

2.62 Cooks Row, Springfield, and Scarborough. SMR No. ENY876, (04634 88864).

An area measuring 10m x 6m was opened and excavated down to a maximum depth of 18.00m AOD

2.63 Boothby's Scarborough Ltd, Falconers Rd, Scarborough, SMR No. ENY3219, (TA 04221 88450).

In June 2006 MAP Archaeological Consultancy Ltd carried out trial trenching at Boothby's Scarborough Ltd, Falconers Road, Scarborough in advance of development. A number of post medieval and undated features including pit, postholes, and ditches were recorded.

2.64 Castle Road, Scarborough, SMR No. ENY3907, (TA 04446 89045).

In September and October 2005, Northern Archaeological Associates carried out a watching brief on water main refurbishment in Castle Road Scarborough. The work involved the monitoring of seven launch pits. Only two found potential archaeological information. Pit 1 revealed the remains of an early road surface, possibly Roman, Medieval or post medieval in date. Pit 2 revealed the stone blocks which may represent a wall, or more probably, the base of a modern road.

2.65 Land at 1 – 4 Blenheim Street, Scarborough, SMR No. ENY3147, (TA 04405 89060).

In March 2006 On Site Archaeology undertook an archaeological evaluation at the corner of Castle Road and Blenheim Street in advance of proposed development within the Oldborough of the medieval town of Scarborough. The evaluation involved the excavation of two 3m x 3m trenches within the existing car park area to assess the nature and extent of any archaeological features and deposits that may be present. One of the trenches revealed a medieval ditch and an early modern floor surface, whilst in the other there was evidence of a substantial ditch associated with the town defences.

2.66 80 St Thomas Street, Scarborough, SMR No. ENY?

In 1997 two trenches were dug by SAHS in advance of the construction of a new warehouse. One of the trenches revealed that the southern portion of the site had been quarried for clay in the 18th/19th century. This process had truncated any existing archaeology. The second trench in the north of the site was outside this area of disturbance and it revealed the edge of a substantial ditch or pit. Situated just within the known line of the town defences its possibly represented the excavation of material to be used in the formation of the rampart.

2.67 4 North Street, Scarborough, SMR No. ENY?

Excavations took place within a redundant shop that straddled the presumed line of the defences on the western side of the town. The rear of the medieval clay rampart was discovered

