



Archaeological Services
University of Durham

Former GPL Coal Depot, Southgate, Pickering, North Yorkshire

archaeological evaluation interim report

on behalf of

Lidl UK GmbH

Report 2026

September 2008

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1. Summary

The project

- 1.1 This report presents the results of an archaeological evaluation conducted in advance of a proposed development at Southgate/Vivis Lane, Pickering, North Yorkshire. The works comprised the excavation of four trial trenches within the site.
- 1.2 The works were commissioned by Lidl UK GmbH, and conducted by Archaeological Services in accordance with a WSI (Written Scheme of Investigation) provided by Archaeological Services.

Results

- 1.3 Archaeological deposits relating to the post-medieval period and possibly the medieval period survive across the site. There was a concentration of post-medieval /medieval features and deposits in Trench 1, at the north end of the proposed development area. These included a large pit, post-hole, stone wall and possible boundary ditch. A large quantity of animal bone was recovered from this part of the site: this is likely to reflect industrial activity. Post-holes were also identified in Trenches 2 and 3/4.
- 1.4 19th century remains were identified in Trench 3/4, including the stone and brick walls of a mill shown on the 2nd edition Ordnance survey map.
- 1.5 Features identified in Trench 5, in the south end of the proposed development area, included a large circular clay-lined pit. The features are probably of post-medieval date and are likely to relate to the exploitation of the area for industrial purposes.

Recommendations

- 1.6 To mitigate the impact of the construction of the store building on the north part of the site, it is recommended that an archaeological area excavation is conducted covering the footprint of the store and associated ground reduction.
- 1.7 Ground reduction over the southern part of the site may reveal archaeological features, although it is anticipated that the majority of these may be preserved *in situ*. In order to mitigate against the potential impact, it is recommended that ground reduction is subject to archaeological supervision, with provision for the archaeological recording of all remains encountered.
- 1.8 The drainage scheme is not currently finalised, but is likely to comprise deeper trenches that will impact on the remains in the southern part of the site. It is recommended that a scheme of archaeological monitoring and recording will mitigate this impact. Where large areas of disturbance, through the construction of retention tanks, is anticipated, archaeological excavation in advance of construction is recommended.
- 1.9 It is recommended that these works are conducted as part of a condition on planning consent, and that a Written Scheme of Investigation is drawn up and approved by the planning authorities before works commence.

2. Project background

Location (Figure 1)

- 2.1 The site is located at the former GPL Coal Depot on Southgate, Pickering, North Yorkshire (grid reference SE 796 838). It covers an area of around 2,500 sq. m, and is bound by Southgate and Hungate to the north, Vivis Lane to the west and Pickering Beck and the former railway line to the east.

Objective

- 2.2 The objective of the evaluation was to assess the nature, extent and potential significance of any surviving archaeological features within the proposed development area, so that an informed decision may be made regarding the nature and scope of any further scheme of archaeological works that may be required in advance of development.

Methods statement

- 2.3 The works have been undertaken in accordance with a WSI provided by Archaeological Services (DS 08.405) and approved by the planning authorities.

Dates

- 2.4 Fieldwork was undertaken between 27th August and 2nd September 2008. This report was prepared between 2nd and 5th September 2008.

Personnel

- 2.5 Fieldwork was conducted by Matt Claydon, Mark Randerson, Richie Villis and supervised by David Graham. This report was prepared by David Graham, with illustrations by David Graham and Edward Davies. Artefact assessment was conducted by Jennifer Jones. The Project Manager was Daniel Still.

Archive/OASIS

- 2.6 The site code is **VLP08**, for **Vivis Lane Pickering 2008**. The archive is currently held by Archaeological Services and will be archived and transferred adhering to North Yorkshire policy in due course. Archaeological Services is registered with the **Online Access to the Index of archaeological investigationS** project (OASIS). The OASIS ID number for this project is **archaeol3-47919**.

3. Landuse, topography and geology

Landuse

- 3.1 At the time of the evaluation, the site was a disused coal depot, covered in scrub vegetation and hard surfaces, with a brick building in the north-west corner.

