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**Derwent Cornmill
Malton
North Yorkshire**

Desk Based Assessment

Authorised by *[Signature]*
 Date: 3rd February 2006

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 DEVELOPMENT CONTROL

**Derwent Cornmill
Malton
North Yorkshire**

**Desk Based Assessment
SE 7861 7153**

Contents	Page
Figure List	2
Plate List	3
Non Technical Summary	4
1. Introduction	4
2. Site Description	5
3. Aims and Objectives	5
4. Methodology	5
5. Results	6
6. Impact of Development	13
7. Summary and Recommendations	14
8. Bibliography	15

Figure List

	Page
1. Site Location. Scale 1:50,000	17
2. Site Location. Scale 1:5,000	18
3. Area of Development. Scale 1:500	19
4. Proposed Ground Floor Plan. Scale 1:100	20
5. Plan of the " <i>Burrow of New Malton</i> " by Joseph Dickinson, 1730	21
6. Plan of the Parish and Manor of Malton, 1795-1800	22
7. Plan of Malton from Thomas Hinderwell's Manuscripts, 1825	23
8. Robert Wise's Survey of Malton, 1843	24
9. Extract from the 1853 First Edition Ordnance Survey Map. Scale 1:1,056	25
10. M.E.C. Monkman's Map of circa. 1865	26
11. Extract from the 1911 Ordnance Survey Map. Scale 1:2,500	27
12. Extract from the 1924 Ordnance Survey Map. Scale 1:2,500	28
13. Extract from the 1938 Ordnance Survey Map. Scale 1:2,500	29
14. Extract from the 1945 Edition Ordnance Survey Map. Scale 1:2,500	30
15. Extract from the 1970 Ordnance Survey Map. Scale 1:2,500	31
16. Extract from the 1999 Ordnance Survey Map. Scale 1:2,500 (from Copperthwaite 1981)	32
17. Plan of Recent Archaeological Evaluation and Watching Briefs. Scale 1:2,500	33

Plate List	Page
1. View of Site and Cornmill. Facing North	34
2. View of Site and Cornmill. Facing South	34
3. View of Site. Facing North-East	35
4. View of Site and Embankment from Railway Bridge. Facing North-East	35
5. View of Site and Cornmill from Opposite side of River Derwent Facing North	36
6. View of River Embankment and South Wall of the Site. Facing East	36

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Non Technical Summary

This report has been undertaken by MAP Archaeological Consultancy Ltd under the instruction from Brewster Bye architects on behalf of Yorkshire Housing, to evaluate the Historical and Archaeological background, and to assess the impact of the development of land bounded by the former Derwent Cornmill and the River Derwent, Malton into four story apartments.

The site is located just to the east of Railway Street Malton, in the parish of New Malton within the boundaries of Ryedale District Council.

1. Introduction

- 1.1 This Desk-based Assessment has been commissioned by Brewster Bye Architects on behalf of Yorkshire Housing to assess the impact of the development of land to the rear of the former Derwent Cornmill site, Railway Street, Malton, North Yorkshire (SE 7861 7153: Fig. 1). The development is for the construction of apartment dwellings, with Railway Street to the west and the River Derwent immediately to the south (Figs. 2 - 4).
- 1.2 The Desk-based Assessment considers cartographic and documentary evidence in relation to the development, and the Historical and Archaeological background of Malton.
- 1.3 This report was funded by Yorkshire Housing.
- 1.4 All maps within this report have been produced from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office, Crown Copyright. License No. AL 50453A.

2. Site Description

- 2.1 The site encompasses an area of approximately 1425m² and is bounded by Morrison's Stores warehouse to the east, the former Derwent Cornmill, (now apartment accommodation), Railway Street to the west and the River Derwent immediately to the south (Fig. 3 & Pls. 1-6). The site is currently in use as a car park for the cornmill apartments (Pls.1-3).
- 2.2 The topography of the site consists of fairly flat ground at the base of a slope that runs downhill from north to south to the River Derwent. The ground on this former industrial site appears to have been artificially raised and levelled at this riverside location (Pls. 4-6).

Both Malton and Norton on Derwent fall within Designated Conservation Areas of Ryedale.

3. Aims and Objectives

- 3.1 The aim of the assessment is to
- Identify recorded features of archaeological significance within the study area.
 - Establish the potential for unrecorded and unknown sites.
 - Assess the relative importance of the site.
 - Assess the likely impact of the proposed development of the site.
 - Make recommendations to mitigate the impact of the development on the site.

4. Methodology

- 4.1 The historical and archaeological background has been obtained from a variety of sources including surviving documents, cartographic evidence, the Sites and Monuments Records, the Ordnance Survey and previously published works. Previous Archaeological evaluations and Watching Briefs were also considered and a visual inspection of the site was carried out on the 30th January 2006.