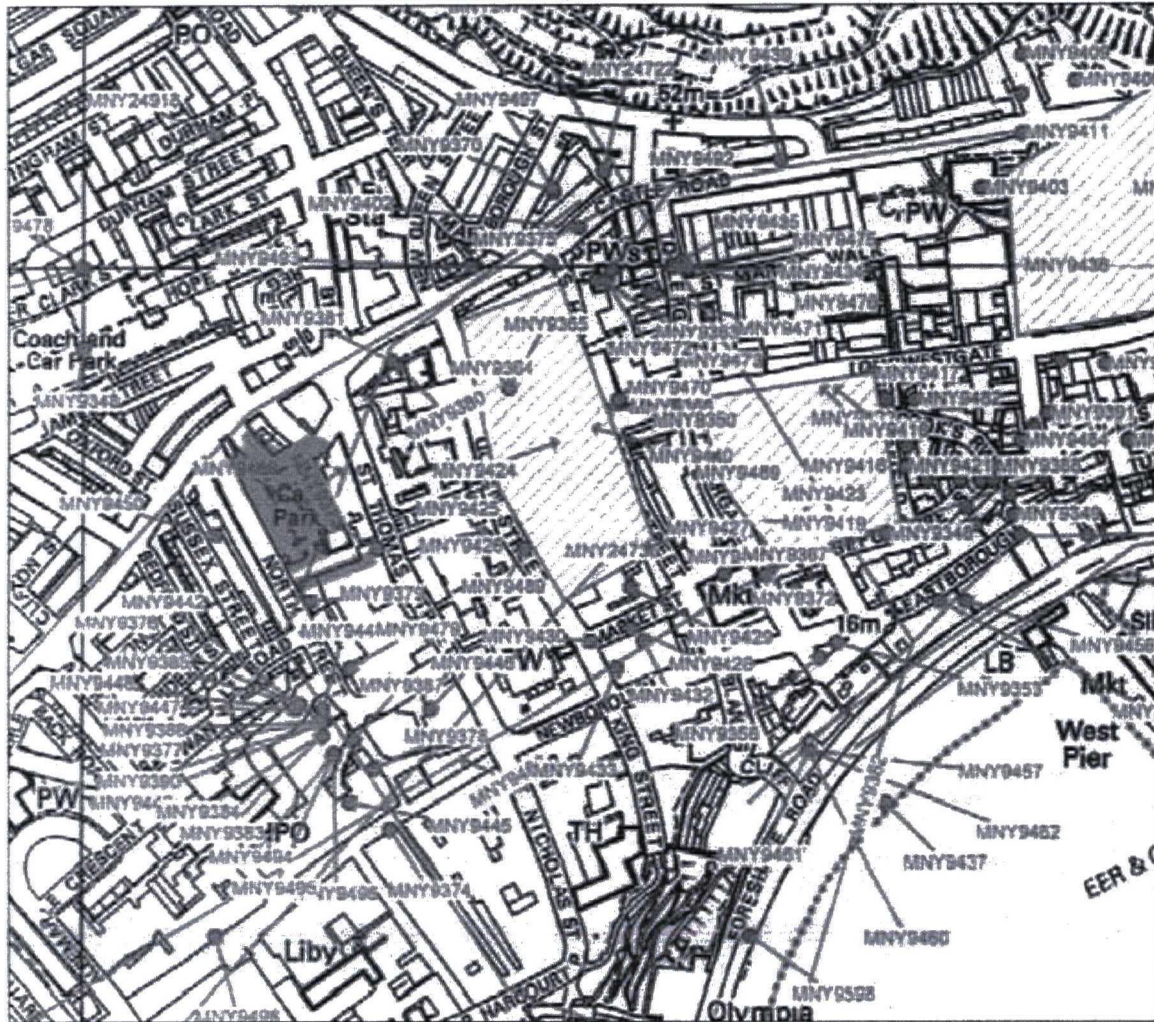


Figure 2. All monuments in the immediate vicinity of site. Reproduced with permission of NYCC SMR.

3.0 Aerial Photographic Data.

Enquires were made regarding the availability of relevant air-photo data at the NYCC County Record Office in Northallerton but, those available dated from the 1970's and were of limited use in this study.

4.0 Cartographic Evidence.

The 1725 map of Scarborough by John Cossins (See Fig.5) clearly shows the sweep of the town defences curving southwards along the northern edge of St Thomas street, along with an area defined as a ropery and a brick kiln. St Thomas' hospital is also visible sited just within the defences.

The defences are still visible in 1747 at the time of Vincents map, which shows an 11 gun battery established on the town defences adjacent to the proposed development site, (See Fig.6, Map supplied by Chris Hall).

Hinderwells map of 1798 (Hinderwells History of Scarborough) seems to show a road along the top of what would have been the rampart with the word 'mote' still in place. St Thomas' hospital is clearly marked along with the line of a rope walk, (See Fig. 7, Map supplied by Chris Hall).

The earliest available detailed map available at the NYCC County Records Office was Woods' town plan of Scarborough dating from 1828 (See Fig.8) The map clearly shows the well established street pattern to the east with St Thomas' and Queen Street clearly defined. To the west of these the line of the surviving stretch of the Newborough defences can be seen in a sweeping curve turning southwards and aligning with the Newborough Gate and the line of Bar Street. Beyond these defences lie organised field systems.

The Ordnance Survey Map of 1854 (not illustrated) shows the extent of Scarborough's expansion to the west. The stretch of defences seen on Woods' map of 1828 is now marked by the line of St Thomas' Walk and the fields to the west have gone to be replaced by a new street pattern. The line of North Street can be seen to run along the course of the Newborough defences (which would have been along its western edge) and align itself closely with the position of the Newborough gate. Bar Street is clearly visible running just to the west of the probable original approach line. The block of land between St Thomas' Street and North Street comprises predominantly street front properties with some open spaces behind. The southern part of the block is dominated by a workhouse.