Topography

- 3.2 Pickering sits on the northern edge of an extensive low plain, the Vale of Pickering, with the land rising steeply towards the North York Moors to the north. Until it was drained for agriculture, the Vale of Pickering was boggy and subject to flooding. Therefore, most settlements, including Pickering, are situated along the edge of this plain, and the main east-west route runs through these settlements. A river, Pickering Beck, flows southwards from the moors to Pickering through a deeply-cut glacial overflow channel; its valley forms the main north-south route to Whitby.
- 3.3 The proposed development area itself is sited on the southern side of the town next to Pickering Beck, at the point where it spills out of its valley into the plain at a mean elevation of approximately 30m aOD. This beck is renowned for rising rapidly following rainfall and still occasionally floods. The site therefore would not be favoured for historic settlement, except by buildings for which a streamside setting was essential, such as watermills.

Geology and soils

- 3.4 The solid geology under the proposed development area is Jurassic Upper Kimmeridge Clay although this is overlain by glacial deposits. Slightly to the north this changes to the Corallian Limestone, which has been extensively quarried to form the building stone for most of the older buildings in the town.

4. Historical and archaeological background

The prehistoric period (up to AD 70)

- 4.1 The area around Pickering is rich in prehistoric remains. Kirkdale Cave near Kirby Moorside has produced animal remains dating from the last interglacial period and is the only known site of this period in northern England. Star Carr, near Seamer is the site of an important Mesolithic settlement. The North York Moors contain numerous archaeological remains spanning the whole prehistoric period.
- 4.2 A Neolithic stone axe (MNY 3336) and a cup and ring marked stone (MNY 25448) have been recovered from the town although both are unprovenanced. The cup and ring marked stone is thought to have been brought from Ilkley Moor and is not local.
- 4.3 There is no direct evidence of prehistoric activity in the proposed development area but the evidence that the surrounding area was exploited in prehistory indicates that a resource relating to this exploitation may survive within the proposed development area.

The Roman period (AD 70 to 5th century)

- 4.4 A Roman road runs northwards from Malton to the Whitby area, passing to the west of Pickering. There are Roman forts and camps at Cawthorn, around 6km north-northwest of Pickering and a Roman site at Sinnington, 5km to the west-northwest. No Roman remains are known from Pickering itself.

The medieval period (5th century to 1540)

- 4.5 Although tradition, dating back to at least the 16th century, claims that Pickering was founded by a Brigantian king, Peredurus, in 270BC (Home 1905, 48-50), there is no evidence to support this myth. Modern research derives the name from the Anglo-Saxon personal name ‘Picer’ with the suffix ‘ingas’ (settlement of the people of), *i.e.* settlement of Picer’s people (Smith 1928, 85). This appears to date the settlement to Anglo-Saxon times, although the only remains from this period yet discovered here are a fragment of a possible pre-Conquest cross shaft in the church (Home 1905, 88) and a trefoil brooch of around 900AD found in the town (Tyler 1979).
- 4.6 Many of the streets in Pickering have the Scandinavian suffix ‘gate’ meaning street *e.g.* Burgate, Willowgate, Eastgate and Westgate (but not Southgate, which is a 20th century invention to rename the earlier Muck Lane). This suggests significant Norse settlement during the 10th and 11th centuries.
- 4.7 The Domesday Book records that in 1066 the Manor of Pickering was held by Morcar, brother of Edwin, Earl of Mercia. Morcar fought alongside King Harold during the abortive invasion by Harold Hardrada, King of Norway, but surrendered to William the Conqueror following the Battle of Hastings later that year, and was allowed to keep his properties. However, following William’s imposition of new taxes, he joined the general rising of the northern counties in 1069, and fled to Scotland when William marched north (Rushton 2003, 34-6).
- 4.8 William exacted terrible revenge on the rebellious northern counties in the winter of 1069-70, destroying farms and villages to break the resistance of the people and impose his rule by force, in an action known as ‘The Harrying of the North’ (*ibid.*). The result of this can be seen in the Domesday account for Pickering. Whereas in 1066 Pickering contained 37 carucates of land with 20 ploughs, valued at £88, by 1086 this had been reduced to just one plough and valued at just £1. O. 4. (Home 1905, 90-1).
- 4.9 Morcar’s estates, including Pickering, were seized by William. He built the castle, originally of motte and bailey type, either during this campaign or soon after. It was rebuilt in stone between 1180 and 1236. The castle remained in royal hands until 1267 when it was conferred with the title Earl of Lancaster on Edmund Crouchback, younger son of Henry III. It reverted to the crown again in 1322, following the execution for treason of Edmund’s son Thomas but was reinstated to the Earls of Lancaster in 1326, becoming part of the Duchy of Lancaster when that title was created in 1351. Upon the elevation of the House of Lancaster to the throne in 1399 the Duchy reverted to the Crown and Pickering became a royal castle once again (English Heritage n.d.).
- 4.10 The primary function of Pickering Castle was to administer the Forest of Pickering, a royal hunting estate founded by Henry I, which originally stretched from the walls of York to the coast (Rushton 2003, 46). Records show that most of the medieval kings stayed at Pickering Castle at some time during their reigns (MacNab 1999).

