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Taylor Wimpey

## Land off Outgang Road, Malton

### Archaeological Desk-Based Assessment

Ref: D118173

January 2008



TaylorWimpey  
George Wimpey North Yorkshire LTD  
Land off Outgang Road, Malton

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## Revision Schedule

### Land off Outgang Road, Malton: Archaeological Desk-based Assessment December 2007

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	Jan 2008	Draft 1	<b>Nick Finch</b> Assistant Archaeological Consultant	<b>Annie Bingham</b> Senior Archaeological Consultant	<b>Annette Roe MA MIFA</b> Associate

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## Summary

Scott Wilson has been commissioned by Taylor Wimpey to undertake an archaeological desk-based assessment on land off Outgang Road, Malton.

The aim of the study was to establish the potential for the presence of archaeological remains within the site through the analysis of archaeological, documentary and cartographic sources. A site visit was undertaken in order to assess the current nature of the site, to determine the potential for archaeological remains and/or deposits to occur and to assess the impact that modern activities have had upon these.

Previous archaeological interventions in the immediate vicinity of the proposed development area combined with documentary and cartographic evidence have revealed evidence for archaeological remains for periods from the prehistoric to the Roman. Due to the close proximity of these remains to the site it is possible that similar evidence will occur within the confines of the proposed development.

## Acknowledgements

Scott Wilson would like to thank Mark Wildin of Taylor Wimpey for commissioning the desk-based assessment. The author thanks Gail Falkingham and Nick Baldrini, Archaeology Officers for North Yorkshire County Council for their advice and assistance. In addition the author is grateful to the staff of Malton Local Studies Library and the North Yorkshire County Record Office for their advice and assistance.



# 1 Introduction

## Foreword

- 1.1 Scott Wilson was commissioned by Taylor Wimpey to undertake an archaeological desk-based assessment of a proposed development area off Outgang Road, Malton. The research was carried out during December 2007.
- 1.2 The aim of the assessment was to determine the potential for the presence and survival of archaeological remains and historic structures/features within the proposed development site and to assess the extent of modern disturbance.

## Site Location and Land-use

- 1.3 The proposed development area is situated on the outskirts of the town of Malton. It is triangular in plan and covers an area of c.14.6ha centred upon NGR 478150 472430 (Figure 1).
- 1.4 It is bounded to the north by the A64, to the east by Outgang Road, and by Broughton Road to the south. At present the site consists of agricultural land and allotment gardens.



Plate 1: Proposed development site facing north.



Plate 2: Allotment site within proposed development site facing east.

## Geology

- 1.5 The Geological Survey of Great Britain Sheet 169 indicates that the solid strata for the site is Cretaceous Speeton Clay, Upper Jurassic Kimmeridge Clay and Upper Jurassic Calcareous Grit Formation underlain by alluvium deposits (mainly clay), lacustrine deposits (silty, clay and sand, locally with peat) that overlies glacial till comprising granular material of varying density interbedded with normally consolidated clay.

## Aims and Objectives

- 1.6 The aim of the study is to assess the cultural heritage resource within the proposed development area through the collation of existing written, cartographic, pictorial, photographic and electronic evidence. It will identify the likely character, extent, quality and significance of the known or potential archaeological resource.
- 1.7 The specific objectives of the desk-based assessment are:
- To identify known archaeological sites within or in the vicinity of the proposed development area;
  - To assess the likely survival of buried archaeological deposits across the site, the significance of these deposits, and the potential impact of the development upon them;
  - To assess the significance of the built heritage and the potential impact of the development on it;
  - To assess the impact that former impact intrusive activities have had on archaeological deposits/levels;
  - To assess the need for further intrusive and non-intrusive investigative works, where necessary, to provide further information from which to make recommendations;
  - To formulate a strategy for further works, if appropriate.

## 2 Methodology

### The Study Area

- 2.1 The research area was defined by a 500m radius centred on the proposed development area (Figure 2), as agreed with the Archaeological Officer for North Yorkshire County Council. This report is based on the results of a search of the North Yorkshire County Council Historic Environment Record (HER), a selection of historical maps and published and unpublished sources.