By the time of the 1893 edition of the Ordnance Survey (See Fig.9) much of the area has been developed and a general infilling has taken place with numerous properties erected on former open spaces. A substantial proportion of the area between North Street and St Thomas' Street is now occupied by a circus, which by the 1912 map (Fig.10) is identified as the Hippodrome. The line of St Thomas' Walk to the north is still clearly visible. Further to the east the area

marked by St Thomas' to the west and Queen Street to the east is dominated by a precinct marked by the Court House to the north and an RC school to the south.

By 1929 (See Fig.11) the Hippodrome/Opera House remains a dominant fixture in the urban landscape. The line St Thomas' Walk is still present, as are the Court House and RC school. By the time of the 1939 revision (See Fig.12) however, many of the smaller properties to the south of the Opera House have gone, to be replaced by a large omnibus depot building and a general opening up has taken place. St Thomas' walk remains a feature as does the Court House precinct.

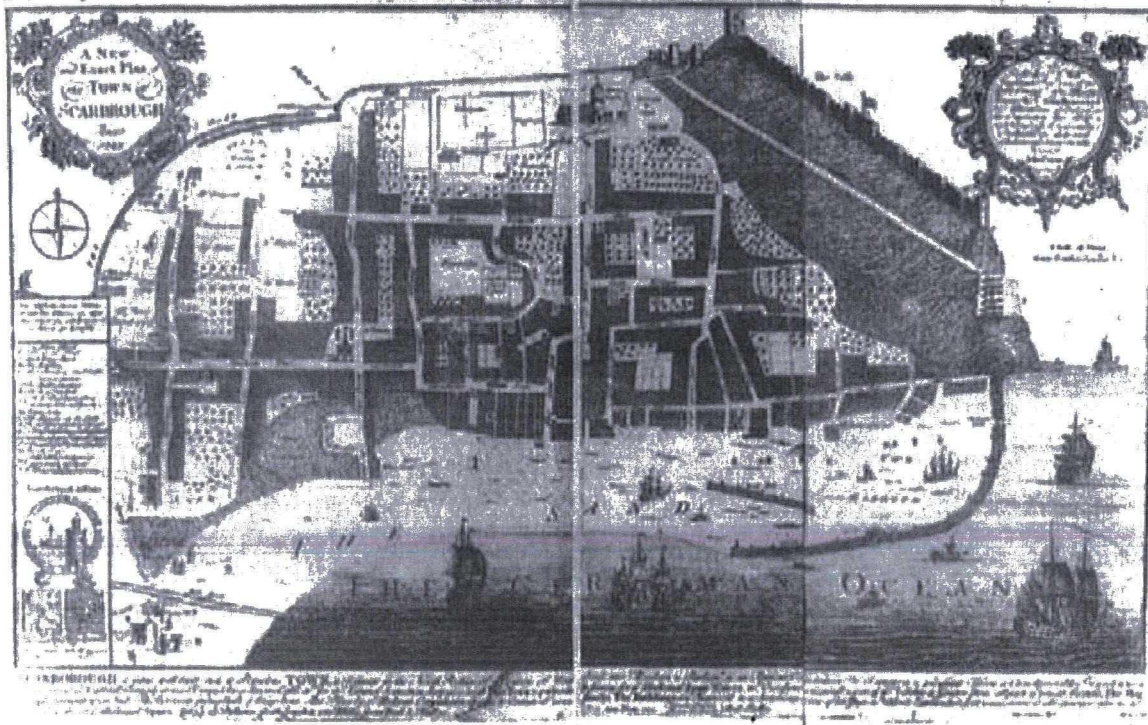


Figure 5. 1725 John Cossin's map of Scarborough.

