the boundary continuing either outside of the common to the east or within the common to the west. The western end of the boundary may originally have followed the present northern edge of the common to the west, and could have curved slightly to the south possibly to merge with the other territorial boundary surviving on the common (Site 18).

- 6.2.19 *North York Moor Parallels:* the Site 18 boundary complex has some important parallels, perhaps most notably is the massive multiple-banked Scamridge Dyke, in the south-eastern part of the North York Moors, which has as many as six parallel banks and ditches (Spratt and Harrison 1989, 40). This fits into a pattern of territorial boundaries in the later prehistoric period, which, for the most part, followed the lines of watersheds and streams, and were originally marked by inter-visible round barrows; then in some instances these boundary lines were superseded by constructed boundaries. This is most notable at the Casten and Cleave Dyke system on the western edge of the North York Moors. Cleave Dyke runs parallel to the western scarp slope of the North York Moors, and Casten Dyke and Hesketh Dyke, amongst others, are cross dykes that link the scarp slope edge to the major east/west watershed valleys on the Hambleton Hills, and incorporated round barrows.
- 6.2.20 *Yorkshire Wolds Parallels:* there are numerous examples of comparable linear monuments from the Yorkshire Wolds, many up to several miles long, which form an extensive complex often following, or linking, natural topographic features, such as valleys. They are often made up of parallel rows of two or more, and sometimes as many as six, banks and ditches. A notable example is Huggate Dyke which still has upstanding earthworks, and comprised prominent multiple bank and ditches which linked the heads of two dry valleys (Fenton Thomas 2003; Fenton Thomas 2005, 37).
- 6.2.21 *Dating:* these boundaries are inherently difficult to date, because they have evidently been in use for thousands of years and the form and character of the boundary markers has changed substantially over that time. Dating the construction of a particular boundary marker, does not necessarily provide a date for the establishment of a boundary which may, in its most primitive form, have had few artificial markers. Typically, the long linear earthworks of the North York Moors and the Wolds are defined as being between Bronze Age and Roman in date, because they evidently post-date round barrows and are cut by Roman roads; however, the round barrows are potentially markers and may be an indication that the boundary substantially predates the earthwork linears (Fenton Thomas 2003; 2005). A correlation has been noted between ancient tracks and the linear boundaries on the Yorkshire Wolds, where there is an east/west orientated ancient trackway called the Sledmere Green Lane, which survives as field boundaries, extant lanes and medieval township boundaries (Fenton Thomas 2005, 50). This coincides for much of its length with sections of linear boundaries, such as Huggate Dykes. Similarly, there are round barrows along the length and there is an implication that the early network of

boundaries may have been defined by topographic features, tracks and barrows, and that this form of boundary definition pre-dated the development of the earthwork banks and ditches.

- 6.2.22 At the Cleave / Casten Dyke complex on the North York Moors there is an interesting relationship between the visible earthworks and earlier manifestations of boundary. A section of the Cleave Dyke was subject to excavation in 1989 (Vyner 1989), which revealed that the present Cleave Dyke is in part the later recutting of an earlier boundary alignment that was originally part embanked and part pit alignment (*ibid*). Casten Dyke crosses and cuts Cleave Dyke and comprises a 3.5m wide ditch with banks on either side, extremely prominent in places, which very obviously diverts around a substantial Bronze Age tumulus. Casten Dyke was a documented boundary in the medieval period (Spratt 1982, 36), and, as it evidently post-dated the other dykes and the tumulus, it has been argued (English Heritage 2001) that it was of medieval origin. However, it evidently has had a long, and continuous use as a boundary, even to the present day as it now serves as a district boundary. While the present form may well have been created in the medieval period, it almost certainly followed an earlier line that extended between a line of Bronze Age burial mounds, and, on the evidence of the excavations on Cleave Dyke (Vyner 1989), may have taken the form of a pit alignment extending directly between the centres of the barrows. Similarly, at Fimber Westfield, on the Yorkshire Wolds, JR Mortimer excavated across a complex of banks and ditches and revealed that one of the parallel ditches had started life as a series of pits (Fenton Thomas 2005, 43), and that the earlier phase, for the most part, comprised single ditches that were then overlain by massive banks and ditches. He established that elements of the large, linear banks were constructed in the Late Bronze Age, evidenced by the finding of spearhead moulds, but evidently the single ditches were even earlier (Manby 1980; Fenton Thomas 2003, 36).
- 6.2.23 Further evidence of dated linear earthworks come from the Great Wold Dyke, Thwing, where excavations of the ditches have revealed sherds of Late Bronze Age pottery in the base (Manby 1980; 1986; Fenton Thomas 2003). At Cowlam on the Wolds, a length of ditch and bank was demonstrably later than a group of square barrows, which would suggest a date later than 300BC (Stead 1986; Fenton Thomas 2003), and at Wetwang Slack excavations of linears have revealed material of second century BC date (Fenton Thomas 2005).
- 6.2.24 The implication for the Skipwith examples is that these territorial boundaries have had a very long life, and that their first manifestation may have been a line of inter-visible barrows; however, the barrows associated with the multiple banks are only at the northern end. The boundary was then possibly defined by either earthworks or pit alignments, and continued to be adapted and enhanced in the Iron Age and possibly even into the medieval period. While a territorial boundary line may extend in date back to the Bronze Age the earthen banks were inevitably later, but may nevertheless have had a prehistoric origin. Both multiple banked boundaries Sites **18** and **334** extend across the middle of an area that is now waste, and is likely to have always been; this is comparable to utilising a watershed as a territorial marker, being an area of waste dividing areas of good quality agricultural land.

### 6.3 MEDIEVAL TO POST-MEDIEVAL

- 6.3.1 **Early Medieval:** the settlement patterns of the Skipwith area in the post-Roman period are not known, although the nearby Rivers Ouse and Derwent were used as entry points by the Anglian settlers who came to the wider area in the sixth century (Mike Griffiths and Associates 1997, 9). Skipwith Church has extant late Saxon elements, in particular the ground and first floor stages of the tower, and the remains of an original aisleless nave are of early Saxon origin (Taylor and Taylor 1965, 550). At least one fragment of re-used Anglo-Scandinavian sculptured stone can be seen in the fabric of the church tower. Recent work by Hall *et al* (2008) entailed an investigation of the West Tower; this revealed a building earlier than the tower, around which were burials, some in iron-bracketed wooden coffins and a piece of early ninth century sculpture. This building was replaced by a church which incorporated the standing tower (*ibid*). As such this confirms the early origin of the church, its significance and the implication of an early settlement at Skipwith
- 6.3.2 **Medieval and Post-medieval:** Skipwith is listed in the Domesday Survey of 1086 as ‘Schiperwic’. The estate was held by the d’Avranches family from c 1200 to c 1354, after which it passed to the Skipwith family when Catherine d’Avranche married William Skipwith. In 1708 the estate was sold by Mary Skipwith to Francis Annesley. The estate was sold to Thomas Bradford in 1801, and to JP Toulson in 1802. When JAP Toulson died in 1898, the estate was sold to Lord Wenlock, who held the Escrick Estate, and it then descended through the Forbes Adam family by the end of the nineteenth century.
- 6.3.3 **Arable Farming:** by the seventeenth century, there were open fields immediately surrounding the village, meadows to the west, woods to the north-east and the common, or waste ground to the south and east. A programme of field walking, carried out in South Moor Field, provided evidence that parts of the Skipwith field system are likely to date back to the medieval period, as twelfth century and later pottery was found in this area. Analysis of the field system in South Field, evident from the aerial photographic plotting, indicates that there is more than one phase of field system; the first phase was no longer extant by the time of the OS First Edition map (1855), but elements of it were aligned with the field boundaries that were extant at that time. As such, this field system is either early post-medieval or medieval and, given that there has been medieval pottery recovered from the fields, it is tempting to infer that some usage of this field system dates back to the medieval period, even if it was in the form of an open field.
- 6.3.4 A number of areas of ridge and furrow were identified across the north of Skipwith Common (OA North 2009; Sites **164, 178-79, 184, 186, 191, 193, 195, 198, 237-38** and **247**). This indicates that at some point this area to the north-east, and possibly some to the south-west of the village, was assarted and then used for arable cultivation; as such, it may have formed part of Skipwith’s open fields. It is not known when or for how long this area was under cultivation, only that by the time of the 1769 map (Plate 2), the area was described as common and had, therefore, fallen out of arable use by then. The system of open fields and common rights continued through the nineteenth century, with the fields finally being enclosed in 1904. At this time, a Board of Conservators was established who made by-laws concerning the common.
- 6.3.5 The common belonged to Skipwith manor and has also been known as Lord’s (Demesne) or ‘Hall Moor’. As a consequence, Skipwith common was never subject to

sustained Parliamentary Act Enclosure, although Riccall Common, located on the south-west edge of, and partly within, the survey area was enclosed (c 1884-1907). The land here was drained and improved during the late nineteenth/early twentieth century and the course of Moor Lane was changed to avoid the new enclosed land.

- 6.3.6 The demesne status of the common will have had a bearing upon its usage, particularly during the medieval period. If it had been common land, for the use of the commoners, then there would have been the remains of pastoral activity, such as shielings, bields, stock enclosures, as has been identified on, for example Asby Common (OA North 2004). However, the survey identified no such features, and would suggest that the waste land was not used intensively for pastoral activity. Given that this was apparently demesne land for much of the period, then it is likely that there would have been a less intensive, and more extractive, usage of the waste land; it would have been used for such purposes as peat cutting, retting for flax production, exploitation of timber, and mineral extraction for the lord of the manor.
- 6.3.7 *Sand Extraction:* numerous sand pits/ponds and some line ponds (for retting) have been identified within the study area, from both physical and cartographic evidence, which indicate their presence during the post-medieval period. Although there is no direct evidence to indicate that these activities were also practised in the medieval period, it is logical to presume that there had been comparable activity in the earlier periods. Twenty-seven areas comprising one or more probable sand extraction pits were recorded during the present survey (Site **294** and **312**). Many corresponded to water-filled ponds still extant on the surface with the rest being shallow, dried hollows. Google Earth imagery has revealed a pattern of intricate drainage gullies and the now shallow or infilled linear gullies were found to have originally drained the water-filled extraction pits across Skipwith Common. One extant drain, previously identified, demarcated the boundary between Skipwith and Riccall Commons (Site **80**), and was recorded on the 1769 Escrick Estate plan. Other drains recorded in the present survey were clearly of nineteenth/twentieth century origin, as they drained the small portion of Riccall Common and predated the construction of the airfield and, presumably, were dug when Riccall Common was enclosed (c 1884-1907).
- 6.3.8 *Peat Cutting:* the eastern half of Skipwith Common has numerous, and extensive areas of peat cutting (Sites **290**, **298**, **303**, **305**, **308**, **310**, **335** and **336**). The pattern of peat cutting would suggest that most of the deep peat was cut from the common in the post-medieval period, even though the common was one of the turbaries used to supply York in the medieval period (*Section 3.3.19*). Both peat and sand extraction had been undertaken for a considerable time on the common and is reflected in the place-names in the study area, eg Hall Moor Pit and other place-names with Dike and Swang in them. The archaeological evidence for the cuttings suggests that most of the area has been cut for peat and that there is little undisturbed peat left. The peat would have been stacked for drying prior to it being removed from the common, and there is evidence for areas of peat stacks or islands of raised ground (*Section 5.4.4*).
- 6.3.9 *Plantations:* a documentary source (Allison 1976, 91) mentions the establishment of three plantations in the early nineteenth century on Skipwith Common, and two plantations were identified during previous survey: at Fox Covert (Site **113**) and Site **116** in the northern part of the common. A further two areas of plantation were identified by the present survey; one, Swang Plantation, was shown on the OS First Edition mapping (Site **300**) and the other (Site **311**) survives to the north of Horseshoe Pond. All of these have been clear-felled but retain remnants of plantation

including numerous mature oaks and several Scots pines within the modern birch scrub.

- 6.3.10 *Communications*: an area of waste surrounded by agricultural land would inevitably have been used by communication routes. Drove routes, in particular, utilised, where possible, unfarmed land where there would be no restriction on their passage and where there would also be grazing for the animals on route. As a consequence, they typically pick out routes across some of the most remote waste land in the landscape so that they can avoid enclosed land (Haldane 2006). In this respect, the common or waste ground surrounding Skipwith would have been ideally suited and there are some long established primary communication routes across this area, such as Moor Lane, which marks the southern extent of the study area and, to a lesser extent, King Rudding Lane. The roads running from Skipwith south-east to North Duffield, and north towards Thorganby also cross the study area and may initially have been drove routes, subsequently becoming roads during the post-medieval period. A portion of Moor Lane was recorded on Riccall Common (Site **284**), running in a north-west/south-east orientation from the boundary between the common and Skipwith Common. The re-routing of the lane from its original position was undertaken subsequent to Riccall Common being enclosed (c 1884-1907). Sandy Lane crosses the common in an east/west orientation, which significantly closely follows the line of a multiple boundary line (Site **334**; *Section 5.1.2*) and there is the possibility that this reflects the continuity of an earlier boundary, or communication line. Other features attesting to the communication usage of the moor include Site **10**, a guidepost marked at the junction of King Rudding Lane with Moor Lane. There were also two narrow hollow ways (Sites **47** and **42**), which appear to have subsequently fallen out of use.
- 6.3.11 *Cricket Ground*: a relatively short-lived cricket ground and pavilion (Sites **255-6**) were constructed on Little Common at some point in the early-twentieth century. It was not depicted on the OS 1910 mapping, but is shown as a sub-circular cleared area within the woodland on the c 1919-41 mapping, and then was not shown on the subsequent 1947 or 1953 OS mapping.

## 6.4 RICCALL AIRFIELD (1940-57)

- 6.4.1 *Riccall Airfield Construction*: in 1940 land at Riccall, including part of Skipwith Common, was requisitioned for use as a military airfield. The site was just one of a dense cluster of bomber airfields in the Vale of York, with a dozen major airfields within a ten mile radius of Skipwith. The airfield, opened in September 1942, comprised three hard runways, and surrounding perimeter track with thirty-six standard heavy-bomber dispersals distributed around it. The dispersal bays were concentrated on the south and east sides of the airfield. The initial phase high explosive bomb dump and stores for small arms and incendiary ammunition was placed within the perimeter track on the east side of the airfield (Site **314**). A second later phase of high explosive bomb storage areas were constructed placed at a safe distance to the north-east of the airfield on the open common (Sites **315** and **316**). The main technical site, consisting of clusters of maintenance buildings and seven hangars (six of Type T2 and one of Type B1 designs), were located in the central/southern side of the airfield. Thirteen dispersed hut accommodation and communal sites, along with the wireless station, were constructed to the south of the airfield

- 6.4.2 The construction of the airfield to a certain extent impacted upon the archaeological resource of Skipwith Common, but only the land around the main runways was systematically cleared to any great extent. The north-eastern extent of one of the three runways was located within the study area, extending across the southern portion of Danes Hill (Site 1), effectively cutting it off from the rest of Skipwith Common. The footprint of the airfield directly overlies one of the barrows on Danes Hill from the group of approximately twelve and one from the group of five to the east. However, other barrows were previously marked in close proximity to the airfield boundary, so it is possible that they were also impacted on by its construction. The footprint of the airfield also overlies three sand pits (Sites 8, 9 and 11) and a guide post (Site 10). A portion of King Rudding Lane was also removed to make way for this part of the airfield. The High Explosive Bomb Store running onto the west side of the common has truncated the alignment of one of the putative prehistoric multiple bank boundaries (Site 18), but, significantly, the boundaries survive in-between the two lines of bomb stores.
- 6.4.3 ***Surviving Airfield Archaeology:*** although only roughly 1/6<sup>th</sup> of the original extent of the airfield lies within Skipwith Common, it contained a small but significant archaeological resource of Second World War infrastructure and buildings in the north-eastern end of the former airfield. The survey area contained the very northern tip of the main runway and perimeter track (Site 35) and, unsurprisingly, this area formed the best-preserved section of runway hardstanding. The archaeological survey identified a range of sites, including both buildings and earthworks, which were primarily associated with three bomb storage and management complexes.
- 6.4.4 ***Phase I explosive Storage:*** the original explosives storage area lay inside the perimeter track of the airfield in a small wooded area (one of originally two adjacent storage areas) and functioned as a complex for storage for small arms ammunition and incendiaries (Site 314). The complex consists of a mixture of standing brick-built buildings and stores surrounded by open blast-banks, where the internal huts have been demolished. There are three extant permanent brick-built small arms ammunition stores on the north end of the complex (Sites 268-70). To the south are four identical square earthen stores surrounded by blast-banks (Sites 267, 272, 273 and 276). Other structures include a series of earthen blast banks and concrete foundation bases relating to six hatted 'SBC Stores' (Small Bomb Container huts) (Site 266), and two further concrete bases and a scooped area relating to further demolished store buildings (Sites 265, 274 and 275).
- 6.4.5 ***Phase II explosive Storage:*** the airfield was presumably upgraded and a new main storage for high explosive bombs was located at a safe distance away from the airfield, to the east on the open common (Site 315). The complex consisted of four open storage areas with surrounding earthen blast walls, concrete loading ramps and a road circuit (Sites 25, 75, 60 and 88; Plate 14). The route onto the airfield along King Rudding Lane from the Phase II bomb store complex ran through an area of temporary bomb stores and fusing points located nearer to the airfield where the bombs were fused and armed (Site 316). The fusing would have taken place in drive-through Nissen Huts, but the fusing points do not have surviving huts and only the surrounding earthen blast banks survive (Sites 51, 53, 54/55, and 56). The complex also has two ruinous fuse stores located a little distance to the south, and each were marked as 'Explosives Laboratory' on the airfield layout plan (Sites 83 and 84).
- 6.4.6 ***Other Structures:*** a hangar located within the study area has been demolished, but its concrete foundation base and a drain on its eastern side, survive (Sites 282 and 283).