- 4.11 There is a second motte on Beacon Hill to the west of Pickering Beck. No contemporary documentary records survive for this structure, although it is thought to have been constructed to assist in an unrecorded siege of the main castle sometime during the civil war that characterized the reign of Stephen between 1135 and 1154 (English Heritage n.d.). A medieval hospital dedicated to St Nicholas is recorded at Keld Head, northwest of the town from at least 1301, when it was mentioned in the Lay Subsidy Roll. The date of its dissolution is unknown. The Castle, Beacon Hill Motte and St Nicholas Hospital are all scheduled monuments.
- 4.12 Pickering is recorded as a *vill* in documents throughout the 12th century but had acquired borough status by the early 13th century as several court records of 1206 mention *burgesses* (Tyler 1979). The town flourished during the medieval period due to patronage from royalty visiting the castle. A medieval coin (MNY 23664) has been recovered as a stray find from the town.
- 4.13 Potter Hill, with a reference to a pottery, is first documented in 1377/8 and 'Burghgate' (Burgate) is documented in 1438 (Tyler 1979, 8). A survey of 1476 records 63 burgesses and identifies the streets of Stanbrig (Bridge Street) Eastgate, Hungate, Smithy (modern Smiddy) Hill, Birdgate, Willowgate, Hallgarth, Muck Lane (modern Southgate) and Bakehouse Lane (modern Park Street) (*ibid.*). This therefore defines the area of the medieval town. To the east of the beck it consisted of north-south aligned streets between the castle and church and the east-west aligned streets of Market Place / Birdgate and Hungate / Eastgate, while west of the beck were Potter Hill and Westgate. They were connected by a stone bridge (Stanbrig) on the site of the current Bridge Street (MNY 23522). One of the arches of this bridge survived until the 19th century (Branse-Instone 2002). Although a road (Muck Lane, the modern Southgate) connected Hungate and Eastgate, there is no documentary evidence for settlement along this lane at this time. It is unlikely that there were two bridges in close proximity at this time, so the beck is likely to have been crossed via a periodically impassable ford here.

The post-medieval period (1541 to 1899)

- 4.14 The fortunes of the town declined in the 16th and 17th centuries and a rental of 1619-21 records all but one of the burgage plots as consisting of just cottages (Tyler 1979). Around the middle of the 16th century, Leland visited Pickering and wrote 'The toune of Pykering is large but not welle compact together. The greatest part of it with the paroch church and the castel is on the South Est part of the broke renning thorough the toune, and standith on a great slaty hille. The other part of the toun is not so bigge as this; the brook rennith bytwixt them that sumtyme regith, but it suagith shortly again: and a mile beneath the toun goith into Costey' [the Costa]. After describing the church and castle, he then added 'In the other part of the toun of Pykering passing over brook by a stone bridg of v arches I saw two things to be noted, the ruines of a Manor Place, called Bruses-Haul and a Manor Place of the Lascelles at Keld Head' (Home 1905, 150-1). The de Brus family held a manor in Pickering until forfeiting their lands in England following Scotland's wars of independence. Home (*ibid.*) identifies their Hall ('Bruses Haul') as being '...in a field to the

west of Potter Hill where hollows and uneven places in the grass indicate the positions of buildings' (*ibid.* 154).