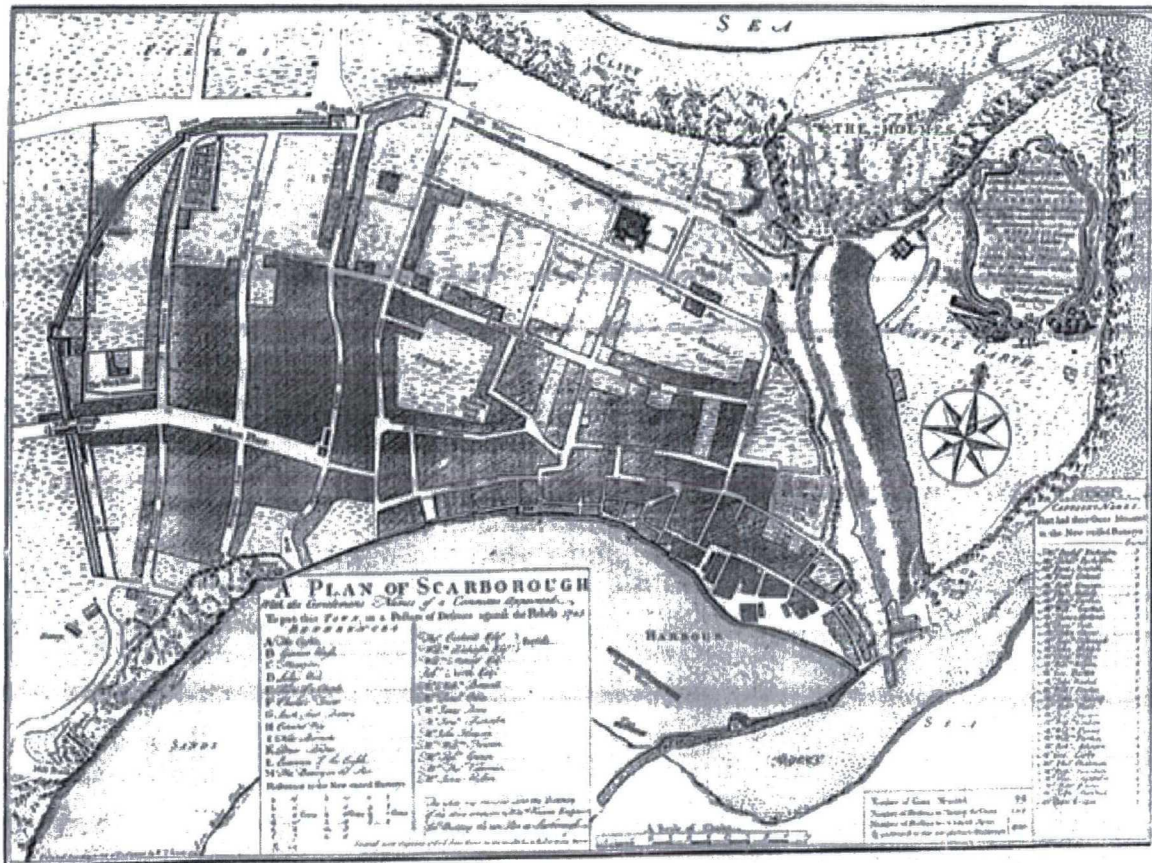


Figure 6. Vincent's plan of Scarborough, 1747.