Amongst the other surviving structures are several Stanton-type air raid shelters (Sites **30**, **49** and **279**). Further air raid shelters, of the same type, were recorded in a small dispersed accommodation site located immediately adjacent to the airfield at its eastern end (Sites **105** and **108**). The accommodation site was poorly preserved with concrete foundation bases surviving for only two hutted structures (Sites **106** and **107**) and part of a ruinous temporary-brick built hut, marked as a Sergeant's Quarters on the dispersed sites layout plan (Site **103**). On the airfield itself several other structures were evident, the most substantial of which was a large earthen embankment of a machine gun range (Site **261**).

- 6.4.7 The identified perimeter defences of the airfield include a single possible slit trench on the northern edge of Skipwith Common (Site **59**), and two pairs of machine gun pits located on the north-eastern and northern perimeter of the airfield (Sites **33**, **285**, **287** and **288**).
- 6.4.8 *Drainage:* drainage for the airfield, in particular within the still open common, would have been a major undertaking to keep this site dry and viable. There were two examples of open drainage ditches clearly associated with the airfield. One drain (Site **24**) extends out north-west/south-east from the high explosive bomb stores (Site **315**) and another drain runs parallel with the northern end of the perimeter track on the west side of the runway (Site **34**).
- 6.4.9 *Closure of the Airfield:* flying ceased in November 1945 and the RAF retained the airfield for storage from August 1948 to February 1957. When the RAF vacated the site the facilities were dismantled, the majority of the runways were grubbed up, much of the land was turned back over to agriculture and many of the buildings, particularly on the dispersed communal and accommodation sites, were adapted for farm use.
- 6.4.10 *Regeneration of Skipwith Common:* since the end of its use by the RAF, many parts of the airfield have been cleared and have been reclaimed for agricultural use, whilst much of Skipwith Common has remained as lowland heath. The north-western portion of the airfield was disturbed by the construction of Riccall Mine, in the early 1980s as part of the Selby coalfield; it was a short-lived coal mine that was decommissioned in 2004. The construction of the airfield has had a localised destructive impact upon the common itself, but only directly within the footprint of the dispersed bomb storage areas and perimeter tracks. In addition, subsidence caused by the mining operations of Riccall Mine has resulted in flooding of large parts of the common. Over subsequent years, Skipwith Common has been increasingly encroached upon by scrub and trees, in particular surrounding the Second World War structures and runway.
- 6.4.11 *Condition and significance of the airfield archaeological resource:* the group of second world war aviation structures and buildings surviving on Skipwith Common consist of a small, yet important, resource within the immediate locale and the larger region of the Vale of York. Riccall Airfield is not unique in the survival of airfield features and even when built was not unique in its role or sufficiently rare in the region to be regarded as truly nationally significant. At a more local level the resource on Skipwith Common does form a cohesive collection of inter-related airfield features that often have been subsequently removed outside of the open common. The documentary investigation revealed small numbers of possible buildings and structures surviving on the technical site along with fragments of runway and dispersal. More importantly, the thirteen dispersed accommodation and

communal sites appear to have at least 71 surviving buildings and structures within them, which needs to be set with an appropriate perspective, as a typical Second World War airfield layout could have had many hundreds of buildings in its original construction.

- 6.4.12 Within the common the survival of airfield sites is mixed. Runways, perimeter track and dispersals survive particularly well, as often do the earthen blast banks that surrounded bomb storage areas. One particular problem appears to be rabbit burrowing on these sites, in particular within the Phase I bomb storage area (Site **314**), and also visitor/motorcycle erosion elsewhere (Sites **54/55** and **261**). What have not survived particularly well have been the standing buildings, be they the original Nissen huts or temporary-brick structures. Typically, only a concrete foundation pad survives, or at best low foundation walls or even a gable end of a structure. Air raid shelters, particularly because of their more substantial construction have survived in a better state, but often they have lost their earthen superstructure. Some buildings have survived in moderate/good condition on the common at the Phase I bomb store, probably in part because they were permanent-brick rather than temporary brick structures (Sites **268-270** and **276**). The structures are being impacted upon in places by tree growth and undermining. The airfield perimeter defence has survived particularly well on the common with two pairs of gun pits and a possible slit trench, as have various drainage lines and structures associated with electrical supply and possible lighting.

## **6.5 RECOMMENDATIONS FOR FURTHER WORK**

- 6.5.1 It is recommended that selected standing buildings be stabilised to make them safe to the general public, and to give them some longevity; in advance of such works an archaeological building survey should be undertaken. The sites that are in greatest need of consolidation for safety purposes are Sites **268-270** and **276**. Vegetation clearance and rabbit control may be required particularly on the earthen blast banks. Volunteer input could be used during the building surveys and further topographic survey could also be undertaken on selected blast banks.
- 6.5.2 A further phase of archaeological investigation could usefully be undertaken on the putative multiple bank boundaries, following on from the topographic surveys undertaken in previous seasons of investigation. A small-scale scheme of archaeological intervention, consisting of one or more keyhole excavations could be undertaken, with volunteer assistance, upon each of the banks (Sites **18** and **334**). The excavations would identify the surviving sub-surface archaeological resource from both within and beneath these boundaries and could also provide dating evidence for their construction. It is clear that these boundaries form an important record of archaeological survival on the common and dating them could place their importance alongside other such potential prehistoric boundaries in the wider region.



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## APPENDIX 1: PROJECT DESIGN

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**Oxford  
Archaeology  
North**

**December 2009**

**SKIPWITH COMMON,  
NORTH YORKSHIRE**

**PHASE 3  
LANDSCAPE SURVEY**

**PROJECT DESIGN**

### ***Proposals***

*The following project design is offered in response to a request from Natural England, and in accordance with a verbal brief from Margaret Nieke, Natural England, to undertake a third phase of archaeological survey of elements of Skipwith Common, on behalf of Escrick Park Estate. The purpose of this is to inform the appropriate conservation management of the archaeological resource within their property.*

## 1. INTRODUCTION

### 1.1 CONTRACT BACKGROUND

1.1.1 Margaret Nieke of Natural England has invited Oxford Archaeology North (OA North) to submit a project design for a programme of further landscape survey of elements of Skipwith Common, North Yorkshire, owned by Escrick Park Estate. The proposed programme is in accordance with a verbal brief by Natural England and is intended to provide for the conservation management of the landscape and its archaeological resource. The survey would entail the enhancement of the North Yorkshire HER data and National Monument Record data. This is the third phase of recording of Skipwith Common which has been undertaken in conjunction with the Friends of Skipwith Common. The first phase of work examined the western part of Skipwith Common including part of Riccall Airfield. The second phase of survey examined the Northern Common and the northern part of the main Skipwith Common. It also resulted in the completion of a multiple boundary bank system that extends north/south across the common.

1.1.2 The Phase 3 programme would entail the completion of the survey of Skipwith Common, the detailed recording of a second multiple boundary bank system, and a study of the Riccall Airfield remains. The data generated during the latter element of work will establish the surviving aviation resource of Riccall Airfield and the condition of those elements within Skipwith Common. The survey will enable the management of the Second World War archaeological resource by Natural England and Escrick Park Estate, and will highlight possible future requirement for further archaeological investigation or conservation works.

1.1.2 **Background:** there is a complex of remains across the site and its environs that date back to at least the Bronze Age, in the form of round barrows, and also Iron Age Square Barrows. There are also in the environs Romano-British / Iron age settlements, and medieval flax retting ponds. One of the more recent features of the landscape is a Second World War airfield, now part overgrown, and there is the potential for associated defensive works associated with this installation. Two extremely important multiple bank boundary features have been identified, one extends north/south and has now been recorded. The second is orientated east/west and is parallel to Sandy Lane. Both have the potential to be later prehistoric territorial boundaries and are of considerable importance. Surrounding the common a number of complex field systems have been identified by aerial photography, and these are associated with round houses and square barrows. These are potentially of Iron Age or Romano-British date.

### 1.2 OXFORD ARCHAEOLOGY NORTH

1.2.1 Oxford Archaeology (OA), which is an educational charity under the guidance of a board of trustees, has over 30 years of experience in professional archaeology, and can provide a professional and cost-effective service. We are the largest independent employer of archaeologists in the country (we currently have more than 200 members of staff), and can thus deploy considerable resources with extensive experience to any archaeological project. We have offices in Lancaster and Oxford, trading as Oxford Archaeology North (OA North), and Oxford Archaeology (OA) respectively, enabling us to provide a truly nationwide service. OA is an Institute of Field Archaeologists Registered Organisation (No 17). All work on the project will be undertaken in accordance with relevant professional standards, including:

- IFA's *Code of Conduct*, (1999); *Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology*, (1999); *Standard and Guidance for Archaeological Evaluations*, (1999); *Standard and Guidance for Archaeological Watching Briefs*, (1999).
- English Heritage's *Management of Archaeological Projects (MAP2)*, 1991.
- *The European Association of Archaeologists Principles of Conduct for Archaeologists Involved in Contract Archaeological Work* (1998).

1.2.2 OA North has undertaken a large number of upland landscape surveys for a variety of clients (both private and national agencies such as English Heritage and Royal Commission on the Historical Monuments of England (RCHM(E)) and employs a qualified surveyor (James Quartermaine, BA, DipSurv, MIFA) who has many years (since 1984 in the region) experience of the identification and survey of upland landscapes, having worked closely with the RCHM(E) and the Lake District National Park Authority on a large number of projects.

- 1.2.4 Since 1982 OA North has been undertaking extensive upland landscape surveys throughout Northern England. Surveys include one of a 200sqkm of the Nidderdale AONB (for NYCC), most of the Forest of Bowland AONB (Lancashire), most of the Arncliffe / Silverdale AONB, and countless surveys in the Lake District National Park.
- 1.2.5 Recently OA North has undertaken a major programme of upland identification survey across the uplands of North Wales, on behalf of the Royal Commission of the Ancient and Historical Monuments of Wales (RCAHMW). This has entailed the survey of 250 sqkm of unenclosed upland, and has recorded over 3,500 monuments.
- 1.2.6 OA North has undertaken numerous upland survey projects for the National Trust, which includes the survey and excavation of the Langdale Axe Factories, the Lyme Park landscape survey (Cheshire), St Catherine's Estate survey (Windermere), Ennerdale Landscape Survey, Addleborough (Wensleydale), Rectory Woods survey (Heysham), the Borrowdale Landscape Survey, and the North York Coast Survey (a survey of NT coastal properties on the coast of the North York Moor). OA North has undertaken a survey of the western and northern parts of Skipwith Common (OA North 2008; 2009).
- 1.2.7 To date OA North has undertaken archaeological field surveys of over 1007sqkm of upland landscapes and has recorded over 22,000 field monuments. OA North can justifiably claim to be one of the foremost specialists in the field of upland / moorland landscape recording.
- 1.2.8 **Community Involvement:** OA North has considerable experience of working with local communities and amateur groups on landscape projects. In particular OA North has been involved in four Local Heritage Initiative (LHI) projects, which are projects sponsored by the Countryside Commission, and funded by the Lottery, and which entail considerable community involvement. The first is an archaeological and historical survey of Lathom Park, in conjunction with the Lathom Trust and involved training of members of the community to undertake documentary and building surveys. OA North supervised the work and edited the final reports.
- 1.2.9 The second project is an excavation and survey of a complex enclosed settlement at Ingleton in conjunction with the Ingleborough Archaeology Group, and entailed training and supervision to complete an intensive investigation of a rural Roman settlement site. The work was undertaken by the local group and OA North undertook specialist tasks, such as palaeoenvironmental work, as well as the supervision of all stages of the investigation.
- 1.2.10 The third project is a survey of St Catherine's Park, funded by LHI, but undertaken on behalf of the National Trust and entailed the training and supervision of a group of local volunteers in the techniques of landscape survey and documentary study (OA North 2005). The fourth project entailed working with the Eskdale Local History Society to survey Muncaster Fell in West Cumbria. OA North has worked closely with the friends of Skipwith Common as part of the survey of the western and northern parts of Skipwith Common.

## 2. PROJECT AIMS

### 2.1 IDENTIFICATION AND BOUNDARY SURVEY AIMS

- 2.1.1 The primary purpose of the survey project is to inform future management decisions with regard to conservation matters relating to the archaeological and historical content of Skipwith Common. The proposed study is intended as an initial exploration of the archaeological and historical resource, rather than a definitive and comprehensive study. The aims of this initial project are broadly as follows:
- to establish sufficient information to establish the location, extent, character, period, condition, fragility and potential of the surviving archaeological features;
  - to provide an accurate survey of all identified monuments;
  - to provide a basis for the preparation of detailed management prescriptions.
  - to provide training to the friends of Skipwith Common in archaeological survey recording
- 2.1.2 The following programme has been designed to provide an accurate archaeological survey of the study area, set within its broader landscape context to the historical fabric of landscape character areas within the areas.

### 2.2 AIRFIELD SURVEY AIMS

- 2.2.1 The overarching purpose of the proposed airfield survey is the augmentation of the existing North Yorkshire HER for the Riccall Airfield. To achieve this it is intended to pursue the following aims:
- to identify the survival of original Second World War features within the perimeter of the airfield and immediate environs
  - to define rapidly the extent and components of each of the sites that are likely to be present?
  - to define the actual presence, and external condition of these features?
- 2.2.2 The means to achieve these aims are outlined in Section 3.5.
3. METHODS STATEMENT
- 3.1 The following work programme is submitted in line with the objectives of the archaeological work summarised above. It is divided into three elements, initial desk based research (including aerial photography), Identification survey, Boundary Surveys, Airfield Survey and reporting.
- 3.2 INITIAL DESK-BASED RESEARCH**
- 3.2.1 A limited search of documentary records will be undertaken sufficient to inform the proposed survey. Although the previous study had accessed documentary information for Skipwith Common West, this had not included datasets for Skipwith Common East; consequently there is a need to revisit the sources to acquire the data for this area. The study will entail interrogations of the Historic Environment Record (HER) data held by North Yorkshire County Council, and the National Mapping Record. The Ordnance Survey First Edition 6" Mapping will also be acquired digitally from the North Yorkshire Council Record Office, as well as any estate plans available. It is anticipated that a search will be made of the tithe maps. A further search of the HER will be undertaken to acquire Scheduled Monument descriptions.
- 3.2.2 **Aerial Photography:** it is proposed to use the Aerial Photographic plotted data provided by English Heritage, which was immensely useful in providing a wider context for the archaeology within the study area. We now have an adequate set of this data and there will not be a requirement to obtain further information from English Heritage.
- 3.3 IDENTIFICATION SURVEY**
- 3.3.1 The survey will be undertaken as an enhanced OA North Level 1b type survey (details of OA North's survey levels are contained in *Appendix 1*). The area is as defined on the attached figure and will encompass 1.4sqkm. The sites already identified from SMR will be checked and recorded at the same level of consistency as other newly discovered monuments. The survey will involve four elements: Reconnaissance, Mapping, Description and Photography.
- 3.3.2 **Reconnaissance:** the reconnaissance will consist of close field walking, varying from 10m to 30m line intervals dependent on visibility and safety considerations. The survey will aim to identify, locate and record archaeological sites and features on the ground and thus all sites noted will be recorded. The extent of any areas where there is no access will be defined on maps and depicted on the CAD mapping. All sites identified from the HER/NMR and also the OS First Edition maps will be investigated.
- 3.3.3 **Survey mapping:** a Satellite Global Positioning System (GPS) will be utilised to satisfy the Level 1b survey requirements. GPS uses electronic distance measurement along radio frequencies to satellites to enable a positional fix in latitude and longitude which can be converted mathematically to Ordnance Survey national grid. The GPS is a Leica GPS 1200 real time differential survey instrument. The 1200 series GPS obtains corrections from Ordnance Survey GPS base stations, that are all over the country and are never more than 10km from any site. The corrections are transmitted by mobile phone, and as long as there is a mobile phone signal at the point of survey can provide real time accuracies of +/- 0.03m. However, because of the tree cover across the site this can in places be degraded as a result of the loss of satellites. Typically this would still be within the 0.5m specification, but in extreme cover it may not be able to get a fix at all or accuracy would degrade to 2-3m. In this instance the only alternative is to use a total station which would add considerably to time and correspondingly cost. For the present costing it is assumed that in areas of very dense woodland it will be possible to accept a reduction in accuracy down to +/-2m; however, if this is not acceptable then a variation to the costing will be necessary to enable the use of total station traverse to bring control into the woodland. The GPS techniques will be used to record the extent of the site which internally stores the survey data and this is then output as GIS shape files and will be imported directly into a GIS system (ArcMap 9.2).