### Consultation

- 2.2 The Archaeological Officers for North Yorkshire, Gail Falkingham and Nick Boldrini were consulted during the preparation of this document.

### Site Visit

- 2.3 A site visit to assess the current ground conditions and archaeological and historical potential of the site was undertaken on 4<sup>th</sup> December 2007. An assessment of the potential level of disturbance on the site was also carried out. All observations on the present layout of the site are based on the site visit.

### Sources

#### North Yorkshire Historic Environment Record (HER)

- 2.4 Records of all known sites, find spots and buildings of archaeological/historical significance within the study area were obtained from the North Yorkshire HER. These have been identified in this report by a Primary Record Number (PRN) and represented in Figure 2; they are referred to in bold in the text and catalogued in Appendix 1.

#### Cartographic Sources

- 2.5 A selection of historic maps were analysed in the production of this report. These included the 1844 Tithe Map, and Ordnance Survey editions. These were obtained from the Record Office for North Yorkshire and Landmark® Information Group.

#### Textual Sources

- 2.6 Published and unpublished textual sources were consulted during the compilation of this report. These were obtained from North Yorkshire HER, Malton Local Studies Library, the Record Office for North Yorkshire, and the Yorkshire Archaeological Society in Leeds.

## Aerial Photographs

- 2.7 An aerial photograph of ring ditches and enclosures to the northeast of the site was reproduced from *The Archaeology of Malton and Norton* by J.F. Robinson 1978.

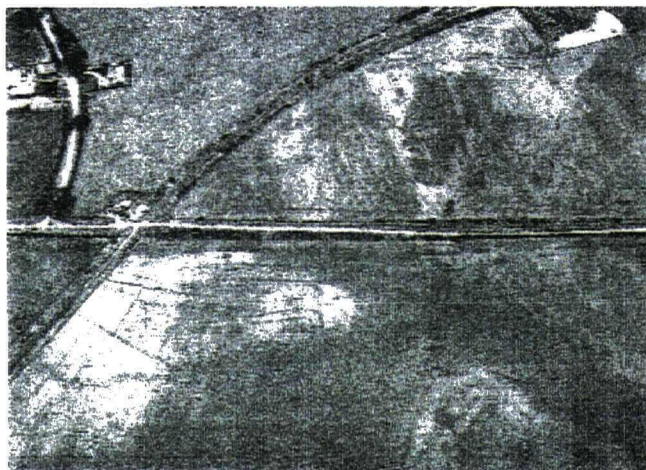


## 3 Archaeological and Historical Background

- 3.1 No significant records exist in the HER for the proposed development area. Therefore a chronological history of the Malton area has been presented to place the site into context using data from the HER records (Figure 2).

### Prehistoric

- 3.2 Despite the location of the proposed development area within a known prehistoric landscape, there is little evidence from the site itself. The broader landscape includes evidence of farming communities dating from the Neolithic period mainly represented by their burials and stone implements.
- 3.3 The only material evidence for prehistoric activity from within the study area comes from a number of isolated finds recovered in the 19<sup>th</sup> century dating to the Bronze Age. These include an urn (2), a hammer stone (3), a dagger (4) and a mace (5) although the exact location of these finds is unknown.
- 3.4 Two further finds of undiagnostic prehistoric flint flakes (6, 7) have also been recovered from within the study area during fieldwalking in 1976 relating to the construction of the A64.
- 3.5 Despite the paucity of known finds, settlement activity within the landscape has been recognised through a study of aerial photographs undertaken prior to the construction of the A64, which runs along the northern edge of the development site. This study indicated a significant number of features to the north of the A64 including a complex of enclosures and ditches (probably dating from the Bronze Age to the Roman period) (14) and a possible ploughed out Bronze Age barrow (1).
- 3.6 A number of these features were observed during the construction of the road; however, no dating evidence was recovered.