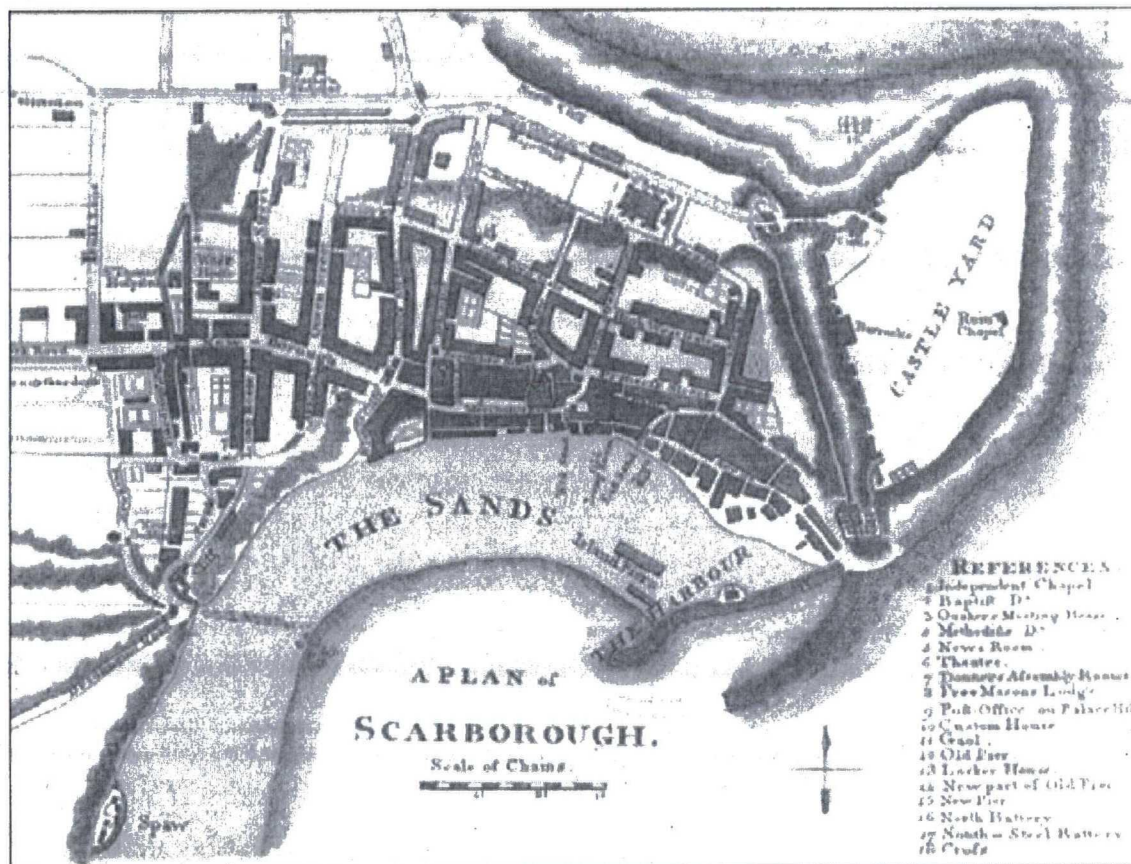


Figure 7. Hinderwells map of 1798.