- 3.3.4 **Site Description and Assessment:** the key to economy of survey is being able to compile a descriptive record for each site in a fast and accurate manner. It is proposed that the data be directly input on site into a Psion palm computer. The data will be incorporated into an Access 97 compatible database, and the data subsequently be backed onto a portable computer running Access 97.
- 3.3.5 The input into the system will be guided by a proforma to ensure uniformity and consistency of input. Each category of significance will be given high, medium or low scores in the field. These values will be averaged to provide an overall grade for the site at the data analysis stage.
- 3.3.6 **Site Interpretation:** the size and intricacy of the description will reflect the complexity of the site and will not be limited by any formulaic restrictions. The description will incorporate a provisional interpretation of the function and purpose of a site, where possible, and will provide a provisional interpretation of the site's chronology where possible.
- 3.3.7 **Photographic Survey:** a photographic archive will be generated in the course of the field project, comprising landscape and detailed photography. Detailed photographs will be taken of all sites using a scale bar. All photography will be recorded on photographic pro-forma sheets which will show the subject, orientation and date. The photography will be primarily undertaken using a conventional 35mm camera with Black and White film which will be maintained to archival standards. In addition a digital camera with 8 megapixel resolution will be used.
- 3.4 DETAILED SURVEY OF THE SANDY LANE MULTIPLE BANK BOUNDARY**
- 3.4.1 The survey will be undertaken as an English Heritage level 3 survey for the Sandy Lane multiple bank boundary. It is proposed to undertake an archaeological survey of the monument in conjunction with the Friends of Skipwith Common, and will use where possible equipment owned by them. The survey will involve four elements: Reconnaissance, Mapping, Description and Photography.
- 3.4.2 **Reconnaissance:** the reconnaissance will consist of close field walking, varying from 10m to 20m line intervals dependent on visibility and safety considerations. The survey will aim to identify, locate and record archaeological sites and features within the environs of the boundary banks. Any features identified will be incorporated into the base survey. All sites identified from the HER/NMR and also the OS First Edition maps will be investigated.
- 3.4.3 **Survey Mapping:** it is proposed that a detailed topographic survey of the boundary banks and associated features. In order to provide appropriate training for the Friends it is proposed to undertake a total station survey of the sites and the wider area, which will use control located by differential GPS. The total station survey will create an accurate ground plan, which will show all historic features, and the surrounding topography.
- 3.4.4 **Survey Control:** survey control will be established over the site by closed traverse and internally will be accurate to  $\pm 15\text{mm}$ . It is proposed that the control network be located onto the Ordnance Survey National Grid by the use of Differential Global Positioning Survey (GPS), which will locate to an accuracy of  $\pm 0.05\text{m}$ .
- 3.4.5 **Detail Survey:** the total station survey will be generated by EDM tacheometry using a total station linked to a pen computer running TheoLT software or an internal logger as equipment availability dictates. With the pen computer the digital data is transferred onto the pen computer for manipulation and transfer to other digital or hard mediums. The survey data will be accurate to  $\pm 0.01\text{m}$ . The topographic survey will record all structural components and the data will be transferred into CAD and paper plots will be produced for completion by hand survey. The final drawings will be generated within a CAD system, and can be provided in an appropriate format for incorporation within a GIS system.
- 3.4.6 **Profiles:** it is proposed to undertake a profile survey across the banks, which will show the detailed form of the earthworks. Four profiles will be surveyed across the length of the monument at locations determined by the plan survey.
- 3.4.7 **Site Description and Assessment:** descriptions of the archaeological features will be collated and will be guided by a proforma to ensure uniformity and consistency of input. Each category of significance will be given high, medium or low scores in the field. The description will incorporate a provisional interpretation of the function and purpose of a site, where possible, and will provide a provisional interpretation of the site's chronology where possible.

3.4.8 **Photographic Survey:** a photographic archive will be generated in the course of the field project, comprising landscape and detailed photography. Detailed photographs will be taken of all sites using a scale bar. All photography will be recorded on photographic pro-forma sheets which will show the subject, orientation and date. The photography will be primarily undertaken using a conventional 35mm camera with Black and White film which will be maintained to archival standards. In addition a digital camera with 8 megapixel resolution will be used.

### 3.5 RICCALL AIRFIELD SURVEY

3.5.1 **Desk-Based Research:** the desk-based research will gather cartographic, documentary and aerial photographic information to provide a basic level of information about the site and its original form. The following will be consulted as appropriate:

3.5.2 **North Yorkshire HER:** the HER is a database of known archaeological sites within the County; it also holds an extensive library of both published and unpublished materials and aerial photographs for consultation.

3.5.3 **East Ridings Record Office, Beverley:** the office in Beverley holds the main source of primary documentation; both maps and documents for the study area and its immediate surroundings.

3.5.4 **Defence of Britain:** the defence of Britain project covers a wide range of archaeological, historical and architectural investigations undertaken by professional and volunteer groups. Much (but by no means all) of the data from these investigations has been made available to the Archaeological and Historical Data Service (AHDS), and is readily accessible for collation. The project will be a useful source for studies and photographs detailing the present condition of extant structures, particularly where circumstances preclude a site visit within the present investigation.

3.5.5 **RAF Museum, London:** a cover search will be undertaken of the museum archives, primarily for topographic and architectural plans, in particular any second world war layout plans of the airfield and individual building plans. Subsequent to the site visit to the airfield, should any buildings remain extant within the survey area, copies of individual building plans will be requested and incorporated into the report.

3.5.6 **National Monuments Record:** the NMR may contain pertinent historic aerial photographs, that could provide an indication of how the landscape has changed since the Second World War. These will be cover-searched as appropriate.

3.5.7 **Airfield sites outwith of Skipwith common:** Riccall airfield originally covered an area larger than that of the present day common land and as such the context of the airfield cannot be understood taking the present area in isolation. The desk-based assessment will take into account the areas outside of the common.

3.5.8 **Consultation:** specialists in the field of airfield archaeology will be consulted to identify any pertinent sources of information on Riccall Airfield. These will include Paul Francis, John Schofield and Roget Thomas (English Heritage).

3.5.8 **Documentary and Cartographic Material:** the above sources will be consulted in order to gain access to the following types of information:

- published and unpublished documentary sources (eg English Heritage 2003; Francis 1996; Halpenny 1982; Innes 1995; OA North forthcoming; Otter 1998; Schofield 2004; Smith 1989);
- printed and manuscript maps and plans which will help to establish the location, form and dimensions of individual features within each site;
- plans and sections of individual structures;
- aerial photographs;
- other photographic/illustrative evidence.

3.5.9 **Site Survey and Aerial Photography:** the primary aim of the field visit is to establish the present day survival and condition of Second World War features identified by the desk-based research. Part of the airfield is within the common, and has not been subject to earlier surveys. This area is outlined on the attached figure and will be subject to the site survey. The area of the airfield that is outside the common is in private ownership and will not be subject to a field survey, but will be examined by aerial photography, which will outline the status of the land use, any indications of

extant survival of Second World War features. It will highlight those features that have apparently been incorporated into present day structures.

- 3.5.10 **Site Survey:** the site survey will comprise a comprehensive examination of the outstanding part of the common that is within the perimeter of the airfield. It will use a combination of historic and more recent plans as a basis for the location and identification of features. Observations will be documented through a combination of indexed high quality digital photography and annotation of site plans to a level 1 survey of the buildings (English Heritage 2006, 14) and earthwork features (English Heritage 2007, 23). More detailed notes can be generated as necessary where these assist with a description of the condition of the site. In addition any areas of potentially significant disturbance, and constraints to undertaking further archaeological work on site, will be noted. Locations of structures and features will be recorded using hand-held GPS, accurate to around 2m.
- 3.5.11 Second World War features previously identified as part of the original survey (OA North 2008) will be assessed for their condition, and a condition report will be produced for each one. Current photographs will also be produced. The area of this condition survey is shown on the attached Figure 1.
- 3.5.12 **Aerial Photographic Examination:** a comparison will be made between Second World War mapping of the airfield, 1948 air photographs and current air photographs. This will allow an assessment as to which of the original features are still extant, which are potentially buried and which have been lost. A database record will be produced for any feature which either survives as a surface feature, or which has the potential to survive as a buried feature. A record will not be compiled for features that have been destroyed.
- 3.5.13 **Building Drawings:** it is proposed to obtain copies of original building drawings for each of the standing buildings identified during the survey from within the extent of the common. These will be obtained from the RAF Museum. Following completion of the field survey, it will be known which buildings survive and what type of building they are. An application will then be made to the RAF Museum for copies which are charged at £ 5.00 each; allowance for this has been provided in the costings. Copies of the buildings will be incorporated into an appendix of the report.

### 3.6 PROJECT ARCHIVE

- 3.6.1 **Archive:** the results of the fieldwork will form the basis of a full archive to professional standards, in accordance with current English Heritage guidelines (Management of Archaeological Projects, 2nd edition, 1991). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. This archive will be provided in the English Heritage Centre for Archaeology format, both as a printed document and digitally.
- 3.6.2 **Database:** the format for the database will be selected in consultation with the County HER Officer, in order that the information is compatible with, and transferable to, existing systems. The use of Access 97 as the database format will allow both backwards and forwards compatibility with other Access formats, and can be readily imported into other database formats as required.
- 3.6.3 The tabular data, stored in the geodatabase throughout the project, will be output as a standard (non-geographic) database at the end of the project. The output format will be tailored to meet the exact requirements of the client. The data structure will be compatible with existing national and international archaeological record formats, including the MIDAS standard (English Heritage 2003), using, wherever possible, published thesauri for descriptive terminology (Forum on Information Standards in Heritage: [www.fish-forum.info](http://www.fish-forum.info)). The generally agreed distinction between events and monuments will be used to ensure compatibility with the widest range of external datasets.
- 3.6.4 To avoid problems with the export of memo fields into stakeholder software packages, the free-form descriptive datasets will be exported as ANSI text files, with numerical ID fields linking to the appropriate full record in the database. Then, should problems of truncation occur during the export process, the data will still be available in an uncorrupted form. OA North has experience of successful data exchange with the North West HERs, and other HBSMR databases.
- 3.6.5 **Graphic Presentation:** the digital data will be collated in a CAD system (AutoCAD 2004). This powerful system can be output in a variety of formats compatible with all major GIS and CAD software packages. In particular it can be output in MapInfo format and in AutoCAD DXF and DWG formats.
- 3.6.6 **Photographic Presentation:** the primary access database will have fields defining the photograph number, type and orientation against the individual site. This will then be output as a database

report, in order of photograph number, showing the site number, NGR, orientation and photo type. This will then be output as a word file to form the photographic catalogue. The photographs will be linked to a catalogue proforma showing the details, orientation, negative numbers and date. The site gazetteer volume will incorporate high quality prints of digital images.

### **3.7 REPORTING**

3.7.1 The report will present, summarise, and interpret the results of the programme detailed above, and will include a full index of archaeological features identified in the course of the project. The reports will consist of an acknowledgements statement, lists of contents, summary, introduction summarising the brief and project design and any agreed departures from them. The report will identify the significance of the archaeological and architectural evidence and will include the following:

- An historical background of the estate and airfield, examining its origins and development
- Results of the archaeological survey, presented in conjunction with the survey mapping and documentary data
- An interpretative account of the archaeology of the landscape presented from its inception to the present.

3.7.2 The report will identify areas of archaeological importance, and will examine their level of preservation and fragility. The report will also include a complete bibliography of sources from which the data has been derived, and a list of further sources identified during the programme of work. An appendix gazetteer of sites and designed elements which will be based directly upon the project database.

3.7.3 The report will incorporate appropriate illustrations, including copies of the site plans, copies of the airfield drawings, and landscape survey mapping, all reduced to an appropriate scale. The site mapping will be based upon the CAD base. The report will be accompanied by photographs and historic illustrations illustrating the principal elements of the landscape. Digital copies of the report and supportive literature will be submitted to Natural England.

3.7.4 **Editing and submission:** the report will be subject to the OA North's stringent editing procedure and two bound and one unbound copies of the report will be submitted to Natural England, and one to the North Yorkshire HER. In addition to the paper copies of the report digital copies of the report and drawings will be submitted in PDF format. The final drawings will be in AutoCAD 2004 formats.

3.7.5 Primary archival material, such as negatives and historical mapping will be submitted to the appropriate museum.

### **3.8 COMMUNITY INVOLVEMENT**

3.8.1 It is proposed that the survey programme incorporate a training element for members of the Friends of Skipwith Common, in the course of the field survey. Three training events will be established in the course of the field work, and would entail training in survey techniques. The members of the group will be taught how to use the Total Station, site recognition skills, archaeological photography and site interpretation. OA North will provide for 8 days of supervision by a Senior Project Manager for the survey of the eastern part of Skipwith Common. They will be taught how to record the sites on the palm computer and how to incorporate the data into the integrated data set. The value and potential of the documentary sources will also be outlined.

### **3.9 CONFIDENTIALITY**

3.9.1 The report is designed as a document for the specific use of the Client, for the particular purpose as defined in the project brief and project design, and should be treated as such; it is not suitable for publication as an academic report, or otherwise, without amendment or revision. Any requirement to revise or reorder the material for submission or presentation to third parties beyond the project brief and project design, or for any other explicit purpose, can be fulfilled, but will require separate discussion and funding.

## **4. OTHER MATTERS**

### **4.1 ACCESS**

- 4.1.1 It is assumed that OA North will have unrestricted pedestrian access to the study area for the duration of the survey, and that access will be negotiated on OA North's behalf by Escrick Estate.

## **4.2 HEALTH AND SAFETY**

- 4.2.1 Full regard will, of course, be given to all constraints (services) during the survey, as well as to all Health and Safety considerations. The OA North Health and Safety Statement conforms to all the provisions of the SCAUM (Standing Conference of Unit Managers) Health and Safety manual, as well as the OA Health and Safety Statement. Risk assessments are undertaken as a matter of course for all projects, and will anticipate the potential hazards arising from the project.

## **4.3 INSURANCE**

- 4.3.1 The insurance in respect of claims for personal injury to or the death of any person under a contract of service with the Unit and arising in the course of such person's employment shall comply with the employers' liability (Compulsory Insurance) Act 1969 and any statutory orders made there under. For all other claims to cover the liability of OA North in respect of personal injury or damage to property by negligence of OA North or any of its employees there applies the insurance cover of £10m for any one occurrence or series of occurrences arising out of one event.

## **4.4 WORKING HOURS**

- 4.4.1 Survey works will be undertaken on the basis of a five day week, within daylight hours only.

## **4.5 PROJECT MONITORING**

- 4.5.1 Monitoring meetings will be established with the Natural England at the outset of the project. OA North will inform the client of all significant developments, and any potential departures from the agreed programme will be discussed and agreed with them prior to implementation.

## **5. WORK TIMETABLE**

- 5.1 The phases of work will comprise:

### **5.1.1 *Initial Desk Based Research***

A 3 day period is required to collate all the available data

### **5.1.2 *Sandy Lane Multiple Bank Boundary Survey***

10 days will be required for the field survey

### **5.1.3 *Riccall Airfield Documentary Study***

5 days will be required to collate all the available data

### **5.1.4 *Riccall Airfield Field Study and Aerial Photographic study***

2 days will be required for the condition surveys

### **5.1.5 *Archive and Reporting***

20 days would be required to complete this element.

## **6. OUTLINE RESOURCES**

### **6.1 STAFFING**

- 6.1.1 The project will be under the management of **Jamie Quartermaine BA DipSurv** (OA North Project Manager) to whom all correspondence should be addressed. He will monitor the progress of the project ensuring adherence to all agreed programmes and timetables. He will also provide technical back-up, advice, and will have editorial control over the compilation of the full report. He has many years experience of surveying upland landscapes, particularly in the Lake District and Yorkshire Dales National Parks. Jamie will provide a post-survey assessment of the results in conjunction with the project director.
- 6.1.2 The field survey will be led by **Kathryn Blythe BA** who has considerable experience of landscape and documentary studies, and undertook the first phase of survey at Skipwith Common.
- 6.1.3 The airfield surveys will be undertaken by **Peter Schofield BA AIFA**. Peter has considerable experience of landscape surveys, having been involved in all four seasons of our Uplands Initiative surveys. He has also undertaken recent landscape surveys throughout Cumbria and Lancashire at Little Asby estate, Hartley estate, St Catherine's estate, Stickle Tarn/Great Langdale, Muncaster

Fell, Holcombe Moor and Borrowdale. He is presently involved with a major survey project examining the upland peats of the North West.

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## APPENDIX 2: SITE GAZETTEER

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**Site Number** 7  
**Site Name** **RAF Riccall, Bomber Airfield**  
**NGR** 464178 436804 (area)  
**Ref no** NMR SE 63 NW 21; NMR 1313568; HER 12150  
**Site Type** Royal Air Force Base  
**Period** Second World War  
**Source** NMR; HER; Riccall Airfield Layout Plans 5116/45 and 5117/45  
**Description** A World War Two military airfield, opened in 1942 and closed in 1957. It had three runways and perimeter dispersal bays. A Bomb Store lay to the east. Associated dispersed military camps lay mainly to the south and south-east, with two other probable camps further to the north. It was equipped with aircraft hangars of Type T2 and Type B1 designs. During the war it was an operational bomber base for the Royal Air Force (7 Group). By 1985 the main use of the site was for agricultural purposes. By 2002 many buildings had been demolished and the runways removed.

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**Site Number** 13  
**Site Name** **Riccall Airfield, Bomb Store I**  
**NGR** 465450, 437270 (area)  
**Ref no** HER MNY 12154  
**Site Type** Bomb Store  
**Period** Second World War  
**Source** HER; Riccall Airfield Layout Plan 5116/45; Walkover Survey  
**Description** This is a general site group comprising a bomb store that was positioned well to the east of the airfield within Skipwith Common. This site was derived from documentary sources and includes the individual four buildings (Sites **25**, **60**, **75** and **88**) that were recorded by field survey.

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**Site Number** 18  
**Site Name** **Skipwith Common, Multiple Banks**  
**NGR** 465339 437430  
**Site Type** Earthworks  
**Period** Unknown - ?Bronze Age  
**Source** The Friends of Skipwith Common; Google Earth;  
**Description** Earthworks comprising multiple banks, aligned approximately north-west / south-east. This feature extends for c 867m and is c 35m wide. The individual banks are c 3m to 5m in width and range from 3m to 60m in length. At the south-east end several banks were noted as dividing off from the main alignment to head east-south-east. This second alignment of banks was traced for 70m before it left the south boundary of the study area. The feature was surveyed by The Friends of Skipwith Common in 2007-8.

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**Site Number** 24  
**Site Name** **Skipwith Common, Drain**  
**NGR** 465442 437392  
**Site Type** Drain  
**Period** Second World War  
**Source** Map regression; Walkover Survey,  
**Description** A drain aligned north-west / south-east crosses the northern part of the study area. It was not shown on any of the historic mapping examined and was built sometime after 1910. It was probably constructed during the Second World War to drain the bomb storage compound (Site **60**). It is shown on the current OS mapping and is still in use.