5. Results

5.1 The site is located on land to the rear of the former Derwent Cornmill in the Township of New Malton North Yorkshire.

5.2 Historical Background

5.2.1 The place-name Malton derives from the Old English meaning middle farm, The Old English name being Scandinavianised as in the more usual Melton (Mqltune in 1086), Old English *middle* or Old Norse *meoal* and Old English *tun* (Field 1980).

5.2.2 Malton is the site of the Roman fort of *Derventio*, that was established in the 1st century A.D. and guarded the river crossing. The main fort was located at Orchard Fields, and a civilian settlement or *vicus* extended southwards from the fort to the river (Corder 1930 & Michelson 1964). Norton, to the south of the river, also formed part of the extensive Roman Town, with a ford and road leading to Malton. The fort and the *vicus* developed through many phases of activity and re-building during the Roman occupation until it declined in the 4th century.

5.2.3 The Domesday Book of 1086 states that *in Old Malton, Siward and Thorkil, 8 carucates to the geld. Land for 2 ploughs. There are now 1 ½ ploughs in demesne; and 7 villans and 5 bordas with 3/2 ploughs. There is a church and the site of a mill .TRE worth 20s; now 10s. Kolbrand, 3 carucates to the geld,. Land for 1 ½ ploughs. There is 1 villan with half a plough, and 16 acres of meadow. 1 league long and 1 broad. TRE worth 10s; now 5s. There are 2 bovates of land to the geld, sokeland of the same manor.* (Williams and Martin 1992 ; 791).

5.2.4 The development site lies in the Borough of New Malton, founded in the mid 12th century, and it has been suggested that stone defences for the town wall were constructed some time in the 13th century. There is a late 15th century reference to the walls of the town, through which four gates gave access (Robinson 1978, 30).

- 5.2.5 The course of the Town Wall has been provisionally traced (Robinson 1978) in effect following the borough boundary. The Castlegate area of Malton may have formed a separate borough under the jurisdiction of the castle. (ibid., 13-14). It is uncertain whether this separate borough or suburb had defensive walls. In 1865/6 Channon believed that the town defences continued towards the lower end of Castlegate (ibid 30). Although this alignment is different to that shown by Hinderwell, it can not be dismissed, and the site could have been included within the defended area. Robinson also suggests that the town facing the river may have been fortified due to the narrowness of the river. This is evident in places where parts of the river are revetted, specifically to the east of the Railway Bridge. Near a corner of the bridge revetment lies approximately on the proposed alignment of the town wall.
- 5.2.6 During the Civil War, Malton was held by Royalist forces, who were defeated by the Earl of Newcastle's forces after a siege (VCH, 530). The town walls are said to have been damaged at this time, and have subsequently suffered piecemeal destruction. Part of the town wall may have run close to the development site (possibly below or on the eastern side of the corn mill) as indicated in Hinderwell's manuscripts of 1825.
- 5.2.7 In the early 18th century The Derwent Navigation Act was passed which improved the navigability of the river, along with the River Ouse. The work was carried out from 1702 to the 1720s and seems to have led to industrial development along the River Derwent in Malton, including the cornmill site and surrounding industries (Huddleston 1962).
- 5.2.8 By the late 18th century Malton had become a very prosperous market town and had been acquired by the Honourable Thomas Wentworth.
- 5.2.9 During the mid 18th century the area of the proposed development formed part of the expanding New Malton. William Copperthwaite's survey of Malton of the 1840s listed the owners of the site were Messrs Charlesworth for a riverside corn warehouse and wharf. single plot (Plot No. 471) shown on

Robert Wise's map of 1843 (Fig 8). The adjacent property to the east (Plot 455), a house, foundry and cupola, fitting shop, stove and yard, was occupied by Thomas Lightowler and Joshua Marshall.

5.2.10 The 19th century saw the arrival of the railway in 1845 and the consequent decline of river traffic which had completely ceased by the 1890s (Huddleston 1962, 185). The Railway is also recorded in a History of Malton and Norton (Huddleston 1962) in an extract from 'Bakers Chronicle,' 1869-98. This document records that the Malton Biscuit Co. was founded in 1887, and used the former cornmill building as a factory. The railway line over the bridge was established to transport goods from the factory and used a narrow gauge steam engine to pull the trucks. Further extracts from the 'Bakers Chronicle' state that the Malton Biscuit Co were £231 on the wrong side in 1893 and wound up in 1895 having lost £7770. The mill building was taken over by the Brandsby Agricultural Trading Association and was eventually converted to flats in the 1990s.

5.3 Cartographic Background

5.3.1 Five maps pre-date the Ordnance Survey (Figs 5-9).

5.3.2 E. C. Monkman's map of *Roman and Norman Malton* c. 1865 (Fig. 9) shows that the site is located within a ditched enclosure of apparent Roman date. The course of the ditch began at the riverside in Water Lane, followed the line of Water Lane almost to Yorkersgate, then turned east towards Castlegate, ran parallel before turning southwards back to the Derwent.