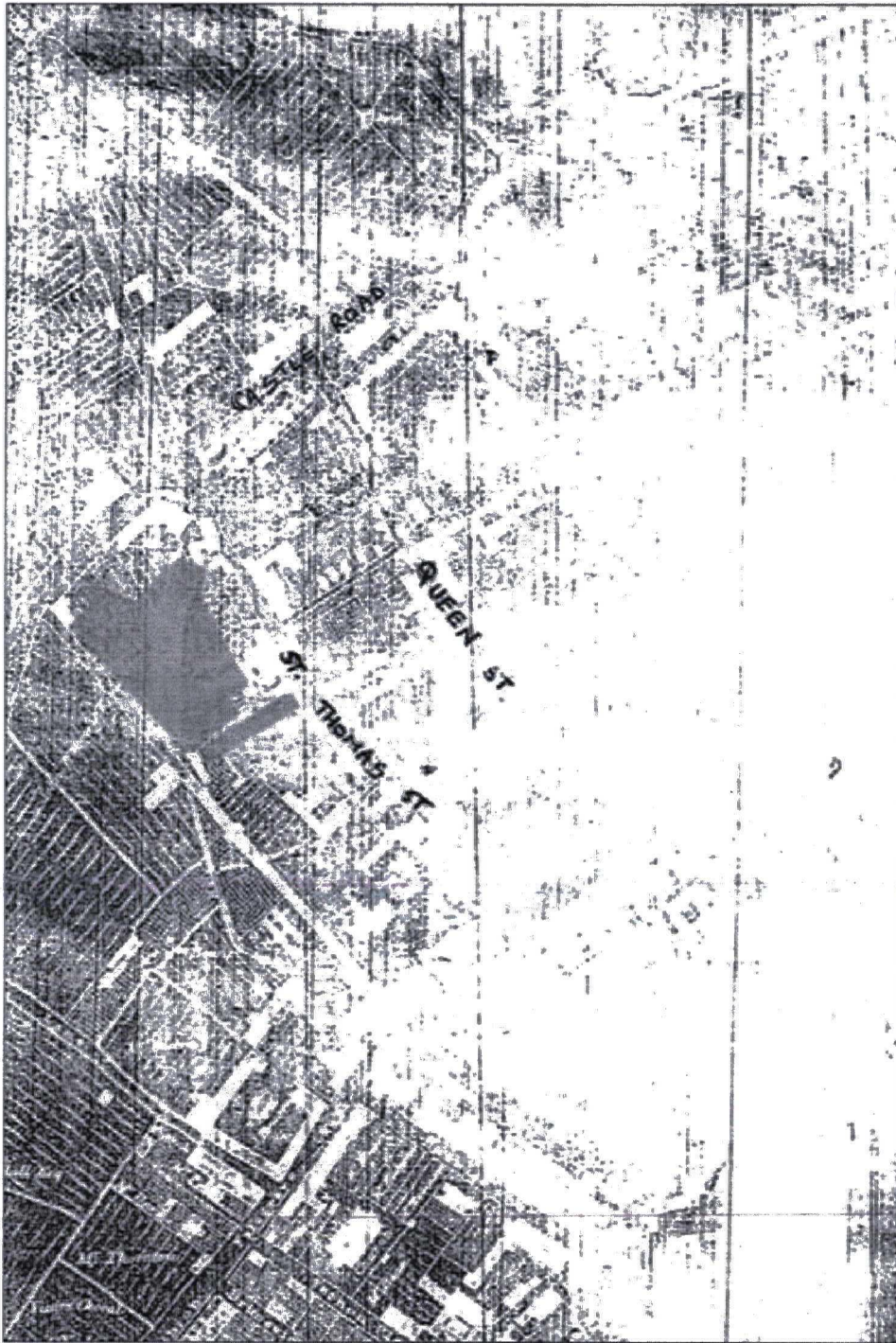


Figure 8. 1828 plan of Scarborough town. To the west of St Thomas' Street the Newborough town ditch can be seen sweeping southwards towards what is now Bar Street.



Figure 9. 1893 OS map. The sweeping street between St Thomas' Street and North Street is St Thomas' Walk. This runs over the line of Newborough ditch.



Figure 10. 1912 OS map.



Figure 11. 1929 OS map.



Figure 12. 1939 OS map

OSA08DT01 - North Street Car Park, Scarborough, North Yorkshire. A Desk-Top Archaeological Study.

5.0 Analysis of archaeological information by period.

5.1 *Early Prehistoric, (Palaeolithic to Neolithic c. 10 000 -1700 BC).*

There was no evidence of any form from these periods unearthed by the search.

5.2 *Bronze Age, (c. 1700 - 600 BC).*

Although there was no evidence from these periods unearthed by the search, the site of Castle Hill, Scarborough is known to contain evidence for late Bronze Age occupation. Under the medieval castle the remains of a promontory fort of this period have been identified (Manby, King and Vyner, 2003, p.90).

5.3 *Iron Age & Romano-British, (c. 600 BC - AD 410).*

Note: those sites closest to the development area are illustrated in Figure 8. Whilst Figure 9 shows areas of archaeological events, i.e. excavation, building survey, etc. as generated by the SMR search.

The search produced limited results for this period, within the vicinity of the site. It is generally felt that the line of Castle Road fossilises the line of the original Roman Scarborough to Malton road and remains dating to the 4th century have been discovered either side of the existing road. Work undertaken by SAAHS in 1999 revealed traces of hitherto unknown Romano-British activity preserved beneath the upcast of the medieval town rampart within 100 metres of the study area. Dating from the late 2nd to early 3rd century these remains predate the suggested late 4th century road. Clearly the understanding of Roman Scarborough is not as detailed as that of later periods but the development area can be seen to be in an area where deposits from that period have the potential to survive.

5.4 *Anglo-Saxon, (AD 410 - 1066).*

Features dating from the Saxon period were discovered close to the study area (See Fig. 8) Excavation on the Balmoral site revealed the presence of not only the Newborough defences but also the preserved remains of a potential Saxon building. A sleeper trench for a timber beam was recorded under lying a soil profile datable to 1180. Associated with this feature was a pit underlying the south wall of St Thomas' Hospital that contained bone, burnt material, and pottery providing an Anglo Saxon date. Though the remains from the Balmoral site alone are not able to tell much of this period of Scarborough's development it is clear that the area of the study contains the potential to provide clues to this elusive period in Scarborough's development.