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**Site Number** 25  
**Site Name** **Riccall Airfield, Bomb Store II**  
**NGR** 465376 437342  
**Site Type** Bomb Store  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45; Walkover Survey

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**Description** One of four structures (Sites **25**, **60**, **75** and **88**) described as temporary brick-constructed Bomb Stores on the airfield layout plan (Building drawing number 3104/42), and is part of the Site **13/315** group description for the bomb store. The structure comprises a brick wall aligned west/east, with five perpendicular earth banks coming off its north side, making a total length of 75m and creating four bays each *c* 9m wide. The brick wall is two courses wide and 0.8m high. Iron rings hanging on iron pegs were set within the wall (*c* 9 rings per bay), and served to tie down tarpaulins. The earth banks are *c* 1.5m high, 17m long and 4-5m wide at the base. There was a concrete ramp from the top of the brick wall into each bay (although this does not survive for each bay). Each bay has a concrete surface. In some places a raised edge or kerb to the concrete base could be seen at the back of the bays, possibly demarcating the location of a former structure.

Plate 22: Bomb Store, Site **25**

**Site Number** **30**  
**Site Name** **Riccall Airfield, Air Raid Shelter I**  
**NGR** 464438 437605  
**Site Type** Air Raid Shelter  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45; Walkover Survey  
**Description** A Stanton-type air raid shelter, comprising a concrete tunnel, aligned north-east to south-west, with brick built entrances at the west end of its north side and the east end of its south side. This was the same type of structure as Sites **49** and **108**. This structure is labelled as 'ARS' on the airfield layout plan. To the immediate south-west of this building is a building of similar size labelled on the map as 'GPH', however this was not located during the Walkover Survey (Site **317**).

Plate 23: Air Raid Shelter, Site **30**

**Site Number** **33**  
**Site Name** **Riccall Airfield, Gun Pit I**  
**NGR** 464559 437722  
**Site Type** Gun Pit  
**Period** Second World War  
**Source** Walkover Survey  
**Description** A Gun Pit, one of a pair, protecting the northern perimeter of the airfield. Each comprises a concrete cylinder, *c* 1.5m in diameter and 1m in height. This example has a gun mount intact and a brick basin measuring 1m long by 0.75m wide and 0.25m deep is located 2m to the east of the Gun Pit.





Plate 24: Gun Pit, Site 33

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<b>Site Number</b>	<b>35</b>
<b>Site Name</b>	<b>Riccall Airfield, Runway and Perimeter Track</b>
<b>NGR</b>	464644 437403
<b>Site Type</b>	Runway and Perimeter Track
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	The surviving brick and hardcore/concrete surfaces of the runway and perimeter track, located on the north-west extent of Riccall airfield.

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Plate 25: Runway and Perimeter Track, Site 35

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<b>Site Number</b>	<b>44</b>
<b>Site Name</b>	<b>Riccall Airfield, Ring Main Plinth</b>
<b>NGR</b>	464906 437601
<b>Site Type</b>	Airfield Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	The remains of a rectangular brick structure aligned north-west to south-east. The south and east walls survive to c 1m and the west and north walls are 4 or 5 courses high. The entrance is located on the west side at the south end. Much tumbled brick can be seen inside. A ring main plinth is marked at this location on the airfield layout plan and an electrical service trench runs towards it from the south-west (Sites 45 and 262).

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## Plate 26: Ring Main Plinth, Site 44

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<b>Site Number</b>	<b>45</b>
<b>Site Name</b>	<b>Skipwith Common, Ditch/Service Trench</b>
<b>NGR</b>	464879 437614
<b>Site Type</b>	Ditch
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A drain/ditch c 1m wide. It is aligned approximately north-west/south-east on the western end and turns 90° and runs to the south-west adjacent to the ring main plinth (Site 44). At least part of the feature consists of a small portion of electrical service trench, part of a longer trench shown on the airfield layout plan (Site 262).

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<b>Site Number</b>	<b>48</b>
<b>Site Name</b>	<b>Riccall Airfield, Concrete Block</b>
<b>NGR</b>	464833 437733
<b>Site Type</b>	Concrete Block
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A concrete block probably of Second World War origin. It did not appear to be <i>in situ</i> as it is currently positioned at an angle. A small piece of metal is screwed into its top. It is approximately on the line of the main runway and could be a stanchion for a landing light.

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<b>Site Number</b>	<b>49</b>
<b>Site Name</b>	<b>Riccall Airfield, Air Raid Shelter II</b>
<b>NGR</b>	464773 437528
<b>Site Type</b>	Air Raid Shelter
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A Stanton-type air raid shelter, comprising a concrete tunnel aligned north-east to south-west with a brick built entrance on its west side at the south end and on its east side at the north end. This was the same type of structure as Sites 30 and 108. This structure is labelled as 'ARS' on the airfield layout plan. To the immediate south of this building is a building of similar size labelled on the map as 'GPH', however this was not located during the Walkover Survey (Site 318).

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Plate 27: Air Raid Shelter, Site 49

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<b>Site Number</b>	<b>51</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store III</b>
<b>NGR</b>	464912 437352
<b>Site Type</b>	Bomb storage area
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A bomb storage area, one of four located on a linear dispersal (Site 316) located on the east side of Riccall airfield. It is marked as an 'Explosives Lab', and was a Nissen hut protected by earthen blast walls (Building drawing number 4735/42) on the airfield layout plan. There is no surviving evidence of

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the hut but the blast wall survives. It is rectangular in shape and aligned approximately west to east with remains of brick walls at the entrances on the west and east ends. The brick survives to three or four courses. The north and south longer sides are very overgrown and appear to only ever have been constructed as earth banks, which now survive as mounds with trees growing on them.



Plate 28: Bomb Store, Site 51

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<b>Site Number</b>	<b>53</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store IV</b>
<b>NGR</b>	465095 437343
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A bomb storage area, one of four located on a linear dispersal (Site 316) located on the east side of Riccall airfield. It is marked as an 'Explosives Lab', and was a Nissen hut protected by earthen blast walls (Building drawing number 4735/42) on the airfield layout plan. There is no surviving evidence of the hut but the blast wall survives. It is rectangular in shape and aligned approximately west to east with low remains of brick walls at the entrances on the west and east ends. A bank also runs parallel to this structure on the north side. The brick survives to three or four courses. The north and south longer sides are very overgrown and appear to only ever have been constructed as earth banks, which now survive as mounds with trees growing on them.



Plate 29: Bomb Store, Site 53

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<b>Site Number</b>	<b>54 and 55</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store V</b>
<b>NGR</b>	465222 437321
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A bomb storage area, one of four located on a linear dispersal (Site 316) located on the east side of Riccall airfield. It is marked as a 'Fused and Spare Bomb Store', and was a Nissen hut protected by earthen blast walls (Building drawing number 4780/42) on the airfield layout plan. There is no surviving evidence of the hut but the blast wall survives. It is square in shape and is constructed of earth mounds c 2m high, with sloping sides, giving them an approximate width of 1.5m on top and c 4m at base. There was some disturbance by trees and bike tracks. To the north is a linear bank, 42m long by c 2m high, constructed of earth with sloping sides, giving it an approximate width of 1.5m on top and c 4m at base.



Plate 30: Bomb Store, Site **54/55**


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<b>Site Number</b>	<b>56</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store VI</b>
<b>NGR</b>	465002 437329
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A bomb storage area, one of four located on a linear dispersal (Site <b>316</b> ) located on the east side of Riccall airfield. It is marked as an 'Explosives Lab (Heavy/Light)', and was a Nissen hut protected by earthen blast walls (Building drawing number 4778/42) on the airfield layout plan. There is no surviving evidence of the hut but the blast wall survives. It is rectangular in shape and aligned approximately west to east with low remains of banks up to c 1m high and with brick walls at the entrances on the west and east ends. A bank also runs parallel to this structure on the north side.

Plate 31: Bomb Store, Site **56**


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<b>Site Number</b>	<b>59</b>
<b>Site Name</b>	<b>Riccall Airfield, Slit Trench</b>
<b>NGR</b>	465068 437641
<b>Site Type</b>	Slit Trench
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A possible slit trench located on the northern perimeter of Riccall airfield. It is rectangular with straight-sided cut edges and measures c 2m long by 1m wide and is up to 0.5m deep.

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<b>Site Number</b>	<b>60</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store VII</b>
<b>NGR</b>	465550 437351
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of four buildings (Sites <b>25</b> , <b>60</b> , <b>75</b> and <b>88</b> ) described as temporary brick-constructed Bomb Stores on the airfield layout plan (Building drawing number 3104/42), and is a part of Site <b>13/315</b> . The structure comprises a brick wall aligned west/east, with five perpendicular earth banks coming off its north

side, making a total length of 75m and creating four bays each *c* 9m wide. The brick wall is two courses wide and 0.8m high. Iron rings hanging on iron pegs were set within the wall (*c* 9 rings per bay), which were intended to hold down a tarpaulin cover over the top. The earth banks are *c* 1.5m high, 17m long and 4-5m wide at the base. There is a concrete ramp from the top of the brick wall into each bay (although this does not survive for each bay), and each bay has a concrete surface. In some places a raised edge or kerb to the concrete base could be seen at the back of the bays, possibly demarcating the location of a former structure.



Plate 32: Bomb Store, Site 60

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<b>Site Number</b>	<b>75</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store VIII</b>
<b>NGR</b>	465388 437209
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of four buildings (Sites <b>25</b> , <b>60</b> , <b>75</b> and <b>88</b> ) described as temporary brick-constructed Bomb Stores on the airfield layout plan (Building drawing number 3104/42), and is part of Site <b>13/315</b> . The structure comprises a brick wall aligned west/east, with five perpendicular earth banks coming off its north side, making a total length of 75m and creating four bays each <i>c</i> 9m wide. The brick wall is two courses wide and 0.8m high. Iron rings hanging on iron pegs were set within the wall ( <i>c</i> 9 rings per bay), which were intended to hold down a tarpaulin over the structure. The earth banks are <i>c</i> 1.5m high, 17m long and 4-5m wide at the base. There is a concrete ramp from the top of the brick wall into each bay (although this does not survive for each bay), and each bay has a concrete surface. In some places a raised edge or kerb to the concrete base could be seen at the back of the bays, possibly demarcating the location of a former structure. An earth bank, aligned east / west was located to the north of the bays.

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Plate 33: Bomb Store, Site 75

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<b>Site Number</b>	<b>83</b>
<b>Site Name</b>	<b>Riccall Airfield, Component Store I</b>
<b>NGR</b>	464889 437305
<b>Site Type</b>	Component Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A building located on the eastern end of Riccall airfield. It is described as one of a pair of Nissen huts marked as 'Component Store' (Building drawing number 4753/42) on the airfield layout plan. The

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surviving structure comprises a central brick partition wall aligned east/west, measuring *c* 3m long by 1.2m high and 2 courses wide. It is located in a hollow between two north/south aligned earth banks. The banks both measure *c* 8m long by 2m wide and are up to 0.3m high.



Plate 34: Component Store, Site 83

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<b>Site Number</b>	<b>84</b>
<b>Site Name</b>	<b>Riccall Airfield, Component Store II</b>
<b>NGR</b>	464897 437257
<b>Site Type</b>	Component Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A building located on the eastern end of Riccall airfield. It is described as one of a pair of Nissen huts marked as 'Component Store' (Building drawing number 4753/42) on the airfield layout plan. The surviving structure could not be accessed because the surrounding area is flooded. It comprised a central brick partition wall aligned east/west, located in a hollow between two north/south aligned earth banks.



Plate 35: Component Store, Site 84

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<b>Site Number</b>	<b>88</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store IX</b>
<b>NGR</b>	465563 437200
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of four buildings (Sites <b>25</b> , <b>60</b> , <b>75</b> and <b>88</b> ) described as temporary brick-constructed Bomb Stores on the airfield layout plan (Building drawing number 3104/42), and is part of Site <b>13/315</b> . The structure comprises a brick wall aligned west/east, with five perpendicular earth banks coming off its north side, making a total length of 75m and creating four bays each <i>c</i> 9m wide. The brick wall is two courses wide and 0.8m high. Iron rings hanging on iron pegs were set within the wall ( <i>c</i> 9 rings per bay), and served to hold down a tarpaulin over the structure. The earth banks are <i>c</i> 1.5m high, 17m long and 4-5m wide at the base. There was a concrete ramp from the top of the brick wall into each bay (although this does not survive for each bay), and each bay has a concrete surface. In some places a raised edge or kerb to the concrete base could be seen at the back of the bays, possibly demarcating the location of a former structure. An earth bank, aligned east /west was located to the north of the bays.



Plate 36: Bomb Store, Site **88**


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<b>Site Number</b>	<b>90</b>
<b>Site Name</b>	<b>Skipwith Common, Spoil Heaps</b>
<b>NGR</b>	464404 437623
<b>Site Type</b>	Spoil Heaps
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	An area of spoil and debris likely to be associated with clearance at Riccall airfield, as it is located to the immediate north-west end of the perimeter track and on the east side of a dispersal bay.

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<b>Site Number</b>	<b>103</b>
<b>Site Name</b>	<b>Riccall Airfield, Barrack Block I</b>
<b>NGR</b>	465003 436736
<b>Site Type</b>	Barrack Block
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5117/45; Walkover Survey
<b>Description</b>	A building located on the eastern end of Riccall airfield in a dispersed camp. It is described as a temporary brick-built hut marked as 'Sergeants' Quarters' (Building drawing number 5217/40) on the airfield dispersal plan. The surviving ruinous structure comprised a brick structure, measuring 27m x 8m, aligned west-north-west / east-south-east. Parts of the south-east corner of the structure survived to c 2m high, but the remainder stood to only one or two course high. The structure was heavily overgrown; however, it appeared that it had been divided width ways into c 5 bays, some of which also appeared to have been divided length ways.

Plate 37: Barrack Block/ Sergeants' Quarters, Site **103**


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<b>Site Number</b>	<b>105</b>
<b>Site Name</b>	<b>Riccall Airfield, Air Raid Shelter III</b>
<b>NGR</b>	464975 436764
<b>Site Type</b>	Air Raid Shelter
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A Stanton-type air raid shelter, comprising a concrete tunnel aligned north-north-west to south-south-east with a brick built entrance on its south side at the east end and a concrete air shaft on its north side at the west end. The shelter is not marked on the airfield dispersal plan.

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Plate 38: Air Raid Shelter, Site 105

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<b>Site Number</b>	<b>106</b>
<b>Site Name</b>	<b>Riccall Airfield, Latrine</b>
<b>NGR</b>	464934 436802
<b>Site Type</b>	Demolished Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5117/45; Walkover Survey
<b>Description</b>	A building foundation located on the eastern end of Riccall airfield in a dispersed camp. It is described as a temporary brick-built hut marked as 'Airmens Latrines (For 3 Huts)' (Building drawing number 5215/40) on the airfield dispersal plan. The ruinous structure comprised an area of brick debris, which in one or two areas appear to represent the linear footings of a rectangular building measuring c 9m x 3m and aligned roughly east /west.

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<b>Site Number</b>	<b>107</b>
<b>Site Name</b>	<b>Riccall Airfield, Barrack Block II</b>
<b>NGR</b>	464925 436816
<b>Site Type</b>	Demolished Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5117/45; Walkover Survey
<b>Description</b>	A building foundation located on the eastern end of Riccall airfield in a dispersed camp. It is described as a temporary brick-built hut marked as 'Airmens Quarters' (Building drawing number 5217/40) on the airfield dispersal plan. The ruinous structure comprised a concrete surface aligned north/south.

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<b>Site Number</b>	<b>108</b>
<b>Site Name</b>	<b>Riccall Airfield, Air Raid Shelter IV</b>
<b>NGR</b>	464958 436881
<b>Site Type</b>	Air raid shelter
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5117/45; Walkover Survey
<b>Description</b>	A Stanton-type air raid shelter, comprising a concrete tunnel aligned approximately west to east with a brick built entrance on its south side at the west end and on its north side at the east end. The shelter is not marked on the airfield dispersal plan.

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Plate 39: Air Raid Shelter, Site 108



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<b>Site Number</b>	<b>147</b>
<b>Site Name</b>	<b>Skipwith Common, Bank</b>
<b>NGR</b>	466758 440053
<b>Site Type</b>	Bank
<b>Period</b>	?Second World War
<b>Source</b>	Walkover survey
<b>Description</b>	A broad bank that is edged by ditches on either side of it which peter out to the south. It is approximately 6m wide and 0.7m high. The bank is possibly linked to feature <b>148</b> and runs parallel to a similar bank (Site <b>162</b> ). This feature is not shown on the historic OS mapping.

Plate 40: Bank, Site **147**

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<b>Site Number</b>	<b>148</b>
<b>Site Name</b>	<b>Skipwith Common, Brick Platform</b>
<b>NGR</b>	466729 440036
<b>Site Type</b>	Brick platform
<b>Period</b>	?Second World War
<b>Source</b>	Walkover survey
<b>Description</b>	A rectangular brick platform that is five brick courses high and is topped with a band of concrete 0.15m thick. The structure is possibly linked to the WWII RAF base Riccall Airfield.



Plate 41: Brick Platform, Site 148

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<b>Site Number</b>	<b>162</b>
<b>Site Name</b>	<b>Skipwith Common, Bank</b>
<b>NGR</b>	466741 440059
<b>Site Type</b>	Bank
<b>Period</b>	?Second World War
<b>Source</b>	Walkover survey
<b>Description</b>	A broad, low lying bank extending towards brick platform <b>148</b> and parallel to a similar bank (Site <b>147</b> ). It has a flattened but slightly rounded profile and there are ditches on the western and eastern sides. This feature is not shown on the historic OS mapping.



Plate 42: Bank, Site 162

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<b>Site Number</b>	<b>240</b>
<b>Site Name</b>	<b>Skipwith Common, Linear Bank</b>
<b>NGR</b>	464553 437434
<b>Site Type</b>	Linear bank
<b>Period</b>	?Second World War
<b>Source</b>	Walkover survey
<b>Description</b>	A long linear bank orientated roughly south-west/north-east and measuring 148m long by 3m wide and up to 0.25m high. It is located adjacent to and runs parallel with a runway on the airfield. It is possibly shown on the airfield layout plan as an electrical service trench, similar to Site 262, providing runway lighting.