5.3.3 Dickinson's 1730 *Map of the Burrow of New Malton* (Fig. 5) shows that the site was located on one of a number of narrow strips of land, that had formed burgage plots running from properties on Castlegate and bounded by the River Derwent to the south.

5.3.4 A Parish Plan of *the Manor of Malton* dated 1795-1800 shows that the site was located at the southern end of New Malton to the east of a tract of land flanking the Derwent marked as old enclosures (Fig. 6).

- 5.3.5 *A Plan of Malton* taken from the manuscripts of Thomas Hinderwell and dated 1825 (Fig. 7) show properties fronting Yorkersgate and Castlegate and an unnamed lane (now Railway Street). The site is located on open land, the narrow burgage plots seen on Dickinsons's 1730 map appear to have disappeared, to be succeeded by larger fields.
- 5.3.6 Robert Wise's map of 1843 shows that the site was occupied by properties on a single plot (Plot 471) with adjacent and neighbouring properties also in place (Fig.8).
- 5.3.7 Seven editions of the Ordnance Survey for this area exist from 1853 to 1999 (Figs 9-16). The First Edition Ordnance Survey Map of 1853 (Fig.9) shows further development of the site and surrounding area on the lane now named as Bridge Street, with a wooden bridge spanning the river. The area of the site is further developed, and occupied by a granary, a draw well and an un-named building. The Derwent Mill is shown as a large building fronting Bridge Street. To the east of the site on an adjacent plot of land is a granary, a boat builder's yard and dry dock, and a brass and iron foundry.
- 5.3.8 The 1911 Ordnance Survey Map shows further development of the site, with additional buildings attached to the rear of the cornmill, three individual yards and an entrance way. Bridge Street has now become Railway Street with the station, sidings and goods sheds to the south of the River Derwent. A single line runs from sidings just north of the Railway Station, across the bridge on Railway Street and halts in front of the corn mill (Fig. 11).
- 5.3.9 The 1924 Ordnance Survey Map shows virtually the same layout of buildings on the site, with little change from 1911. The single railway line from the mill building to the main line has disappeared (Fig. 12).
- 5.3.10 The 1938 and 1945 Ordnance survey Maps are very similar, with the layout of the buildings on the cornmill site identical (Figs. 13 & 14).

5.3.11 The 1970 Ordnance Survey Map shows changes to the cornmill and the buildings on the development site. The mill is now a warehouse, whilst the large building attached to the rear is an abattoir with an entrance and yard (Fig. 15).

5.3.12 The 1999 Ordnance Survey Map shows that the abattoir to the rear of the mill has been demolished and is now a yard. Little change has occurred elsewhere (Fig. 16).

5.4 Archaeological Background

5.4.1 There is no evidence of Prehistoric activity in the vicinity of the site

Potential: low

5.4.2 The proposed development site is located approximately 300m to the south-west of the Roman Fort. A ditch that supposedly formed the boundary of the Roman "*village*" was identified in two separate locations, at Water Lane and Carpenters Yard (Fig.5: Robinson 1978, p. 30; Huddleston 1962, p. 9). The ditch was described as being 21ft wide, the proposed development site lying within the so-called Roman village.

Potential: low to medium

5.4.3 The proposed development site appears to lay immediately to the east of the south-western limit of the medieval town walls although their exact location in relation to the site is uncertain. Residual medieval pottery was recovered from the Safeway Plc stores excavation during 1999 that may indicate medieval activity within the development area.

Potential: medium

5.4.4 Post-medieval activity is represented by the industrialization of the riverside including the development of the Cornmill and surrounding industries. During the development at Safeway Stores Plc, Castlegate, Malton in 1999 located opposite the proposed Cornmill development, findings included residual medieval pottery and a large build-up of post-medieval and modern levelling

dumps, and post medieval structures including part of a dry dock associated with a 19th century boat builders yard.

Potential: high

5.5 Recent Evaluations and Watching Briefs

5.5.1 The following Archaeological Evaluations and Watching Briefs have been undertaken in the vicinity of the site and have recovered evidence that dates from Roman to Post-medieval periods.

5.5.2 St Leonard's Churchyard, Church Hill, Malton, 1991 (Fig. 18.) Archaeological Evaluation by York Archaeological Trust. Extensive human remains of medieval and post-medieval date.

5.5.3 Safeway Stores Plc, Castlegate, Malton 1999 (Fig. 18.). Archaeological evaluation undertaken by MAP Archaeological Consultancy Ltd, located residual medieval pottery and a large build-up of post-medieval and modern levelling dumps, and post medieval structures including part of a dry dock associated with a 19th century boat builders yard.