5.5 Medieval, (AD 1066 - 1540).

As we have already seen the study area is within an area of known archaeological significance. Previous work on the Balmoral development and Chapman's Yard sites have displayed the range of archaeological features representing a wide range of periods that can be expected to be encountered in any future development. The earliest feature known to run through the site is the Damyat or Damgeth watercourse, which crosses the southern area of the site. In the northern part of the site the line of the Newborough defences of the 13th century is likely to be present. This defensive ditch crosses the site diagonally running roughly south-west to north-east, indeed Pearson ascertains that a "slight rise curving northeastwards across the public car park on the east side of North Street probably marks the continuing line of the rampart and is perpetuated beyond the car park by a short length of street, all that is left from the demolition of St. Thomas Walk" (Pearson, T. 2005, *The Archaeology of Medieval Scarborough Excavation and Research 1987 – 2004*, Scarborough Archaeological and Historical Society research report 12, pp24) The ditch itself is a large monument, both wide and deep. The angle at which it is likely to cross the car park would mean that the full width of this substantial feature could be preserved.

Moving to the southeast the most prominent feature from the medieval period is that of St Thomas' church and the associated hospital. Whilst the hospital itself has been investigated previously, work in the area has failed to pinpoint the exact location of the church itself. Its probable location is shown by finds of human burials in 1826 and 1979 and it was described in 1416 as near the Newborough gate. The location of the human inhumations indicates the distinct possibility that such remains are present within the car park area. The church was demolished in 1649 due to the level of damage it sustained during the Civil War. This and the proximity to the Newborough Bar mean that this area of town would have been the site of much activity during this turbulent time. The possibility of features deposits or finds surviving from this period are probably as high here as they are anywhere within the town.

Expanding eastwards the site lies close to the religious foundations of the various Friaries's and to the south lies the Newborough access line placing what is now North Street on a historically active thoroughfare allowing entrance to the protected Newborough of the town. Such intensively utilised zones are usually associated with increased archaeological activity.

5.6 Post Medieval, (AD 1540 onwards).

The sites location within the urban core means that it will have been witness to change and subjected to the rigours of that force for a long time. In the 18th century North Street was one of Scarborough's Rope Walks, and Chapman's Yard was the site of the Work House Yard. During the later periods of development in the history of our towns a thriving industrial environment is often present and this area is no exception. The remains of a number of commercial activities may be encountered. Vincent's map of 1747 records the establishment of a battery of 11 guns along the stretch of the Newborough defences within the study area. The construction of this artillery may be expected to have left some evidence within the study area.

The 1997 excavation by SAHS at 80 St Thomas Street found evidence of 18th/19th century clay quarrying for brick manufacture and it is likely that this activity extended into the study area. Pits of this nature have been found throughout the northern area of both the Old and New borough and their presence within the site is a distinct possibility. The 1725 map of John Cossins shows a brick kiln situated on the southern edge of the site area.

6.0 Conclusions.

Most of the data gathered for this assessment relates to major monuments that are known to survive below ground. Standing monuments for the purpose of this enquiry have not been considered as they clearly do not exist within the boundaries of the proposed development site.

This assessment of known archaeological resource within this area of modern day Scarborough has found almost no evidence of remains of Prehistoric date. The line of the Damyat is however, known to cross the site. Watercourses are areas of known foci in every period of human activity and the absence of evidence is not clear evidence of absence. The proximity of this major water source running through the site also means that stray prehistoric finds may be present.

Definite Roman material, indicative of occupation, has been found to the north of the site flanking Castle Road and evidence is emerging of hitherto unknown areas of exploitation to the east of the site. Thus the site can be seen to be in an area of as yet poorly understood Romano-British activity.

The Anglo-Saxon period is represented to the south of the site area and is again poorly understood. The presence of a beam slot however, is certainly indicative of some level of occupation. The associated pit would also imply domestic activity and the site obviously lies in an area of Saxon activity, a period that little is known of in the development of the modern town.

The medieval period saw the main growth and potentially the zenith in the expansion of this area of town with the enclosure of the Newborough in the latter part of the 12th century and the construction of the defences. By that period the North Street area was firmly within the town and was situated close to major religious institutions

At present the detailed nature of proposed development on the site has not been decided. The nature of the most recent land use of the site will have influenced the potential degree of preservation of any below ground archaeology that may be present. Of pivotal importance will be foundation depths of any development and the level of truncation caused by any cellarage, should any be present.

In conclusion, it is the author's opinion, that the site lies within an area of known archaeological importance and any development will require some level of archaeological enquiry. The study area potentially encompasses a significant stretch of the medieval town defences. No other site in Scarborough offers such an extended length of the defences and it is therefore important for the study of medieval Scarborough.