**Plate 3:** Aerial photograph of ring ditch and enclosure features located north of the proposed development

## Roman

- 3.7 By AD69 a small vexillation fortress (16) had been built at Malton. The Roman name for the Malton military complex first appears in the *Antonine Itinerary* of the late 2nd century, which describes the route from Hadrian's Wall to a lost Romano-British port near Bridlington in Humberside, the entry *Derventione*, is listed 7 miles from *Eburacum* (York, North Yorkshire) and 13 miles from *Delgovicia* (nr. Millington, Humberside).
- 3.8 The distance of seven miles from York is clearly incorrect, and for this reason there are a number of possible interpretations for the location of *Derventio*.
- 3.9 The fort attracted its own thriving economy of tradesmen, shopkeepers, craftsmen, entertainers and others in a civilian settlement (*vicus*) outside its walls. This was occupied until the 4th century. Excavations were conducted on the *vicus* between 1949-52 in Orchard Field, and during 1968/9 building operations on the site of Orchard Cottage. The 1968/9 investigations revealed the presence of further *vicus* buildings arranged along two roads of limestone rubble leading south to the River Derwent. The easternmost of these roads was the earliest, probably constructed in the late 2nd century, while the road to the west, carried on an embankment to a probable river crossing at Malton New Mills, was built at the beginning of the 4<sup>th</sup> century (Wacher, 1978).
- 3.10 During drainage operations in the 1860s a Roman road or roads were revealed to the south of the proposed development area (8) and Broughton Road, which forms the southern boundary of the site, is marked as the possible route of a Roman road on the 1912-1913 Ordnance Survey map.
- 3.11 Despite the location of the proposed development area between the fort and the possible Roman features seen as cropmarks to the north (14), and the proximity of the Roman roads reported to the south (Broughton Road; 8), there is little tangible evidence for Roman activity from the immediate environs of the site. Fieldwalking carried out prior to the construction of the A64 to the north of the site in 1974 found Roman pottery sherds (7) possibly relating to the cropmark features (14).

## Medieval

- 3.12 Although there is the suggestion of an Anglo-Saxon cemetery near St Mary Magdalene's Hospital (Ordnance Survey 1854 – 1975), there is no further settlement evidence within the defined study area until the medieval period. The borough of New Malton was founded after 1138, and archaeological evidence of the layout of streets, marketplace and burgrave plots reveals that they were deliberately planned, as were many medieval urban settlements (Schofield and Vince 2003). A stone wall (as yet undated) was constructed around much of its perimeter, and fragments of this still survive. The principal streets and burgrave plots appear to be a variation of a grid.
- 3.13 The settlement of New Malton lies close to the old ford across the River Derwent and the construction of a bridge here during the 12th century (Robinson 1978, 13) would have greatly enhanced its commercial potential.



- 3.14 Fieldwalking carried out prior to the construction of the A64 to the north of the proposed development in 1974 found medieval pottery sherds (7) although these probably relate to the manuring of fields rather than indicating settlement.

## Post-Medieval to Modern

- 3.15 During the post-medieval period Malton was moderately prosperous. Its function as a regional market allowed it to survive the problems experienced by York and many other major towns, such as the decline of the wool trade, the rise of the cloth trade in the 15th and 16th centuries, and the Dissolution of the priory. It continued to prosper until the early seventeenth century, when the burgesses lost their privileges and the town was acquired by William Lord Eure (1617), and when the Civil War took its toll on the royal garrison stationed at Malton (Robinson 1978, 17).

- 3.16 The following text has been taken from *Pigot's National Commercial Directory for 1828-29*:

*"MALTON, a market town and borough in Ryedale wapentake, north riding, is 214 miles from London, 84 from Manchester, 22 from Scarborough, 18 from York and Driffield, and eight from Pickering..... The chief trade carried on here consists in coals, corn, butter, bacon, &c. large quantities of which are shipped down the Derwent to Hull, Leeds and Halifax, and some ultimately to London. The places of worship are two parochial chapels, St. Michael's and St. Leonard's, and the mother church at Old Malton, about a mile distant. The Wesleyan, independent and primitive Methodists, Baptists, and Quakers have each a neat chapel, and there is an excellent national school for girls, and a free school for boys, supported by subscriptions. Malton is pleasantly situated on the northern bank of the Derwent, and at the termination of a calcareous ridge, now called the 'Howardian hills.' The appearance of the town is neat and clean; the market place is large, and divided into two parts by the town hall and St. Michael's church. The country around is fertile, embellished by many genteel seats, and its agricultural state is very fine. The market day is on Saturday; and the annual fairs are on the Monday to Saturday before Palm Sunday, Saturday before Whitsuntide, Saturday before July 15th, October 11th and 12th, and the Saturday before Martinmas day. At the first of these fairs is usually a fine show of horses, and it is at this period that the races are held. By the parliamentary returns for 1821 the population was, St. Leonard's parish, 2,339, St. Michael's, 1,666, and the parish of Old Malton, 1,064- total number of inhabitants in the two Maltons, 5,069."*

- 3.17 The town was recovered, partly as a market centre for the improved agricultural lands of the Wolds, and partly as a result of the Derwent Navigation Act of 1702, which meant that it was located at the head of a navigable river by 1724, linking the town with Hull and Leeds, until 1840, when the advent of the railway heralded the decline of the river.
- 3.18 The railway arrived in Malton in 1845 when the town was connected to York and Scarborough. A branch line (now dismantled) which left the York to Berwick line and once went to Malton is located c.300m to the north of the proposed development site (13). From

- 1890 to the 1920s Malton Station prospered and became one of the most important stations on the North Eastern Railway.
- 3.19 The eventual growth of road transport saw the demise of many railway branch lines in the 1950s and 1960s and today only stations at Malton and Seamer remain on the York to Scarborough line.
- 3.20 Further post-medieval evidence recorded within the study area can be seen in the form of a limestone quarry (9) (marked on the 1854 Ordnance Survey map), the site of a post-medieval cottage (10) (now demolished), a former road marked on the 1850 Ordnance Survey map (11) (now built over), and a sheep pound/pinfold also marked on the 1850 Ordnance Survey map (12) (now demolished).
- 3.21 The proposed development area remained in agricultural use throughout this period.



## 4 Cartographic Analysis

- 4.1 The following presents an analysis of the cartographic sequence from the 1844 Tithe Map of the area to the 1984 edition Ordnance Survey (OS) map.
- 4.2 The Tithe Map of 1844 is the earliest map that was available for study for this area. It shows the proposed development area as agricultural fields within a rural setting. This tithe map is not reproduced here as it was not available for copying.
- 4.3 The 1854 1:10,560 scale (Figure 3) Ordnance Survey map shows very little change from the tithe map. The site itself consists entirely of agricultural fields with a public footpath crossing the northern corner of the site. Crabtree Lane runs on a north-south alignment from the eastern corner of the proposed development site towards the Thirsk to Malton railway line. The proposed development area is bounded on the southwest side by Broughton Road and on the east side by Outgang Road. The southern corner of the site lies at the crossroads of these two roads, Pasture Lane and Middlecave Road. This crossroad marks the northern extent of the settlement of New Malton which is referred to from the 1912 map onwards as Malton. In 1854 New Malton is fairly dense settlement with two railway lines passing through it. The Thirsk and Malton branch of the Newcastle and Berwick railway passes to the north and east of the proposed development area as it heads into Malton. To the south of the proposed development site, is Middlecave House which has a corn mill associated with it called Middlecave Mill.
- 4.4 Looking at the wider landscape around the proposed development site, many of the fields have names marked on the 1854 map. The fields in between Broughton Road and Middlecave Road are called Old Malton Fields, those north of Broughton Road to the northwest of the site are called Crabtree and the fields to the east of the proposed development, on the opposite side of Outgang Road, are labelled as New Pasture. Within New Pasture close to the southern corner of the proposed development area is a building called Pasture Cottage, and not far to the east of that is Pasture Pond.
- 4.5 A number of limestone quarries are marked on the 1854 map. One immediately to the south of the proposed development area, south of Broughton Road and one on the north side of Broughton Road to the west of the proposed development area. This quarry is called Old Limestone Quarry, suggesting that it was no longer in use by 1854. Other limestone quarries can be seen further afield to the south and east of the site. Close to the Old Limestone Quarry is the site of St Mary Magdalene's Hospital. More Quarries are marked to the west of St Mary Magdalene's Hospital and it is also noted that "Numerous Sepulchral Urns" were found to the south of Broughton Road in this area. Later maps note that these urns were found before 1840 and suggest an Anglo-Saxon date.
- 4.6 There is very little change to the proposed development site and the surrounding area from the 1854 to the 1892-1893 1:10,560 scale Ordnance Survey map (Figure 4). The site itself remains completely unchanged. The only noticeable changes are that none of the quarries are marked and neither is Pasture Pond. Some possible outbuildings associated with Pasture Cottage are now shown just outside the eastern boundary of the site. A cemetery