- 4.15 The fortunes of the town revived during the late 17th and 18th centuries due to the development of the linen industry. A survey of 1680 mentions linen weavers, fullers and a tenter garth, together with 195 houses and nine shops. During the 18th century, a paper making industry also developed, with a paper mill being present at Viver's Mill to the south of the proposed development area (Tyler *ibid.*).
- 4.16 The tithe map of 1839 is the earliest accurate depiction of Pickering. This shows most of the town to lie east of Pickering Beck, along the east-west aligned streets of Eastgate / Hungate and Market Place / Birdgate / Smithy (now Smiddy) Hill, together with the north-south aligned Burgate and Bakehouse Lane (now known as Park Street). West of the beck, most of the buildings lie along Westgate and Potter Hill. A lane (the modern Southgate, not named on this map) is present connecting Westgate with Hungate, although it contains only a few scattered buildings rather than the terraces typical of the streets on either side.
- 4.17 This lane appears to cross Pickering Beck by a ford, with a small footbridge, only half as wide as the road, to its north. However, the map is not very clear on this point, as the streams are not clearly distinguished from the roads and comparison has to be made with later maps as well (see below). The Beck forms much of the eastern boundary of the proposed development area. Another stream forms the western side. This is particularly unclear on the map, as it appears to be a road branching off Southgate at its northern end and a stream joining the main beck at its southern end. Only by comparison with later maps can it be seen that the stream is culverted under Southgate. Its course north of here is not shown. Since a mill was present along its course (see below) it is likely to be a mill race coming off the main beck somewhere in the Potter Hill area, and may have been culverted as far as the southern side of Southgate. A second mill race is present to the east of the proposed development area, flowing from just south of the ford to rejoin the main beck slightly south of the proposed development area.
- 4.18 One structure is present within the proposed development area; a long, thin building orientated north-south in the northwest corner. Another smaller building is present close to the ford over the main beck, although this would lie outside the proposed development area. No indication is given on the plan about what these buildings were used for.
- 4.19 In 1840 a proposal was brought forward for a railway from Scarborough to York, via Pickering, where it would connect with the existing Whitby to Pickering line (this had been opened in 1835 and is present on the tithe map, to the north of the proposed development area). Plans for the proposal, held by North Yorkshire County Records Office (ref. QDP(M)31) include a large-scale map of Pickering with the proposed new line marked, and forming the eastern edge of the current proposed development area. The map is almost identical to the tithe map and is obviously a copy. Some minor changes are

visible in the shape of buildings etc. although these may be copying errors. The map does show the ford and footbridge over Pickering Beck more clearly than the tithe plan, although the mill race to the west is still undifferentiated from the road at Southgate.