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<b>Site Number</b>	<b>241</b>
<b>Site Name</b>	<b>Skipwith Common, Mound</b>
<b>NGR</b>	464479 437374
<b>Site Type</b>	Mound
<b>Period</b>	?Second World War
<b>Source</b>	Walkover survey
<b>Description</b>	A sub-circular mound surrounding a trench located adjacent to King Ridding Lane and a runway of RAF Riccall. The mound was previously recorded as a slit trench (OA North 2008), but is in an inappropriate position a perimeter defence structure. The site lay adjacent to a long linear bank that may be associated with electrical services (Site 250). A similar association of sites (Sites 260 and 262) have been identified nearby which point to the function of the mound being for a stanchion for runway lighting.

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<b>Site Number</b>	<b>246</b>
<b>Site Name</b>	<b>Skipwith Common, Line Ponds</b>
<b>NGR</b>	466511 438067
<b>Site Type</b>	Line Ponds
<b>Period</b>	Post-medieval
<b>Source</b>	Detailed survey by Friends of Skipwith Common
<b>Description</b>	The OS First Edition shows two ponds c 250m to the south of the eastern end of Skipwith village, labelled 'line ponds', and the name strongly suggests a link with flax processing and linen production, where 'line' is the name of the extracted flax fibres. A detailed survey of the ponds by the Friends of Skipwith Common has indicated that they are highly to have been retting ponds, not only because of the name, but because of the complex of artificial water channels feeding the ponds and the corresponding ones draining the ponds. A reservoir is located to the south-east of the line ponds, and was linked to the southern end of the line ponds with a channel. This appears to have been the water source for the ponds, which would have been controlled by one or more sluices. The south pond is irregular in shape but appears to comprise a main area, with two narrow compartments extending to the west and south-east. It is possible that the water levels in these areas were further controlled with sluices. A narrow channel was located between the south and north ponds, again probably controlled with a sluice. The north pond is smaller than the south, and is approximately S-shaped. Again, it is possible that the narrow bends in this pond were areas where water flow was controlled between compartments. A channel at the north end of this pond joins with the Southfield Drain, which runs east/west to the south of Skipwith village.

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<b>Site Number</b>	<b>259</b>
<b>Site Name</b>	<b>Riccall Common, Drainage Ditch</b>
<b>NGR</b>	464504 437138
<b>Site Type</b>	Drainage Ditch
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A linear drainage ditch and bank, measuring over 450m long by 3m wide and embanked up to 0.5m high. It is orientated roughly north/south and is located to the south of King Rudding Lane. It drains the area between the runway and the perimeter track on the east side of Riccall airfield.



Plate 43: Drainage Ditch, Site 259

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<b>Site Number</b>	<b>260</b>
<b>Site Name</b>	<b>Riccall Airfield, Mound</b>
<b>NGR</b>	464610 437307
<b>Site Type</b>	Mound
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A small circular earthen mound measuring 4.5m in diameter by up to 0.3m high. There is a cylindrical metal sheathed concrete cylinder set into the top measuring 0.5m in diameter by 0.25m high. The cylinder has three pins protruding from it and the structure may have been a stanchion for a runway light.



Plate 44: Mound, Site 260

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<b>Site Number</b>	<b>261</b>
<b>Site Name</b>	<b>Riccall Airfield, Firing Butt</b>
<b>NGR</b>	464708 437321
<b>Site Type</b>	Firing Butt
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A building located on the eastern end of Riccall airfield. It is described as a temporary brick-built structure marked as 'Harmonisation Range and M.G. Range (Building drawing number 9093/40) on the airfield layout plan. The three surviving elements of the site consist of a large rectangular earthen mound measuring 65m long by 25m wide and 8m high. To the west of the mound is a water-filled depression approximately 20m square and behind this further west are the rectangular concrete footings for a hut.

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Plate 45: Machine Gun Firing Range, Site 261

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<b>Site Number</b>	<b>262</b>
<b>Site Name</b>	<b>Riccall Airfield, Electrical Service Trench</b>
<b>NGR</b>	464625 437289
<b>Site Type</b>	Electrical Service Trench
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A linear depression probably functioning as an electrical service trench shown on the airfield layout plan. The trench is orientated south-west/north-east, running parallel with the runway. It measures approximately 165m long by 1m wide and is 0.4m deep. The trench runs towards a ring main plinth to the north-west (Site 44).

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<b>Site Number</b>	<b>263</b>
<b>Site Name</b>	<b>Riccall Airfield, Demolished Building</b>
<b>NGR</b>	464720 437173
<b>Site Type</b>	Demolished Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A hutted building located on the north-west side of Riccall Airfield. It is marked as 'GPH' on the airfield layout plan. The ruinous structure comprised a rectangular concrete surface measuring 10.5m long by 4.5m wide. It has an area of bricks on the northern end and demolition rubble to the west.

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Plate 46: Demolished Building, Site 263

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<b>Site Number</b>	<b>264</b>
<b>Site Name</b>	<b>Riccall Common, Boundary Bank</b>
<b>NGR</b>	464669 436895
<b>Site Type</b>	Boundary Bank
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A linear boundary bank oriented roughly north/south and measures approximately 40m long by 0.4m high.

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Plate 47: Boundary Bank, Site 264

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<b>Site Number</b>	<b>265</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store X</b>
<b>NGR</b>	464523 436937
<b>Site Type</b>	Demolished Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites <b>265-70</b> , <b>272-76</b> ). The building is described as a Nissen hut 'fusing point building (light)' on the airfield layout plan (Building drawing number 15964/40). The ruined structure comprises a rectangular concrete foundation base measuring 8m long by 4m wide.



Plate 48: Bomb Store, Site 265

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<b>Site Number</b>	<b>266</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XI</b>
<b>NGR</b>	464505 436952
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites <b>265-70</b> , <b>272-76</b> ). The building is described as a group of six Nissen hut 'S.B.C. Store (6 No.)' (Small Bomb Container) on the airfield layout plan (Building drawing number 2169/40). The ruined structure comprises a row of rectangular concrete bases, corresponding to the hut positions with the first course of temporary brick surviving. There are four linear earth blast banks placed between the huts. The site measures 29m long by 12m wide and the banks are up to 0.6m high.



Plate 49: Small Bomb Container Store, Site 266

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<b>Site Number</b>	<b>267</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XII</b>
<b>NGR</b>	464519 437026
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites 265-70, 272-76). The building is described as a steel and temporary brick-constructed 'bomb store' on the airfield layout plan (Building drawing number 5410/40). The rectangular concrete base of the hut survives surrounded by earthen blast walls. The banks measure 18m square by 6m wide and are up to 1.4m high. There are a pair of opposing offset entrances with brick retaining walls on the north and south ends.



Plate 50: Bomb Store, Site 267

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<b>Site Number</b>	<b>268</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XIII</b>
<b>NGR</b>	464514 437112
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites 265-70, 272-76). The building is described as a temporary brick-constructed 'S.A.A. Stores (Type E)' on the airfield layout plan (Building drawing number 16075/40). The building is extant and is a two-celled rectangular temporary-brick structure measuring 26m long by 6m wide. It has a flat reinforced concrete roof and the walls have air vents near roof level. There are entrances on opposing gable ends with iron doors and external blast walls. There is a small permanent brick-built annex on the south side with wires and a conduit running into it.





Plate 51: Bomb Store, Site 268

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<b>Site Number</b>	<b>269</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XIV</b>
<b>NGR</b>	464570 437088
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures in a dispersal on the east side of Riccall Airfield (Sites <b>265-70, 272-76</b> ). The building is described as temporary brick-constructed 'S.A.A. Stores (Type F)' (Small Arms Ammunition) on the airfield layout plan (Building drawing number 16075/40). The building is extant and is a three-celled cross-shaped temporary-brick structure measuring 26m long by 6m wide. It has a flat reinforced concrete roof and the walls have air vents near roof level. There are entrances on opposing gable ends with iron doors and external blast walls. There is a small permanent brick-built annex on the side with wires and a conduit running into it.



Plate 52: Bomb Store, Site 269

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<b>Site Number</b>	<b>270</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XV</b>
<b>NGR</b>	464430 437111
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites <b>265-70, 272-76</b> ). The building is described temporary brick-constructed 'S.A.A. Stores (Type F)' (Small Arms Ammunition) on the airfield layout plan (Building drawing number 16075/40). The building is extant and is a three-celled cross-shaped temporary-brick structure measuring 26m long by 6m wide. It has a flat reinforced concrete roof and the walls have air vents near roof level. There are entrances on opposing gable ends with iron doors and external blast walls. There is a small permanent brick-built annex on the side with wires and a conduit running into it.



Plate 53: Bomb Store, Site 270

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<b>Site Number</b>	<b>271</b>
<b>Site Name</b>	<b>Riccall Airfield, Spoil Heap</b>
<b>NGR</b>	464715 436802
<b>Site Type</b>	Spoil Heap
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	An amorphous area of spoil heaps/clearance located on the east side of Riccall Airfield, adjacent to a bomb storage area (Site 314) The ground has either been bulldozed to clear it prior to the construction of the airfield or has contributed to post-war demolition. The area measures approximately 53m long by 20m wide.



Plate 54: Spoil Heap, Site 271

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<b>Site Number</b>	<b>272</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XVI</b>
<b>NGR</b>	464519 437026
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites 265-70, 272-76). The building is described as a steel and temporary brick-constructed 'bomb store' on the airfield layout plan (Building drawing number 5410/40). The rectangular concrete base of the hut survives surrounded by earthen blast walls. The banks measure 18m square by 6m wide and are up to 1.4m high. There are a pair of opposing offset entrances with brick retaining walls on the north and south ends.





Plate 55: Bomb Store, Site 272

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<b>Site Number</b>	<b>273</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XVII</b>
<b>NGR</b>	464574 436993
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites 265-70, 272-76). The building is described as a steel and temporary brick-constructed 'bomb store' on the airfield layout plan (Building drawing number 5410/40). The rectangular concrete base of the hut survives surrounded by earthen blast walls. The banks measure 18m square by 6m wide and are up to 1.4m high. There are a pair of opposing offset entrances with brick retaining walls on the east and west ends.



Plate 56: Bomb Store, Site 273

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<b>Site Number</b>	<b>274</b>
<b>Site Name</b>	<b>Riccall Airfield, Scoop</b>
<b>NGR</b>	464601 436960
<b>Site Type</b>	Scoop
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A rectangular water-filled scoop measuring 5m long by 3.5m wide and 0.5m deep. It is possibly the site of a demolished building associated with a bomb store (Site 275).



Plate 57: Scoop, Site 274

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<b>Site Number</b>	<b>275</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XVIII</b>
<b>NGR</b>	464613 436955
<b>Site Type</b>	Demolished Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites 265-70, 272-76). The building is described as a Nissen hut 'Incendiary Bomb Store' on the airfield layout plan (Building drawing number 4734/42). The ruined structure comprises a rectangular concrete foundation base measuring 13m long by 3.5m wide.



Plate 58: Bomb Store, Site 275

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<b>Site Number</b>	<b>276</b>
<b>Site Name</b>	<b>Riccall Airfield, Bomb Store XIX</b>
<b>NGR</b>	464633 436966
<b>Site Type</b>	Bomb Store
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	One of a group of buildings and structures located in a dispersal on the east side of Riccall Airfield (Sites 265-70, 272-76). The building is described as a temporary brick-constructed 'Component Store' on the airfield layout plan (Building drawing number 5384/40). The rectangular brick building is extant and survives surrounded by earthen blast walls. The banks measure 20m square by 6m wide and are up to 1.7m high. There is a single entrance with large brick retaining walls up to 2.4m high on the north side of the blast walls. Internally, there is a small square permanent brick-built building, the two cells inside consist of an L-shaped larger room surrounding a smaller room. The structure has a flat reinforced concrete roof covered with a bitumin- and grit- coated surface. There are concrete lintels and cills to the windows and doors with a pair of entrances with iron doors on the west wall elevation. The other wall elevations contain pairs of small wire-framed windows, some still with grills upon them and there are vents at the base of the walls.



Plate 59: Bomb Store, Site 276

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<b>Site Number</b>	<b>277</b>
<b>Site Name</b>	<b>Riccall Common, Boundary Bank</b>
<b>NGR</b>	464760 436861
<b>Site Type</b>	Boundary Bank
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A short linear section of earthen boundary bank. It demarcates the current south-eastern edge of the common. It is orientated roughly east/west and measures approximately 50m long by 1m wide and is up to 0.3m high. The bank is of some antiquity as it has veteran trees growing on top of it.



Plate 60: Boundary Bank, Site 277

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<b>Site Number</b>	<b>278</b>
<b>Site Name</b>	<b>Riccall Common, Drainage Ditch</b>
<b>NGR</b>	464788 436880
<b>Site Type</b>	Drainage Ditch
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A short, linear, section of drainage ditch. It is orientated roughly north/south and measures approximately 44m long by 1m wide.



Plate 61: Drainage Ditch, Site 278



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<b>Site Number</b>	<b>279</b>
<b>Site Name</b>	<b>Riccall Airfield, Air Raid Shelter V</b>
<b>NGR</b>	464779 437141
<b>Site Type</b>	Air Raid Shelter
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A Stanton-type air raid shelter, comprising a concrete tunnel aligned north to south. It measures 10m long by 5m wide and is 1.8m high. It has brick built entrances on its west side at the north end and on its east side at the south end. This was the same type of structure as Sites <b>30</b> and <b>108</b> . This structure is labelled as 'ARS' on the airfield layout plan.



Plate 62: Air Raid Shelter, Site **279**

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<b>Site Number</b>	<b>280</b>
<b>Site Name</b>	<b>Riccall Airfield, Platform</b>
<b>NGR</b>	464859 437185
<b>Site Type</b>	Platform
<b>Period</b>	?Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A disturbed site probably associated with the use of Riccall Airfield but not shown on the airfield layout plan. It consists of a square water-filled scoop on the northern end, to the south of which is a square platform with surrounding ditch that measures 21m square by up to 0.7m high. The site may have been the location of an anti-aircraft battery as there is much disturbance and spoil to the south (Site <b>281</b> ). The site is unlikely to be a square barrow.



Plate 63: Platform, Site **280**

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<b>Site Number</b>	<b>281</b>
<b>Site Name</b>	<b>Riccall Airfield, Spoil Heap</b>
<b>NGR</b>	464860 437165
<b>Site Type</b>	Spoil Heap
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	An amorphous area of spoil heaps/clearance located on the east side of Riccall Airfield, adjacent to a disturbed mound (Site <b>280</b> ). The ground has either been bulldozed to clear it prior to the construction of the airfield or has contributed to post-war demolition. The area measures approximately 26m

long by 10m wide. There are some concrete-lined sand bags evident.



Plate 64: Spoil Heap, Site **281**

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<b>Site Number</b>	<b>282</b>
<b>Site Name</b>	<b>Riccall Airfield, Building Platform</b>
<b>NGR</b>	464798 437013
<b>Site Type</b>	Demolished Building
<b>Period</b>	Second World War
<b>Source</b>	Riccall Airfield Layout Plan 5116/45; Walkover Survey
<b>Description</b>	A large building foundation located on the eastern end of Riccall airfield. It is described as a steel constructed hangar marked as 'Storage Shed (Building drawing numbers 11776/42 and 11853/42) on the airfield dispersal plan. The ruinous structure comprised a concrete surface aligned north/south.



Plate 65: Building Platform, Site **282**

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<b>Site Number</b>	<b>283</b>
<b>Site Name</b>	<b>Riccall Airfield, Drain</b>
<b>NGR</b>	464830 436991
<b>Site Type</b>	Drain
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A linear section of subterranean drain located on the east side of a storage hangar (Site 282) on Riccall Airfield. The site consists of a series of open brick-topped manholes running in a north/south orientation for at least 75m.



Plate 66: Drain, Site **283**

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<b>Site Number</b>	<b>284</b>
<b>Site Name</b>	<b>Riccall Common, Moor Lane</b>
<b>NGR</b>	464884 436910
<b>Site Type</b>	Trackway
<b>Period</b>	Medieval-Post-medieval
<b>Source</b>	Map regression; Walkover Survey
<b>Description</b>	A south-western continuation of Moor Lane on Riccall Common. The turf-covered section of now defunct lane measures approximately 175m long by 9m wide and is up to 0.5m high. There is a drainage ditch on the west side. This section of lane was in use on the 1855 OS mapping but was subsequently diverted in the late nineteenth century when the southern half of Riccall Common was improved.

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<b>Site Number</b>	<b>285</b>
<b>Site Name</b>	<b>Riccall Airfield, Gun Pit II</b>
<b>NGR</b>	464905 437120
<b>Site Type</b>	Gun Pit
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A Gun Pit, one of a pair protecting the north-eastern perimeter of the airfield. Each comprises a small earthen mound measuring approximately 4m long by 3m wide. This example has a concrete cylinder, c 1.5m in diameter and 1m in height and a brick basin measuring 1m long by 0.75m wide and 0.25m deep is located 2m to the south.



Plate 67: Gun Pit, Site 285

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<b>Site Number</b>	<b>286</b>
<b>Site Name</b>	<b>Riccall Common, Boundary Bank and Ditch</b>
<b>NGR</b>	464906 437154
<b>Site Type</b>	Boundary Bank and Ditch
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A linear boundary bank and ditch orientated roughly north-north-west/south-south-east and demarcating the boundary between Riccall and Skipwith Commons. The surviving section measures approximately 275m long and predates the construction of Riccall Airfield as the gun pits are built into it (Sites 285 and 287).



Plate 68: Gun Pit, Site 286



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<b>Site Number</b>	<b>287</b>
<b>Site Name</b>	<b>Riccall Airfield, Gun Pit III</b>
<b>NGR</b>	464883 437216
<b>Site Type</b>	Gun Pit
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A Gun Pit, one of a pair protecting the north-east perimeter of the airfield. Each comprises a small earthen mound measuring approximately 4m long by 3m wide. This example has a brick-built cylinder, c 1.5m in diameter and 1m in height and a brick basin measuring 1m long by 0.75m wide and 0.25m deep is located 2m to the north.