is now shown to the south of Pasture Lane close to the southern corner of the proposed development area.

- 4.7 The 1912-1913, 1:10,560 scale Ordnance Survey map (Figure 5) shows some development in the landscape around the proposed development site but still no change to the site itself. Once again all the quarries in the area are marked on the map and a tramway is shown running from New Malton to one of these quarries on Highfield Road, to the east of the proposed development site. Some pit houses are also shown associated with another quarry on Highfield Road. This indicates that limestone extraction was still thriving into the early 20<sup>th</sup> century and this quarry in particular was a focus of activity at this time.
- 4.8 Other evidence of industry in the area includes an electric power station situated just outside the eastern boundary of the proposed development site and a gravel pit located adjacent to the Thirsk and Malton railway line to the east of the proposed development site. The 1912-1913 map also shows that a stone *celt* was found in this gravel pit in 1868. Another feature of archaeological significance is Broughton Road which forms the southern boundary of the proposed development site and which is marked on this map as the supposed route of a Roman road.
- 4.9 The town of Malton itself shows signs of development at this time. The town appears to have slightly increased in size and features such as an infants' school, a Union Workhouse and water works including a reservoir are now shown in and around the town. This edition of the OS map also shows the cemetery close to the proposed development site now has a Mortuary Chapel associated with it and the site of Malton Castle is located slightly to the south of the Roman fort.
- 4.10 The first changes to the proposed development site itself that are noted on the OS map editions occur on the 1938 edition (Figure 6) where some allotment gardens are shown in one of the fields in the centre of the site. The gravel pit close to the eastern edge of the site is still marked, but a football pitch is now shown in this area as well.
- 4.11 The landscape to the north and west of the proposed development site remain mainly rural at the time of the 1938 Ordnance Survey edition. The increasing expansion of Malton towards Middlecave and the further development around the quarries on Highfield Road, however, means that with the exception of pasture fields immediately to the east of the site, the areas to the south and east of the proposed development site are becoming increasingly urban. The fields immediately to the south of Broughton Road, which prior to this time were occupied by an old quarry and a few houses are now filled with denser housing, a grammar school and a cottage hospital.
- 4.12 The 1958 1:10,560 scale Ordnance Survey map (Figure 7) shows a further small change to the proposed development site. A small building is located just inside the eastern end of the southern boundary of the site and a second is shown just inside the eastern boundary. The function of the southern building is unclear but it is likely that the eastern building is another outbuilding associated with the nearby Pasture Cottage. The general landscape around the proposed development site appears to have changed very little in the years



between 1938 and 1958 apart from the development around the quarries on Highfield Road which by this time have expanded into a full-scale settlement called Peasey Hill.