5.5.4 In 2002 West Yorkshire Archaeological Services undertook a Watching Brief was undertaken on the insertion of flood defences along the river front. Archaeological deposits dating from Roman to Medieval were encountered.

5.5.5 In 2005 Northern Archaeological Associates undertook a Watching Brief in Carpenters Yard on behalf of Yorkshire water, no archaeological deposits were encountered.

5.5.6 11-13 Wheelgate, Malton in 2003 (Fig. 18. Site 13). Archaeological Excavation by MAP Archaeological Consultancy Ltd. A complex of pits, structures and deposits dating to the medieval period were recorded.

5.5.7 42, Wheelgate, Malton in 2003 (Fig. 18. Site 14). Archaeological Evaluation by MAP Archaeological Consultancy Ltd. Stone building, pits and post holes dating to the 12th and 13th centuries.

- 5.5.8 Wheelgate House, Wheelgate Malton in 2004 (Fig 18. Site 15). Evaluation by MAP Archaeological Consultancy Ltd. Foundations and cellars of post-medieval tenements identified along with late medieval to post-medieval features and deposits.

5.5 Listed Buildings

- 5.5.1 A total of seven listed buildings are located on Railway Street and Wells Street all within 100m of the development area. Fronting onto Railway street, to the west of the Proposed Development Area, Derwent Cornmill, formerly the BATA Building/Malton Biscuit Factory, is a Grade II Listed Building (SE780715 801-1/8/120). To the north, R. Yates and Sons on Railway Street is a Grade II Listed Building (SE 780715 801-1/8/122). The Railway Street Bridge, located west of the Proposed Development Area is a Grade II Listed Structure (SE78717971 801-1/7/123).

5.6 Site Walkover

- 5.6.1 The site walkover was carried out to inspect and photograph the proposed development area located in the car park to the rear of the former mill buildings (Pls. 1-3). The car park is surfaced with tarmac, with a number of inspection chambers noted within the area.

- 5.6.2 A stone and brick revetted embankment and brick wall form the southern boundary of the development area, these features were Observed from the Railway Bridge and opposite bank of the River Derwent (Pls. 4-6). The revetting was probably originally constructed to retain a raised ground level of dumped material to allow access to the river and aid the stability of the ground.

5.7 Potential for Unrecorded Sites

- 5.7.1 The nearby medieval town and Post-medieval industrial buildings in the vicinity of the site suggests the potential for archaeological sites within the proposed development area.

6. Impact of Development

6.1 The impact of the development has the potential to disturb any archaeological deposits. No detailed plans with regard to the foundation have been provided but we are led to believe they will be piled. If pile foundations are the preferred option this will have the least impact on the archaeological resource. In order to mitigate the loss of any archaeological deposits, more information would be required with regard to the development levels and potential of archaeological deposits.

6.2 The following potential impacts upon the archaeological resource are considered:

- Loss of, or damage to, archaeological sites and remains
- Settings and views of and from upstanding remains, Listed Buildings, Scheduled Ancient Monuments and other archaeological sites
- Changes to ground conditions as a result of changes to the drainage regime which could affect archaeological remains
- Loss of landscape features and areas with historical and cultural heritage associations
- Other possible impacts such as noise, vibration, compressions and other changed ground conditions

Loss of, or damage to, archaeological sites and remains

Proposed Building work could impact on buried archaeological remains. Therefore further work or mitigation is required.

Settings and views of and from upstanding remains, Listed Buildings, Scheduled Ancient Monuments and other archaeological sites

The Proposed Development Area is to the rear of a Grade II Listed Building.

Changes to ground conditions as a result of changes to the drainage regime which could affect archaeological remains

This is unknown at the present time.

Loss of landscape features and areas with historical and cultural heritage associations

None are within the Proposed Development.

Other possible impacts such as noise, vibration, compressions and other changed ground conditions

This is unknown at the present time.

7. Summary and Recommendations

- 7.1 Historical references and cartographic information suggest that the development site may have fallen within part of the Roman/Prehistoric activity and immediately to the east of the Medieval Town Wall, perhaps within the defended area of the medieval town.
- 7.2 From the early 18th century onwards, following the river improvements of the Derwent Navigation Act, industry began to develop along the banks of the River Derwent. This included the Cornmill and surrounding industries of Railway Street, Carpenters Yard and to the rear of Castlegate.
- 7.3 The remains of post-medieval structures, features and deposits associated with the Cornmill may survive within the proposed development site, but it also seems likely that extensive dumping, levelling and surfacing dating from the 18th to 20th century are also in place.
- 7.4 In order to further inform the archaeological curators of the presence, nature, condition, extent and date of any deposits of archaeological significance, further archaeological work may be required.

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Primary Sources

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