- 4.20 The first edition Ordnance Survey map of 1859 (not illustrated for copyright reasons) shows the situation after the railway had been built. This crosses the beck to the east of the proposed development area and has a siding to its west. The ford and footbridge to the east of the proposed development area have been replaced by the current larger road bridge. The mill race to the west is shown as emerging from a culvert on the south side of Southgate (this road is given its former name of Muck Lane on this map), and is not shown to the north of the road. The proposed development area is split into two plots; a rectangular area in the north with a small building in its northwest corner, and a triangular area in the south with a long, thin north-south aligned building described as a 'bone mill' in it. The former can be identified on later maps as the coal yard and buildings still present on the site; the latter is similar in size, shape and orientation to the building on the earlier tithe map but is slightly further south. Either the tithe map is inaccurate or it is a separate building.
- 4.21 In 1873 a proposal was brought forward for a new branch railway from Pickering to Seamer. This would branch off the existing Pickering to Scarborough line just south of Pickering and run along the southern edge of the moors. The town itself would be unaffected but plans for the proposal, held by North Yorkshire County Records Office (ref. QDP(M)192) include a small-scale map of Pickering at the edge of the affected area. This shows a situation similar to that on the first edition Ordnance Survey map, although the bone mill is not shown. However, the level of accuracy of this small scale plan is unknown.
- 4.22 The second edition Ordnance Survey map of 1890 shows a number of changes. The railway is unchanged around the proposed development area although there are new engine sheds, turntables and other buildings across the beck to the east. The mill race to the west of the proposed development area is no longer shown, and a walk, named as Vivis Walk, is shown in its place. This suggests the mill race had been filled in by this date.
- 4.23 The northern plot of land within the proposed development area is now named as a coal depot. The buildings in its northwest corner are unaltered. To the south, the mill is still shown, although it is now named as the Railway Mill (Corn) and lies on the edge of a second coal depot. This had railway sidings on its northern and eastern sides, accessed via a turntable off the main railway sidings. Since the mill race has been removed, the mill may by now be powered by a coal-fired steam engine.

The modern period (1900 to present)

- 4.24 The third edition Ordnance Survey map of 1912 shows slight changes to the building in the northern coal depot, although the southern one (including the Railway Mill) appears unaltered. Outside of the proposed development area,

the eastern mill race has been removed and the gas works has been constructed to the south.

- 4.25 One of the railway sidings in the proposed development area has been shortened by the time of the fourth edition of 1928, but otherwise the site is unaltered. The fields to the west of the proposed development area are beginning to be developed and Muck Lane has changed its name to Southgate.
- 4.26 Later editions (not illustrated) show little change until 1969, when the railway is marked as being closed. However, all the buildings and other infrastructure are still present. By the 1979 edition the railway has been removed and the coal depots combined into a single plot, with the buildings on the southern depot (including the Railway Mill) having been removed. Some new hoppers are marked in the centre of the combined depot.

Previous archaeological works

- 4.27 A desktop assessment has been carried out for an earlier proposal that partly covered the proposed development area (MacNab 1999). There have been a number of cases of archaeological monitoring in the town (MAP 2004; 2005; Onsite 2003; Fern 2007; Ed Dennison 2007). Apart from a post-medieval building foundation found during monitoring at the library (Onsite 2003), none of these have identified significant archaeological remains.

The buildings

- 4.28 One building is currently present on the proposed development area. This is the former office of the coal depot, in the northwest corner of the site. It is a red brick structure of two storeys, with a slate roof and is of mid-19th century date. The tithe map of 1839 shows a possible earlier structure in the same location.

5. The evaluation trenches

Introduction

- 5.1 Four trenches were located over the proposed development area (Figure 2). Context data and stratigraphic matrices for the trenches are provided in Appendix 1 and 2 respectively.

Trench 1 (Figure 3)

- 5.2 Situated at the north end of the proposed development area this trench [10m by 1.5m] was aligned north-south (Figure 4).
- 5.3 Three postholes were identified at the north end of the trench [F49], [F51] and [F53] cutting into the underlying natural clay [6]. These were filled by grey silty clay deposits [48], [50] and [52] respectively.
- 5.4 At the south end of the trench a large shallow pit [F42] was identified (Figure 5). Within this cut was a further circular pit [F43] at its northern end. This was filled by a dark brown-black deposit [44]. An upper fill [20] covered this

deposit and spread over and filled the larger feature [F43]. A dark-brown silty clay layer [56] overlay [20].