Plate 69: Gun Pit, Site 287

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<b>Site Number</b>	<b>288</b>
<b>Site Name</b>	<b>Riccall Airfield, Gun Pit IV</b>
<b>NGR</b>	464483 437775
<b>Site Type</b>	Gun Pit
<b>Period</b>	Second World War
<b>Source</b>	Walkover Survey
<b>Description</b>	A Gun Pit, one of a pair protecting the northern perimeter of the airfield. Each comprises a concrete cylinder, c 1.5m in diameter and 1m in height. This example has a gun mount intact and a brick basin measuring 1m long by 0.75m wide and 0.25m deep is located 2m to the east of the Gun Pit.

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<b>Site Number</b>	<b>289</b>
<b>Site Name</b>	<b>South Duffield Tow Dyke, Peat Stand I</b>
<b>NGR</b>	466488 436798
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A series of four circular or sub-circular mounds of relict peat located within an area of otherwise total peat extraction. They were possibly used as peat drying stands. The mounds are raised 0.5m above the current ground level, the largest measures approximately 60m long by 38m wide and the smallest is 12m in diameter.



Plate 70: Peat Stand, Site 289

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<b>Site Number</b>	<b>290</b>
<b>Site Name</b>	<b>South Duffield Tow Dyke, Peat Cutting I</b>
<b>NGR</b>	466377 436865
<b>Site Type</b>	Peat Cutting
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	An amorphous area of peat cutting measuring approximately 325m long by 125m wide. The area is raised 0.5m above the surrounding landscape which has been completely cut of peat and lay to the east of a boggy gully. The peat cutting has surviving corduroy ridges indicative of cutting that are orientated north-north-west/south-south-east and are up to 6m apart.

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<b>Site Number</b>	<b>291</b>
<b>Site Name</b>	<b>South Duffield Tow Dyke, Peat Stand II</b>
<b>NGR</b>	466326 436793
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A possible sub-rectangular peat stand located within an area of peat cutting. It measures approximately 12m long by 8m wide. On top is a pair of possible relict peat stacks, each measuring 1.3m high.

Plate 71: Peat Stand, Site **291**

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<b>Site Number</b>	<b>292</b>
<b>Site Name</b>	<b>South Duffield Tow Dyke, Peat Stand III</b>
<b>NGR</b>	466332 436915
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A sub-circular mound of relict peat located within an area of otherwise total peat extraction and adjacent to the west side of a boggy area. It was possibly used as a peat drying stand and measures approximately 15m in diameter by 0.5m high.

Plate 72: Peat Stand, Site **292**



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<b>Site Number</b>	<b>293</b>
<b>Site Name</b>	<b>South Duffield Tow Dyke, Peat Stand IV</b>
<b>NGR</b>	466230 436853
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A possible oval peat stand. It is steep sided and measures approximately 6m long by 5m wide and is up to 0.4m high.



Plate 73: Peat Stand, Site **293**

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<b>Site Number</b>	<b>294</b>
<b>Site Name</b>	<b>Skipwith Common, Extractive Pits</b>
<b>NGR</b>	466167 437214 (area)
<b>Ref no</b>	<b>MNY 25706, MNY 25708, MNY 25878, MNY 25896 and MNY25901</b>
<b>Site Type</b>	Extractive Pit
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey; Map regression; Google Earth
<b>Description</b>	A series of at least thirty extraction pits scattered across Skipwith Common. Twenty examples survive as water-filled pits and were identified by the walkover survey. The other pits were identified through desk-based analysis. The pits are probably associated with the extraction of sand or mar, and possibly post-date the main phases of peat extraction on the common.



Plate 74: Extractive/Sand Pits, Site **294**

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<b>Site Number</b>	<b>295</b>
<b>Site Name</b>	<b>Skipwith Common, Extractive Pit I</b>
<b>NGR</b>	465716 436848
<b>Site Type</b>	Extractive Pit
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A sub-oval pit with external bank located on the north side of a dried-out pond and between two sections of the multiple banked boundary system. The pit measures approximately 4m long by 3m wide and is 1m deep, whilst the surrounding bank measures 3m wide by up to 0.4m high.



Plate 75: Extractive Pit, Site 295

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<b>Site Number</b>	<b>296</b>
<b>Site Name</b>	<b>Skipwith Common, Extractive Pit II</b>
<b>NGR</b>	465792 436753
<b>Ref no</b>	MNY 25875
<b>Site Type</b>	Pond / Extraction Pit
<b>Period</b>	Unknown
<b>Source</b>	Walkover Survey
<b>Description</b>	An extractive pit or dried-out pond located on the surviving southern end of the putative Bronze Age multiple banked boundary system. It measures approximately 220m long by 100m wide and is up to 0.7m deep. The pit may predate the boundaries as the easternmost of the banks skirts the edge of the pit, although the precise relationship is hard to interpret.

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<b>Site Number</b>	<b>297</b>
<b>Site Name</b>	<b>Skipwith Common, Peat Stand</b>
<b>NGR</b>	465962 436900
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A sub-oval mound of relict peat located within an area of otherwise total peat extraction. It was possibly used as a peat drying stand and measures approximately 110m long by 40m wide and is up to 0.5m high.

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Plate 76: Peat Stand, Site 297

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<b>Site Number</b>	<b>298</b>
<b>Site Name</b>	<b>South Duffield Tow Dyke, Peat Cutting II</b>
<b>NGR</b>	466362 437049
<b>Site Type</b>	Peat Cutting
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A small amorphous area of peat cutting measuring approximately 62m long by 25m wide. The cuttings are a series of long linear steep-sided hollows that are cut into the peat up to 0.4m deep.

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Plate 77: Peat Cutting, Site 298

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<b>Site Number</b>	<b>299</b>
<b>Site Name</b>	<b>Horseshoe Pond, Boundary Bank</b>
<b>NGR</b>	466217 437297
<b>Site Type</b>	Boundary Bank
<b>Period</b>	Unknown
<b>Source</b>	Walkover Survey
<b>Description</b>	A section of slightly curvilinear earthen boundary bank located on the north-east side of Horseshoe Pond. It measures approximately 70m long by 3m wide and is up to 0.5m high.



Plate 78: Boundary Bank, Site 299

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<b>Site Number</b>	<b>300</b>
<b>Site Name</b>	<b>Swang, Plantation</b>
<b>NGR</b>	466724 437553
<b>Site Type</b>	Plantation
<b>Period</b>	Post-medieval
<b>Source</b>	Map regression, Walkover Survey
<b>Description</b>	A relict plantation located on the eastern side of Skipwith Common, and named as Swang Plantation on the OS First Edn mapping. It survives as an earthen-banked enclosure with external ditch measuring approximately 115m long by 50m wide. The banks and ditches each measure up to 2m wide and are 0.4m high and 0.4m deep respectively. The plantation was presumably clear-felled but retains remnants of plantation including numerous mature oaks and several Scots pines and modern birch scrub.

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<b>Site Number</b>	<b>301</b>
<b>Site Name</b>	<b>Long Swang, Drainage Ditch I</b>
<b>NGR</b>	466793 437447
<b>Site Type</b>	Drainage Ditch
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A linear section of drainage ditch located on the eastern end of Skipwith Common at Long Swang. The ditch measures approximately 103m long by 2m wide and is up to 0.3m deep.



Plate 79: Drainage Ditch, Site 301

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<b>Site Number</b>	<b>302</b>
<b>Site Name</b>	<b>Long Swang, Drainage Ditch II</b>
<b>NGR</b>	466743 437325
<b>Site Type</b>	Drainage Ditch
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A linear section of drainage ditch located on the eastern end of Skipwith Common at Long Swang. The ditch measures approximately 130m long by 1.5-2m wide and is up to 0.3m deep.

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Plate 80: Drainage Ditch, Site 302

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<b>Site Number</b>	<b>303</b>
<b>Site Name</b>	<b>Long Swang, Peat Cutting I</b>
<b>NGR</b>	466737 437280
<b>Site Type</b>	Peat Cutting
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A rectangular area of peat cutting measuring approximately 120m long by 75m wide. The area is raised 0.5m above the surrounding landscape which has been completely cut of peat and lay adjacent to a drainage ditch. The peat surface has surviving corduroy ridges indicative of cutting orientated east-north-east/west-south-west and which are up to 6m apart.

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<b>Site Number</b>	<b>304</b>
<b>Site Name</b>	<b>Long Swang, Peat Stand I</b>
<b>NGR</b>	466759 437235
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	An oval mound of relict peat located to the south of an area of peat cutting. It was possibly used as a peat-drying stand and measures approximately 10m long by 4.5m wide and is up to 0.4m high.

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Plate 81: Peat Stand, Site **304**

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<b>Site Number</b>	<b>305</b>
<b>Site Name</b>	<b>Long Swang, Peat Cutting II</b>
<b>NGR</b>	466407 437291
<b>Site Type</b>	Peat Cutting
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A single rectilinear peat cutting measuring approximately 49m long by 2m wide. The cutting is steep-sided and is cut into the peat up to 0.5m deep.

Plate 82: Peat Cutting, Site **305**

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<b>Site Number</b>	<b>306</b>
<b>Site Name</b>	<b>Long Swang, Extractive Pit</b>
<b>NGR</b>	466438 437265
<b>Site Type</b>	Extractive Pit
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A possible sub-oval extractive pit. It is shallow-sided and measures approximately 15m long by 5m wide and 0.3m deep.

Plate 83, Extractive Pit, Site **306**

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<b>Site Number</b>	<b>307</b>
<b>Site Name</b>	<b>Long Swang, Peat Stand II</b>
<b>NGR</b>	466414 437420
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A circular mound of relict peat located near the centre of an area of peat cutting. It was possibly used as a peat-drying stand and measures approximately 12m in diameter by up to 0.4m high. There is a shallow scoop in the top of the mound.



Plate 84: Peat Stand, Site 307

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<b>Site Number</b>	<b>308</b>
<b>Site Name</b>	<b>Long Swang, Peat Cutting III</b>
<b>NGR</b>	466405 437435
<b>Site Type</b>	Peat Cutting
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A sub-rectangular area of peat cutting measuring approximately 145m long by 105m wide. The area is raised 0.5m above the surrounding landscape which has been completely cut of peat. The peat surface has surviving corduroy ridges, indicative of cutting, that are orientated north-north-west/south-south-east and are up to 6m apart. The northern end of the area contains well-defined single water-filled cuttings orientated at various angles. Each of these cuttings measure approximately 40m long by 2m wide.



Plate 85: Peat Cutting, Site 308

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<b>Site Number</b>	<b>309</b>
<b>Site Name</b>	<b>Horseshoe Pond, Peat Stand</b>
<b>NGR</b>	466139 437364
<b>Site Type</b>	Peat Stand
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A small circular mound of relict peat located near the centre of an area of peat cutting. It was possibly used as a peat-drying stand and measures approximately 4m in diameter by up to 0.4m high.

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**Site Number** 310  
**Site Name** Horseshoe Pond, Peat Cutting  
**NGR** 466099 437338  
**Site Type** Peat Cutting  
**Period** Post-medieval  
**Source** Walkover Survey  
**Description** An amorphous area of peat cutting located on the north side of Horseshoe Pond. It measures approximately 270m long by 155m wide. The area is raised 0.5m above the surrounding landscape which has been completely cut of peat. The peat surface has surviving corduroy ridges, indicative of cutting, that are orientated north-north-west/south-south-east and are up to 6m apart. Part of the area is covered by later plantation woodland.

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**Site Number** 311  
**Site Name** Horseshoe Pond, Plantation  
**NGR** 466139 437331  
**Ref no** MNY 25895  
**Site Type** Plantation  
**Period** Post-medieval  
**Source** Walkover Survey  
**Description** A possible relict plantation located on the northern side of Horseshoe Pond. It is not marked on the historic mapping. There are no external boundaries marking the plantation, although the area corresponds in part to an area of relict peat cutting. The overall area measures approximately 150m square and survives as remnants of plantation containing mature Scots pines. The ridges in the area are peat cutting and are not evidence of machine cultivation for tree planting.

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**Site Number** 312  
**Site Name** Skipwith Common, Reservoir  
**NGR** 466737 437963  
**Site Type** Reservoir  
**Period** Post-medieval  
**Source** Walkover Survey, Google Earth  
**Description** A water-filled pond/pit located on the north-east end of Skipwith Common. The pond was presumably excavated as an extraction pit, but was then latterly used as the water source for a series of line pits located further to the west.

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**Site Number** 313  
**Site Name** Skipwith Common, Drainage Ditch  
**NGR** 466565 437903  
**Site Type** Drainage Ditch  
**Period** Post-medieval  
**Source** Walkover Survey, Google Earth  
**Description** A curvilinear drainage ditch that would have originally connected a reservoir to a series of line pits located on the north-east end of Skipwith Common.

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**Site Number** 314  
**Site Name** Riccall Airfield, Bomb Store Dispersal I  
**NGR** 464562 437022  
**Site Type** Complex  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45, Walkover Survey, Map regression, Google Earth, Aerial photograph RAF/541/30 Frame 4039 – dated 17 May 1948  
**Description** An extant bomb store dispersal located within the perimeter track on the east side of the airfield. This is one of the small arms ammunition and incendiary store areas.

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**Site Number** 315  
**Site Name** Riccall Airfield, Bomb Store Dispersal II  
**NGR** 465463 437282  
**Site Type** Complex

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**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45, Walkover Survey, Map regression, Google Earth, Aerial photograph RAF/541/30 Frame 4039 – dated 17 May 1948  
**Description** An extant bomb store dispersal located on the east side of the airfield. This is the high explosives bomb storage area.

**Site Number** 316  
**Site Name** Riccall Airfield, Bomb Store Dispersal III  
**NGR** 465037 437342  
**Site Type** Complex  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45, Walkover Survey, Map regression, Google Earth, Aerial photograph RAF/541/30 Frame 4039 – dated 17 May 1948  
**Description** An extant bomb store dispersal located on the east side of the airfield. This is the fused bomb storage area. The trackway running through the area is on the original alignment of King Rudding Lane.

**Site Number** 317  
**Site Name** Riccall Airfield, Runway and Dispersal  
**NGR** 464178 436804  
**Site Type** Runway  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45, Map regression, Google Earth, Aerial photograph RAF/541/30 Frame 4039 – dated 17 May 1948  
**Description** The currently extant remnants of Riccall Airfield runway, perimeter track and technical area dispersals. These are only recorded from documentary research. Seven buildings survive in their original positions.

**Site Number** 318  
**Site Name** Riccall Airfield, Ancillary Camp I  
**NGR** 464232 435983  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp comprised part of the ‘technical area’ and six buildings survive in their original positions.

**Site Number** 319  
**Site Name** Riccall Airfield, Ancillary Camp II  
**NGR** 464302 435619  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named the ‘WAAF Site No. 2’ and four buildings survive in their original positions.

**Site Number** 320  
**Site Name** Riccall Airfield, Ancillary Camp III  
**NGR** 464159 435392  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named the ‘Sick Quarters Site’ and two small structures



survive in their original positions.

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**Site Number** 321  
**Site Name** Riccall Airfield, Ancillary Camp IV  
**NGR** 464560 435371  
**Site Type** Documentary Evidence  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named ‘Site No. 5’ and no buildings survive in their original positions.

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**Site Number** 322  
**Site Name** Riccall Airfield, Ancillary Camp V  
**NGR** 464717 435134  
**Site Type** Documentary Evidence  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named ‘Site No. 7’ and no buildings survive in their original positions.

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**Site Number** 323  
**Site Name** Riccall Airfield, Ancillary Camp VI  
**NGR** 464514 435669  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named the ‘WAAF Site No. 1’ and seven buildings survive in their original positions.

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**Site Number** 324  
**Site Name** Riccall Airfield, Ancillary Camp VII  
**NGR** 464826 435768  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named the ‘Communal Site No. 1’ and twenty buildings survive in their original positions.

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**Site Number** 325  
**Site Name** Riccall Airfield, Ancillary Camp VIII  
**NGR** 465122 435732  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named the ‘Communal Site No. 2’ and five buildings survive in their original positions.

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**Site Number** 326

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**Site Name** Riccall Airfield, Ancillary Camp IX  
**NGR** 465404 435360  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named ‘Site No. 6’ and four buildings survive in their original positions.

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**Site Number** 327  
**Site Name** Riccall Airfield, Ancillary Camp X  
**NGR** 465539 435724  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named the ‘WT’ [Wireless Telegraphy Station], and one building survives in its original positions.

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**Site Number** 328  
**Site Name** Riccall Airfield, Ancillary Camp XI  
**NGR** 465398 435807  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named ‘Site No. 4’ and nine buildings survive in their original positions.

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**Site Number** 329  
**Site Name** Riccall Airfield, Ancillary Camp XII  
**NGR** 465222 436157  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named ‘Site No. 2’ and eight buildings survive in their original positions.

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**Site Number** 330  
**Site Name** Riccall Airfield, Ancillary Camp XIII  
**NGR** 465620 436245  
**Site Type** Military Camp  
**Period** Second World War  
**Source** Riccall Airfield Dispersed Sites Plan 5117/45, Map regression, Google Earth, Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** The currently extant remnants of a dispersed camp at Riccall Airfield. The site was only recorded from documentary research. The camp was named ‘Site No. 3’ and nine buildings survive in their original positions.

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**Site Number** 331  
**Site Name** Riccall Airfield, Building  
**NGR** 464428 437596  
**Site Type** Documentary Evidence

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**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45; Map regression; Google Earth; Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** A hutted building located on the north-west side of Riccall Airfield. It is marked as 'GPH' on the airfield layout plan. The building has since been demolished and no existing evidence can be found on the ground.