- 4.13 The next Ordnance Survey map for this area was produced in 1975 at 1:10,000 scale (Figure 8). Again the proposed development site itself appears unchanged but there are some significant changes in the landscape. The Thirsk to Malton railway line is now longer in use and it is marked on the map as a dismantled railway. The settlements of Malton, Middlecave and Peasey Hill have all expanded. Malton and Peasey Hill have merged into one by this time and Middlecave has expanded southwards. It is connected to Malton by a thin ribbon of development to the north of the settlement and by a few buildings strung out along Castle Howard Road to the south. Closer to the site itself Pasture Cottage has been renamed Pasture House and the site of the gravel pits and football pitch to the east of the proposed development area is now a rugby ground. One item of archaeological interest on this edition of the map is the area close to St Mary Magdalene's Hospital (located approximately 1000 metres northwest of the proposed development site near Broughton) which has been shown as where some urns were found before 1840 and is now marked as an Anglo-Saxon burial ground. St Mary Magdalene's is no longer marked on the map apart from as being the site of a hospital.
- 4.14 The various quarries which have up into this point featured heavily in the landscape are no longer marked on the 1975 edition Ordnance Survey map suggesting that by this point limestone extraction was no longer carried out in this area.
- 4.15 The construction of the A64 road has dramatically altered the landscape around the proposed development area by the time the 1984 Ordnance Survey map (Figure 9) was produced. The road runs on a northeast to southwest alignment past the town of Malton, which now fully encompasses Peasey Hill and Middlecave, and forms the northern boundary of the proposed development site. The road also creates a break in the line of the now dismantled Thirsk to Malton railway line and alters the course of Crabtree Lane so it no longer runs into the eastern corner of the site; instead it turns sharply to the west and heads southwards to join with Broughton Road. The landscape to the north and west of the road remains rural.
- 4.16 Within the proposed development area itself a number of field boundaries have been removed so instead of being divided into numerous small fields the site now comprises two fields divided by a north-south boundary. The allotment gardens are still marked as a separate feature within the eastern field. The small building towards the east of the site is also shown enclosed within a small area of land.
- 4.17 To the east of the proposed development site, along the line of the Thirsk to Malton railway line, a small industrial estate has been constructed. This comprises some buildings marked as Depots or Works and a factory. The rugby ground still exists but appears to have been incorporated into this industrial estate.

## 5 Conclusions

- 5.1 Although no known archaeological sites have been identified within the proposed development area, this assessment has demonstrated that there is potential for archaeological remains to occur. Aerial photographs suggest the presence of possible enclosed prehistoric and/or Romano-British farmsteads and field systems to the north and northeast of the site.
- 5.2 Ploughing may have truncated shallow deposits at the top of the hill on the southern side of the field. Conversely, any deposits at the base of the slope may have been masked and protected by a blanket of colluvium. The construction of the A64 dual carriageway is also likely to have affected the northern area of the site.
- 5.3 The allotments located within the centre of the site may also have disturbed any archaeological deposits present during the construction of services such as water pipes and the erection of sheds.



## 6 Recommendations

- 6.1 The proposed development site currently consists of agricultural land and allotment gardens. Geophysical survey is recommended as the most appropriate method to enable the identification and location of any anomalies that may represent the remains of former field systems, enclosures or other settlement activity. The geophysical survey will not target the allotment area due to the likely presence of metal objects which would affect results. Given the geology of the area a magnetometer survey (fluxgate gradiometer) would be most appropriate.
- 6.2 The results from the geophysical survey would aid the design of an appropriate evaluation strategy, which will be agreed in consultation with the County Archaeologist for North Yorkshire. Such an evaluation strategy may involve the following initial steps.
- 6.3 Following geophysical survey, it may be useful to review the masterplan or design, in order to assess whether areas of higher archaeological potential could be avoided at the design stage.
- 6.4 Any strategy for further evaluative fieldwork should be devised in consultation with the County Archaeologist, and take into account the results of geophysical survey and the masterplan/design review.

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### **Cartographic Sources**

1844 - A Tithe map showing the plan of the Township of Malton and Old Malton and the county of Palatine

1854 - Ordnance Survey Map

1893 - Ordnance Survey Map

1913 - Ordnance Survey Map

1938 - Ordnance Survey Map

1958 - Ordnance Survey Map

1975 - Ordnance Survey Map

1984 - Ordnance Survey Map

1999 - Ordnance Survey Map