- 5.5 A stone wall [F19] was identified within a construction cut [F54] at the south end of the trench (Figure 6). The construction cut was filled by a light grey-brown silty clay [55]. The stones forming the wall were bonded by a grey silty-sand.
- 5.6 Running across the centre of the trench on an east-west alignment the possible butt-end of a ditch or part of a rectangular pit was identified [F18]. An organic dark brown-black deposit [17] formed the lower fill of this feature. An upper fill [16] contained animal bone and post-medieval pottery.
- 5.7 A layer of black silty-clay soil [5] covered the area. This deposit contained a large quantity of animal bone. Layer [5] had been compacted by the overlying demolition and hardcore layers. A mixed layer of sand, clay and stone [4] directly overlay [5]. This was overlain by a layer of stone levelling material [3]. Hardcore [2] overlay this and formed the foundation to the upper layer of tarmac [1].

Trench 2 (Figure 3)

- 5.8 This trench [10m by 1.5m] was located to the south of Trench 1. Post-holes and 19th century-modern deposits were found (Figure 7).
- 5.9 Five post-holes were identified in the west half of the trench: [F58; F60; F62; F64; F66]. These were filled by silty-sand deposits [57; 59; 61; 63; 65] respectively. Post-holes [F58] and [F60] were sampled. Post-holes [F58; F62; F64; F66] were clustered close together and may have formed part of a structure or alignment of posts. These were cut into the underlying orange silty-sand natural [77].
- 5.10 In the eastern half of the trench a dark brown alluvial layer was identified [71] overlying the natural [77]. This was overlain at the far east end of the trench by a layer of lime [72] which in turn was overlaid by a layer of compact yellow-brown sand [73]. These layers may represent deliberate deposition of material to build up the ground area towards the stream. However, they may also represent demolition and spreading of deposits. A layer of stone and silt [76] overlay these deposits. A linear feature [F70] cut through [76] and [71]. Within this cut large wood timbers [69], probably reused railway sleepers were identified. It is possible these were placed to stabilise the ground in this area.
- 5.11 A brick wall feature [F68], a possible cellar, was identified at the far west end of the trench. This was filled by rubble [67].
- 5.12 A layer of hardcore [75] covered the area and formed the foundation to the tarmac surface layer [74].

Trench 3/4 (Figure 3)

- 5.13 This L-shaped trench [10m and 8m long by 1.5m wide] was located to sample the known location of a 19th century mill. The large number of probable 19th century features identified in this trench indicates considerable disturbance over this area (Figures 8 & 9). However, two sherds of post-medieval pottery were recovered from this trench. One sherd was unstratified and the other was recovered from a feature.
- 5.14 The underlying natural of orange-brown alluvial silty-sand [36] was overlain by another alluvial deposit, an olive-brown silty-sand [35], which was identified in the north end of the trench.
- 5.15 An oval pit [F38] was identified cutting into the natural [36]. This was filled by an orange silty-sand [37]. A sherd of medieval pottery was recovered from this deposit.
- 5.16 A dark brown-black silty-sand layer [47], possibly resulting from 19th century disturbance of the underlying natural, overlay these deposits.
- 5.17 In the north end of the trench a small deposit of coal dust mixed with silt and including some large cobble-like stones [32] was identified. This lay to the north side of a substantial east-west aligned sandstone block wall [F31]. An upper course of this wall was of brick. A square brick structure [F27] was identified built into the south side of this wall. It was filled by a deposit of mixed silt and brick fragments [28]. The structure [F27] was set within a cut [F30] which was filled by a light brown silt [29].
- 5.18 To the north of wall [F31] another square brick structure was identified [F33]. This was filled by a deposit of coal dust material [34].
- 5.19 To the south of the wall [F31] an iron pipe [F39] and a probable service pipe trench [F41; filled by a mixed mortar brick fragment and silt deposit 40], both aligned east-west, were found. To the south of these features a substantial square foundation of mortared brick and slate [F26] was identified. These features were all overlain by a layer of rubble [45], probably the demolition material and subsequent levelling of the buildings previously in the area.
- 5.20 In the west end of the trench two walls, both aligned north-south, were identified [F23; F24]. Both were of similar construction to [F31] – with a sandstone block base and brick upper course. The wall [F23] was much more substantial at 1.1m thick compared to [F24] and [F31]. These three features probably formed part of the mill structure as seen on the 2nd edition Ordnance Survey map. A sandstone slab [F25] and brick structure [F46] (identified in the trench section) were found to the east of wall [F23] and [F24].
- 5.21 A layer of hardcore [22] and tarmac [21] overlay the whole area.