Furthermore, it would seem prudent that, given the proximity of known major monuments, any archaeological programme should be implemented at a relatively early stage. It is likely that an appropriate programme of archaeological works would include trial trenching to

determine the line of the Newborough defences and to assess the nature of usage, both internally and externally of that feature. Given the scale of the monument and current use of the site, the initial enquiry may best involve the conducting of a micro-borehole survey to help determine the presence, alignment, depth and nature of any major features. Such surveys have been used with success in York and can prove cost-effective, whilst minimising archaeological damage in the early stages of investigation.

However, following discussions with Scarborough Borough Council's Traffic and Transportation Unit, including principal highway engineers and principal transportation officers, it is apparent that the Council would not permit the physical investigative works on the land, which is wholly within their ownership, as long as it remains an operational car park. Officers have stated that the works would be too disruptive to the use of the car park during the day and would be too disruptive to nearby residences during the night.

Whilst the applicants are willing to undertake any necessary archaeological investigative work on the site, it is clearly not an option to undertake such an investigation whilst the site remains operational and in the ownership of the Council. It is therefore proposed that a detailed condition could be included, should Outline Planning Permission be granted, requiring the investigative archaeological works to be undertaken in accordance with the submitted Archaeological Methodology in advance of the submission of any Reserved Matters.

This is a method the County Archaeologist, Scarborough Borough Council as Local Planning Authority and a Planning Inspector have agreed to in previous instances, including a major outline planning application for a business park expansion in Scarborough (LPA ref: 05/01991/OL – Condition 41) and a major outline planning application for the development of 300 houses and public open space in Filey (LPA ref: 07/00547/OL – Inspector's Condition 5). Copies of these decision notices are appended to this Desk Top Study. In the case of the latter, it is clear that a Planning Inspector was satisfied that archaeology issues on a major planning application could be satisfactorily addressed in this manner when including such a condition in his decision letter. The County Archaeologist has also previously agreed to require archaeological works by condition when an applicant has not benefited from control of the site in respect of a major outline planning application for the redevelopment of Malton Livestock Market with retail and residential development submitted to Ryedale District Council in 2007 (LPA ref: 07/00813/MOUT).

It is therefore proposed that the following condition, which is more comprehensive than that used in the Scarborough Business Park application, and which is similar to that devised by the County Archaeologist for use with the Filey application, be included should Outline planning permission be granted:

The details submitted in pursuance of Condition (*insert number of R/M condition*) shall be preceded by the submission to the local planning authority for approval in writing, and subsequent implementation and completion in accordance with the approved scheme, of a written scheme of archaeological investigation to provide for:

- (a) **The proper identification and evaluation of the extent, character and significance of archaeological remains within the application area by means of (boreholing/trial trenching as appropriate); and,**
- (b) **An assessment of the impact of the proposed development on the archaeological remains.**

This shall be followed by:-

- (c) **The submission of proposals for the preservation in situ, or for the investigation, recording and recovery of archaeological remains and the analysis and publishing of the finds.**

These proposals shall be approved by the local planning authority in writing and implemented and completed before any development authorised by this permission shall commence.

As the application is submitted in Outline form, with only the means of access for detailed consideration at this stage, it is considered that this comprehensive condition will secure the undertaking of the investigative archaeological works, along with the subsequent analysis of any significant find, in advance of the submission of the first Reserved Matters, thereby ensuring that the scheme can be designed to mitigate against the loss of any significant archaeological remains which it is necessary to retain in situ.

7.0 Bibliography.

7.1 *Secondary Sources.*

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7.2 *Archives & Libraries.*

Scarborough Library

North Yorkshire County Record Office.

North Yorkshire County Council. Sites and Monuments Record.

8.0 Acknowledgements.

Thanks are due to the help of the staff of the archives and libraries consulted, along with that of Chris Hall, Conservation Officer at Scarborough Council for his input.

9.0 Appendix 1 ~ The Plates.



Plate 1. General view looking southeast.



Plate 2. View down slope to the east toward St. Thomas' Street.



Plate 3. Looking northeast from the north end of site back along the line of the Newborough ditch.



Plate 4. Slope at south end of site looking toward the area of the Newborough gate.