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**Site Number** 332  
**Site Name** Riccall Airfield, Building  
**NGR** 464770 437513  
**Site Type** Documentary Evidence  
**Period** Second World War  
**Source** Riccall Airfield Layout Plan 5116/45; Map regression, Google Earth; Aerial photograph RAF/540/572 Frame 4027 – dated 30 July 1951  
**Description** A hutted building is shown on the Second World War airfield layout plan and located on Skipwith Common. The building has since been demolished and no existing evidence can be found on the ground.

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**Site Number** 333  
**Site Name** Skipwith Common, Field Boundaries  
**NGR** 465421 437567, 465493 437630, 465691 437731, 465750 437750 and 465747 437674  
**Site Type** Documentary Evidence  
**Period** Unknown  
**Source** Google Earth; Aerial photograph OS/71147 Frame 76 – dated 3 May 1971  
**Description** A series of possible field boundaries associated with the southern end of a complex cropmarked field-system on the northern edge of Skipwith Common (NMR SE63NE38). The boundaries run a perpendicular or at right-angles to the axis of the field-system.

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**Site Number** 334  
**Site Name** Skipwith Common, Multiple Banks  
**NGR** 466426 437747  
**Site Type** Earthworks  
**Period** Unknown - ?Bronze Age  
**Source** The Friends of Skipwith Common; Google Earth; Walkover Survey  
**Description** Earthworks comprising a series of discontinuous sections of linear multiple banks, aligned approximately east/west. Along the route of Sands Lane This feature extends for c 920m and is c 25m wide. The individual banks are c 3m to 5m in width and range from 3m to 170m in length. The feature was surveyed by The Friends of Skipwith Common in 2009-10.

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**Site Number** 335  
**Site Name** Sands Lane, Peat Cutting  
**NGR** 466359 437960  
**Site Type** Peat Cutting  
**Period** Post-medieval  
**Source** Walkover Survey  
**Description** A rectangular area of peat cutting located on the northern edge of Skipwith Common, to the north side of Sands Lane. It measures approximately 140m long by 70m wide. The peat cutting has surviving corduroy ridges indicative of cutting that are orientated north-north-west/south-south-east and are up to 6m apart. The area is demarcated on the north and south sides by earth banks and drainage ditches.

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Plate 86: Peat Cutting, Site 335

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<b>Site Number</b>	<b>336</b>
<b>Site Name</b>	<b>Blackwood Road, Peat Cutting</b>
<b>NGR</b>	466845 437984
<b>Site Type</b>	Peat Cutting
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A rectangular area of peat cutting located on the eastern edge of Skipwith Common adjacent to the west side of Blackwood Road. It measures approximately 95m long by 45m wide. The peat surface has surviving corduroy ridges, indicative of cutting, that are orientated north-north-west/south-south-east and are up to 6m apart

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<b>Site Number</b>	<b>337</b>
<b>Site Name</b>	<b>Blackwood Road, Drainage Ditch</b>
<b>NGR</b>	466692 438048
<b>Site Type</b>	Drainage Ditch
<b>Period</b>	Post-medieval
<b>Source</b>	Walkover Survey
<b>Description</b>	A curvilinear drainage ditch and bank, measuring over 345m long by 3m wide and embanked up to 0.5m high. It is orientated roughly east/west and is located to the on the northern edge of Skipwith Common, following the southern boundary of an enclosed field on Blackwood Lane Lane. It drains the area on the north edge of the common into Southfield Drain.



Plate 87: Drainage Ditch, Site 337

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## ILLUSTRATIONS

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### FIGURES

Figure 1: Site Location

Figure 2: Gazetteer Sites: Riccall airfield (West)

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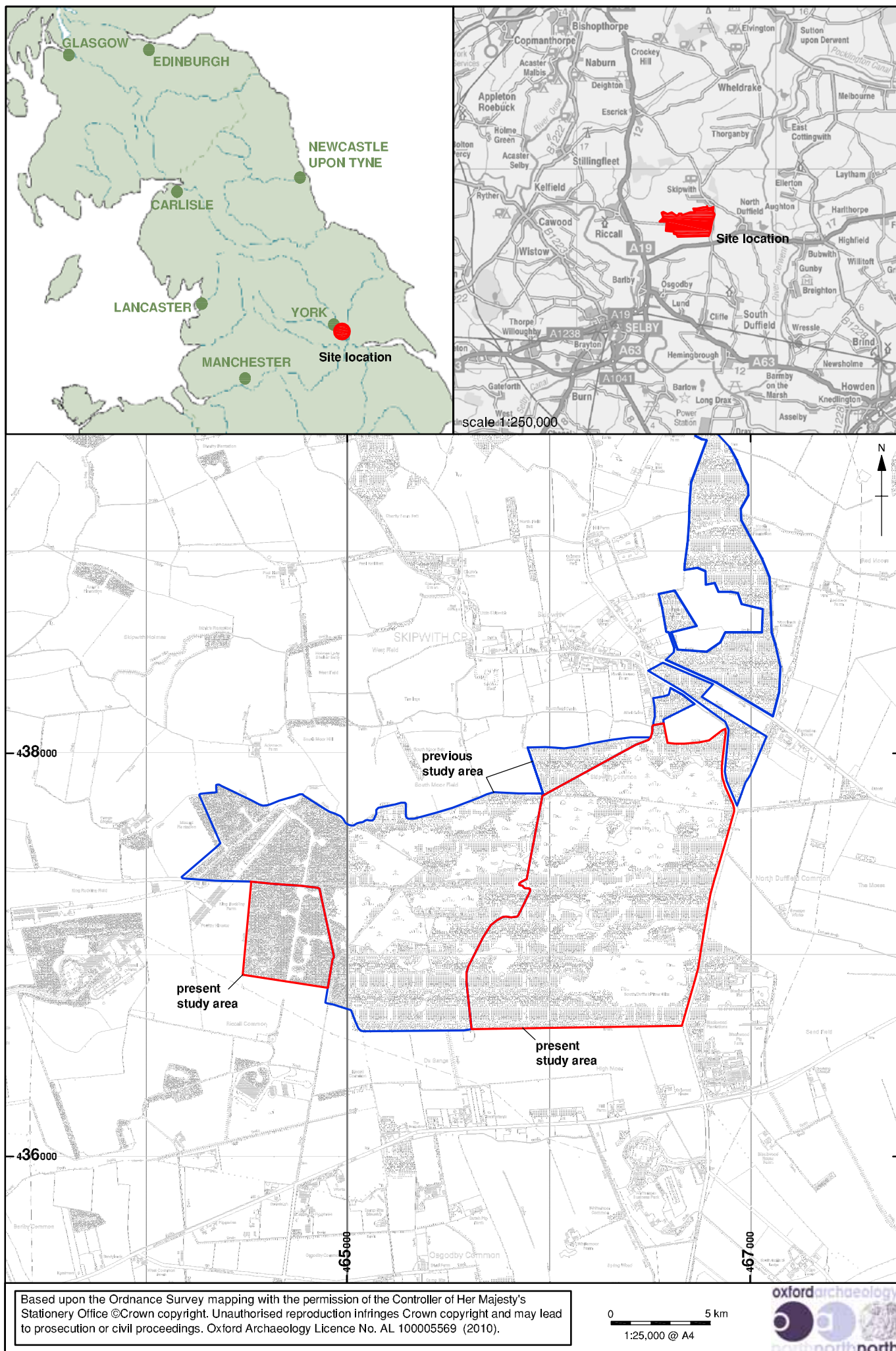


Figure 1: Site location



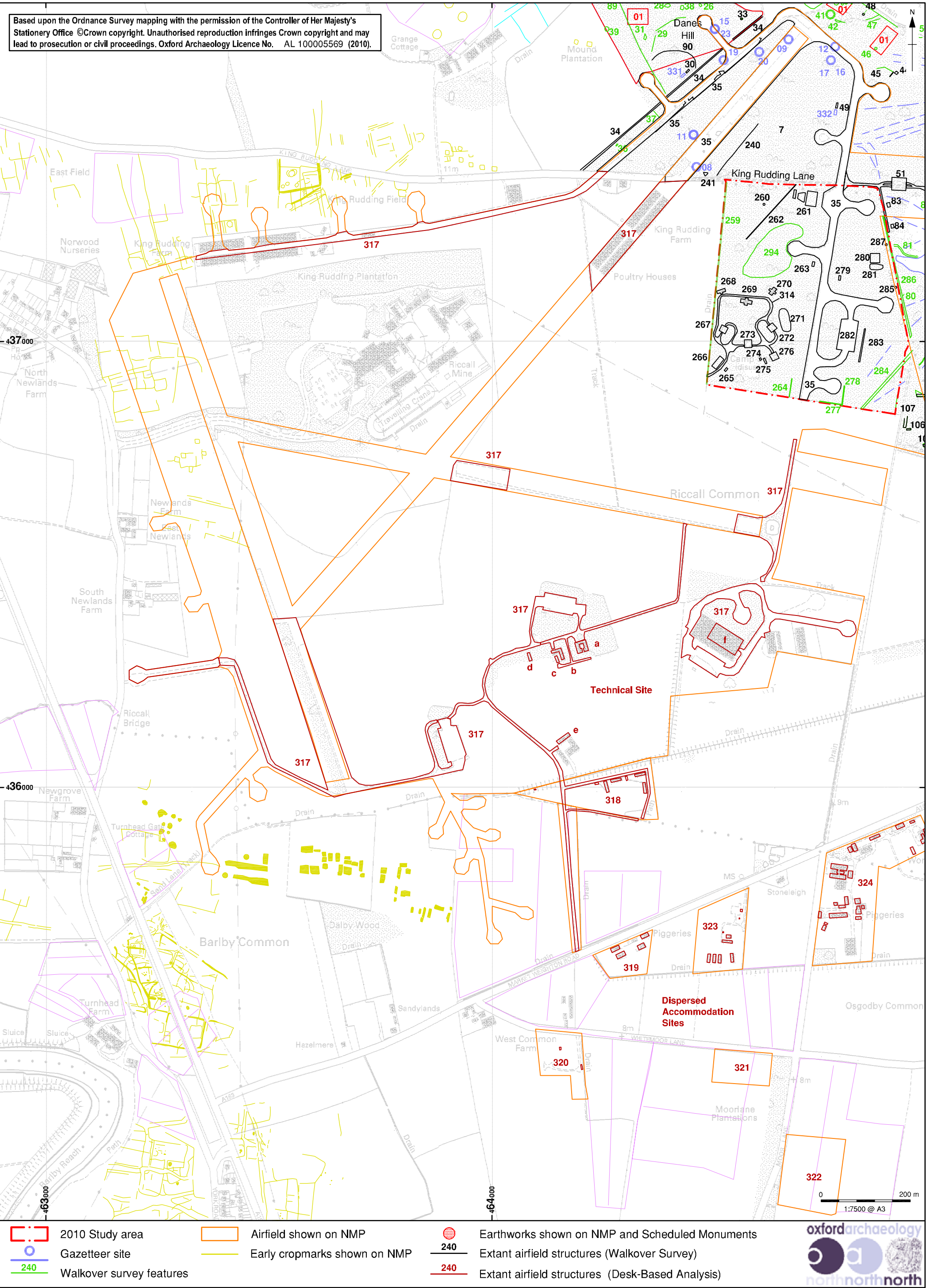


Figure 2: Gazetteer sites: Riccall airfield (west)



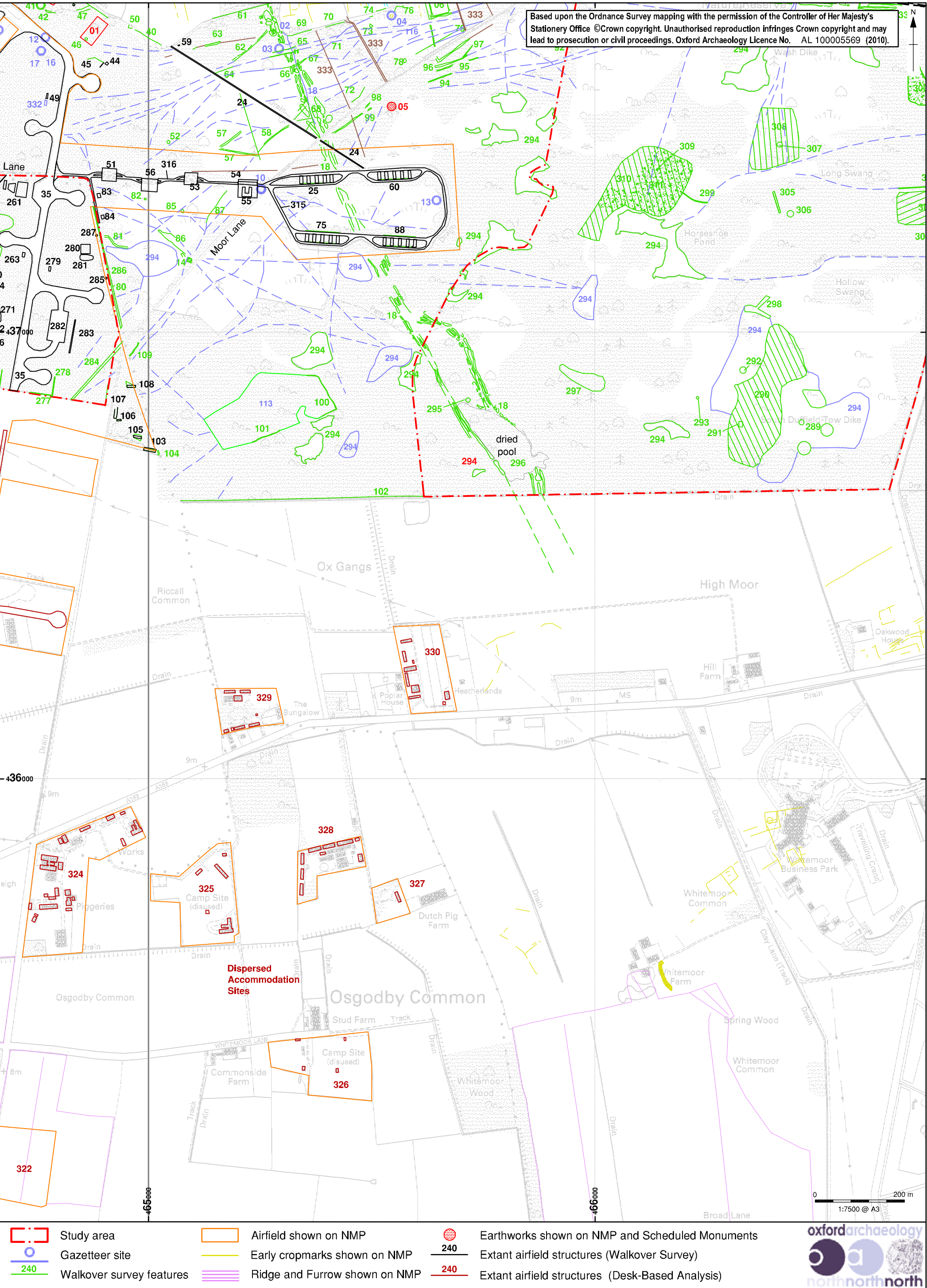
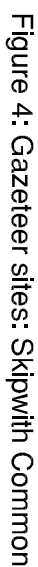


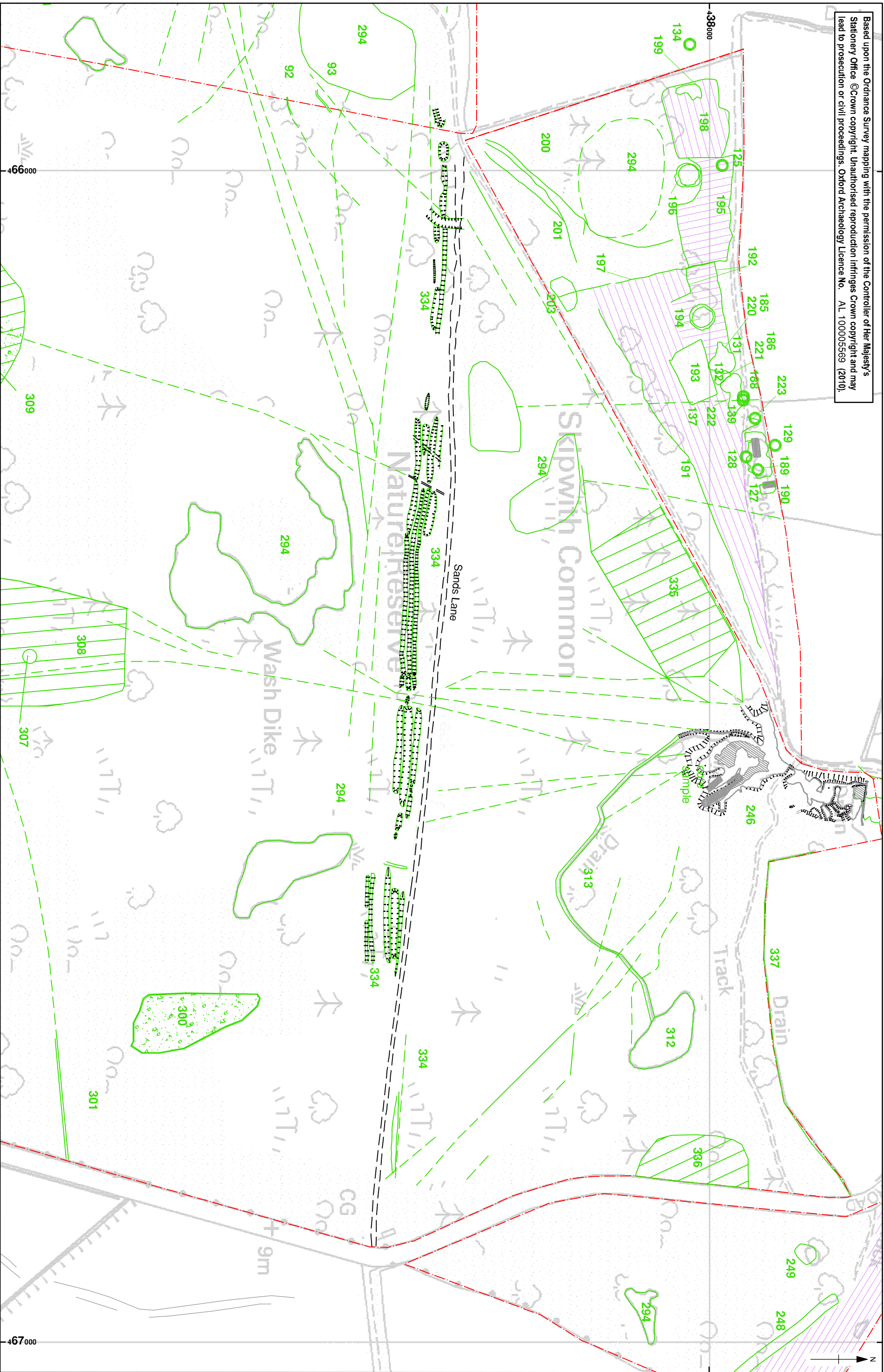
Figure 3: Gazetteer sites: Riccall airfield (east)







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Figure 5: Detailed survey of the Sands Lane multiple bank boundaries (Site 334) by Friends of Skipwith Common

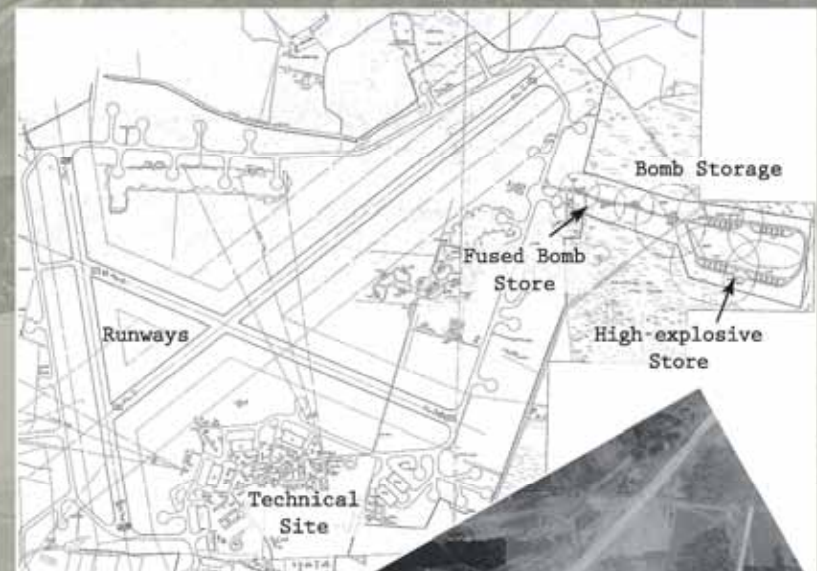
# Historical Background



Proposed area  
of the airfield

The land that was to become RAF Riccall was requisitioned on 1st June 1940 and construction of a bomber base began on a large flat area on the east of the A19. This comprised parts of both Skipwith and Barlby Commons, along with surrounding farmland.

Plan of  
RAF Riccall



Aerial photograph taken in  
1942, showing the airfield



Figure 6: Panel 1 - The Historical Background; one of six display panels produced for the Skipwith Common National Nature Reserve open day



# Archaeological Sites

The archaeological survey identified a range of sites, including both buildings and earthworks. These were primarily associated with bomb storage and management. The high-explosive bomb stores survive as a distinct group of structures that were located at a safe distance from the airfield at its north-eastern end.

These were open storage areas with surrounding earthen blast walls, concrete loading ramps and a road circuit. The bombs were fused and stored ready for use in temporary stores nearer to the airfield.

The high-explosive bomb store in the 1940s (above) and in 2010 (right)

Location of sites recorded during the survey

The high-explosive bomb store

Background image shows ground crew transporting live bombs

Figure 7: Panel 5 - Archaeological Sites; one of six display panels produced for the Skipwith Common National Nature Reserve open day



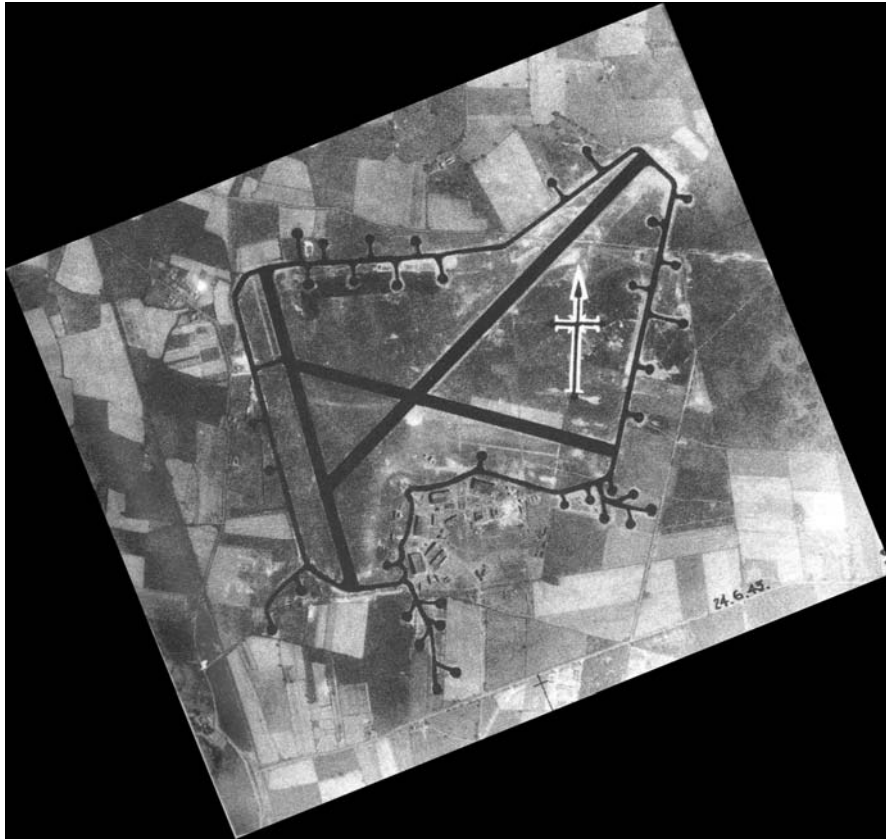


Plate 3: Riccall Airfield Layout (in Delve, 2006, 211)

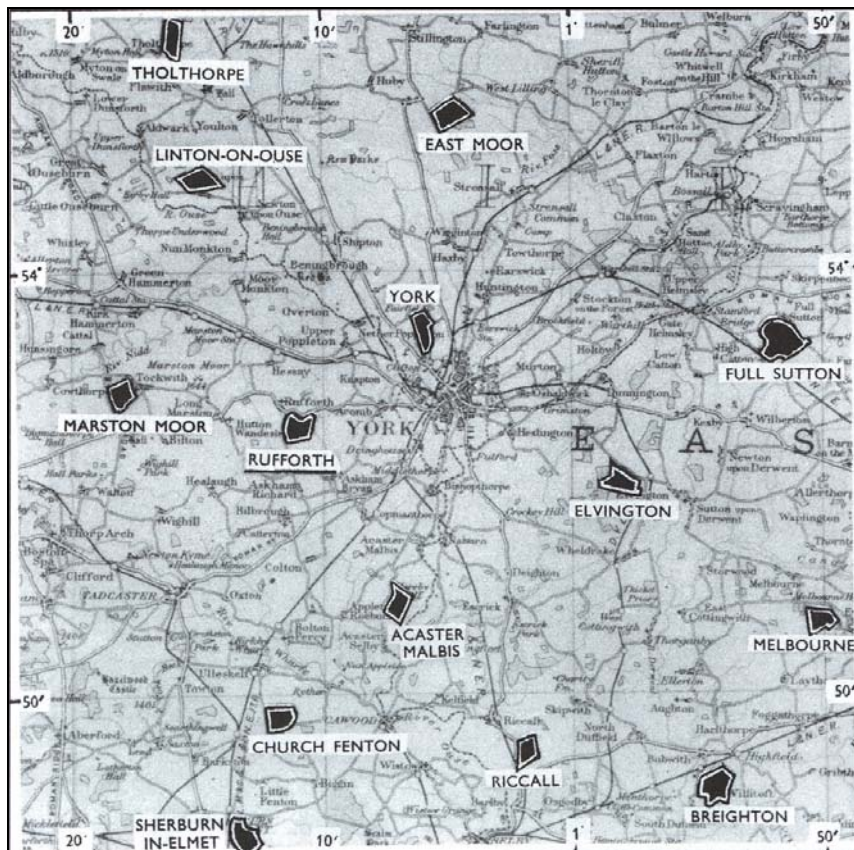


Plate 4: Grouping of airfields in the vicinity of York (in Delve, 2006, 311)

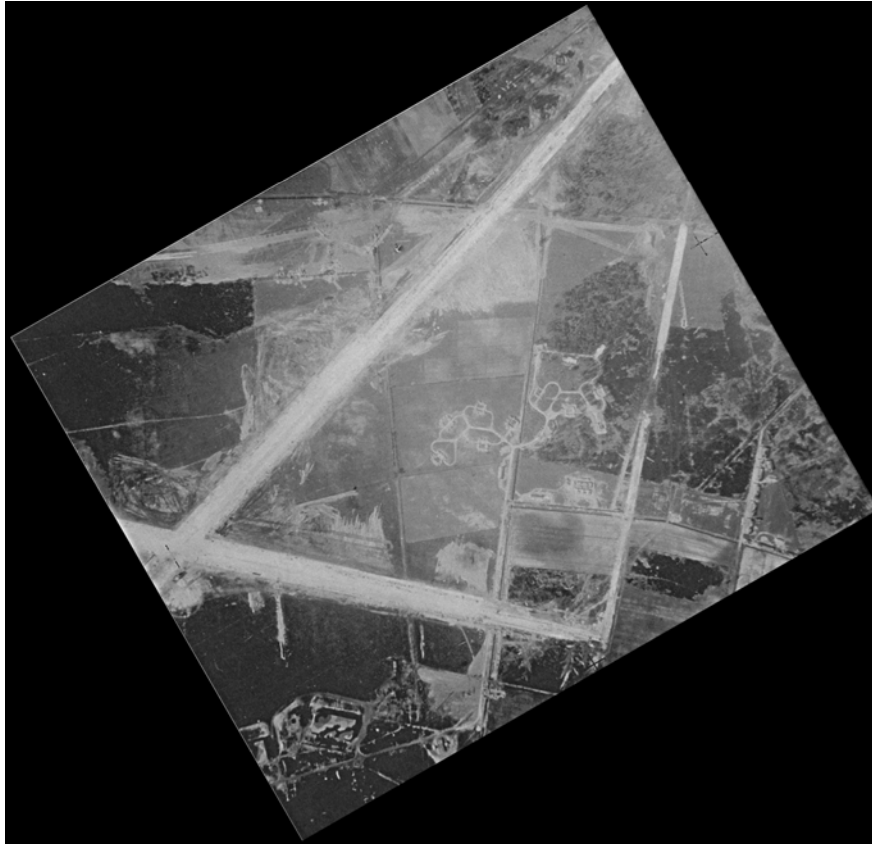


Plate 5: Riccall Airfield under construction, 12<sup>th</sup> April 1942 (RAF/HLA/475 Frame 1052)



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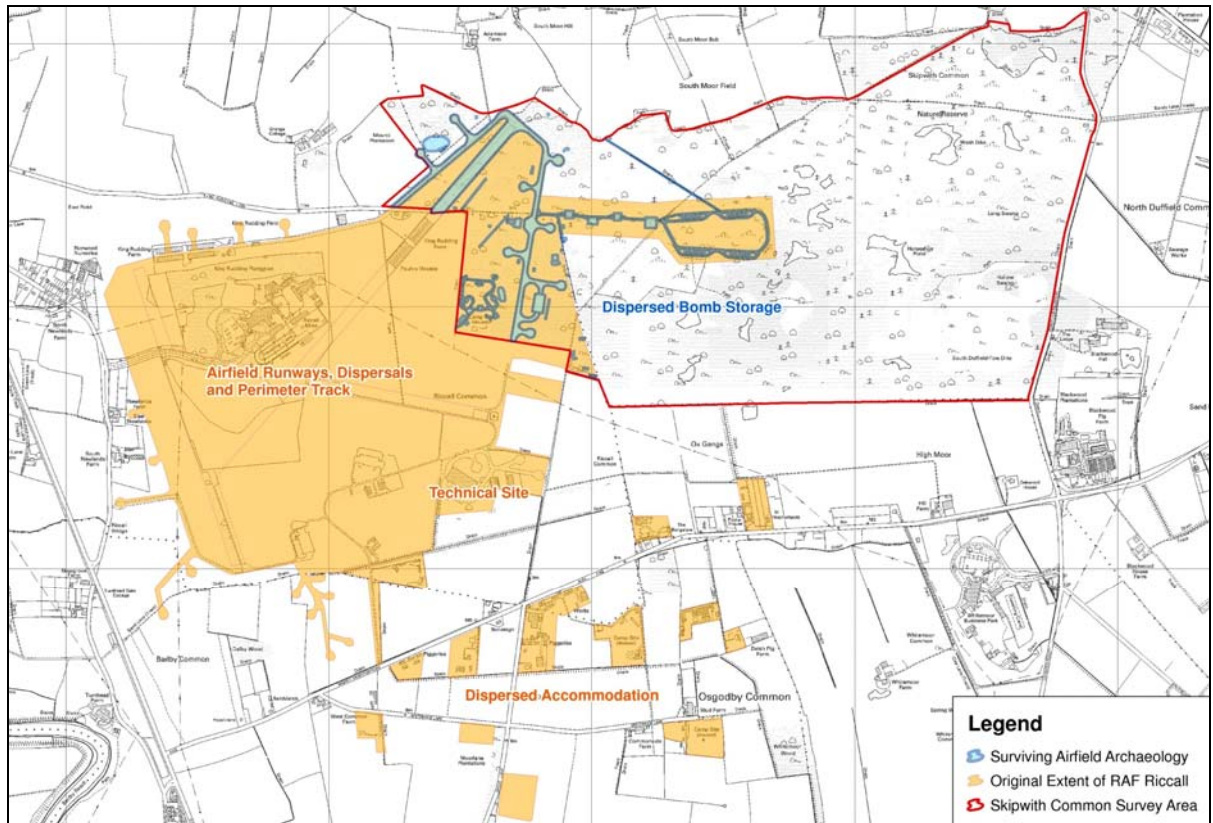


Plate 7: Distribution of original Airfield layout in relation to walkover survey area

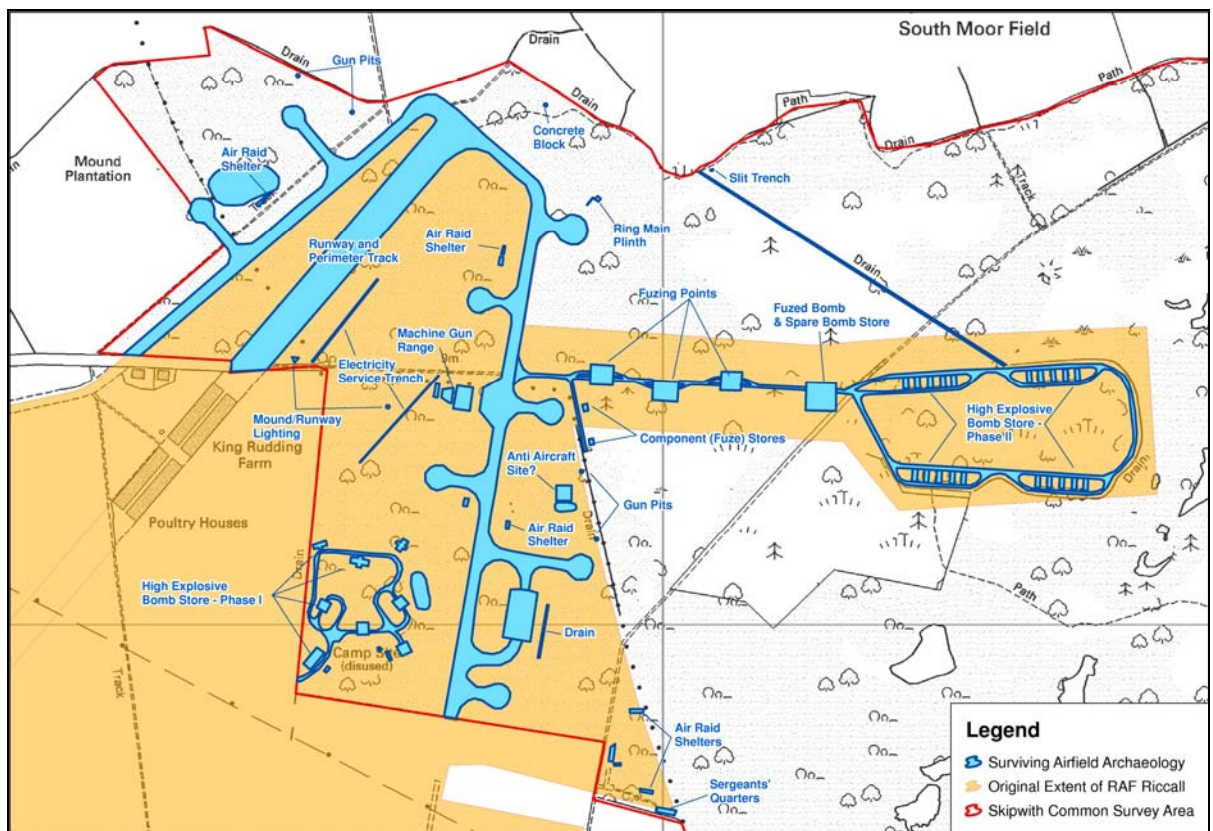


Plate 8: Distribution of extant airfield sites identified by walkover survey





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Plate 21: Sands Lane multiple banked boundary oblique view, Site **334**



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