Trench 5 (Figure 3)

- 5.22 This trench [10m by 1.5m] was located to sample the south end of the proposed development area. It was aligned north-south. Two features were found (Figure 10).
- 5.23 An underlying orange-brown silty-sand alluvial natural layer [13] was identified at the north end of the trench. This was overlain by another alluvial deposit of olive green-brown silty-sand [10].
- 5.24 A sub-circular shaped pit [F15] was identified at the north end of the trench cutting into the underlying natural [13]. It was filled by a grey-brown silty-sand [14]. Animal bone, including a horn core, was recovered from this deposit.
- 5.25 A large clay lined pit [F11] was identified at the south end of the trench set within the underlying natural [10]. The pit was filled by a grey-green silty sand [12] (Figure 11). Animal bone was recovered from this deposit. It is likely that [F11] functioned as a liquid storage involved in some form of industrial process.
- 5.26 A dark brown-black silty loam layer mixed with mortar and brick fragments [9] overlay these deposits. Hardcore [8] and tarmac [7] covered the area.

6. The finds

Pottery assessment

- 6.1 A total of 26 stratified sherds came from contexts [5], [16], [19], [20] and [37], along with a further three unstratified pieces. Most were post medieval to early modern in date, with one sherd from context [5] possibly dating to the late medieval period. Wares included stoneware, creamware, black and brown glazed redware and transfer printed white ware.

Recommendations

- 6.2 Further study of the assemblage by relevant specialists is recommended, to refine and resolve identifications and to provide closer dating evidence for site contexts. All the sherds should be incorporated into any larger pottery assemblage recovered during further works at the site.

Animal bone assessment

- 6.3 A total of 182 animal bones came from contexts [2], [5], [14], [16], [17], [20], [50] and [52]. The bone was mostly in a very good state of preservation. Bones of cattle, horse, sheep/goat and dog were represented. The largest part of the assemblage (86 bones) consisted of sheep/goat metatarsal and metacarpal bones.

Recommendations

- 6.4 Further study of the assemblage is recommended, to confirm and expand species identifications, and to look for evidence of industrial and butchery

practice. All the bone should be incorporated into any larger assemblage recovered during further works at the site.

Clay pipe assessment

- 6.5 Two undecorated pipe stem fragments came from context [5], and one from context [20]. One pipe bowl was found unstratified, and a further bowl came from context [20]. These were undecorated, but their shape suggests an 18th or 19th century date.

Recommendations

- 6.6 No further work on these is recommended, unless as part of a larger assemblage of material recovered from further excavation works on the site.

Building materials assessment

- 6.7 One partial, mould-made brick and part of a pantile came from context [16]. These are post medieval in date.

Recommendations

- 6.8 No further work on these is recommended, unless as part of a larger assemblage of material recovered from further excavation works on the site.

Iron objects assessment

- 6.9 Two thick, corroded fragments of iron pipe or fitting were recovered from context [16].

Recommendations

- 6.10 No further work on these is recommended, unless as part of a larger assemblage of material recovered from further excavation works on the site.

7. The environmental evidence

Introduction

- 7.1 Eleven features were sampled for palaeoenvironmental assessment. Assessment of these samples has not been possible in time for this report, and will be completed for the full assessment report.

8. The potential archaeological resource

- 8.1 Archaeological deposits relating to the post-medieval period and possibly the medieval period survive across the site.
- 8.2 There was a concentration of post-medieval /medieval features and deposits in Trench 1, at the north end of the proposed development area. These included a large pit, post-hole, stone wall and possible boundary ditch. A large quantity of animal bone was recovered from this part of the site: this is likely to reflect industrial activity. Post-holes were also identified in Trenches 2 and 3/4.

- 8.3 19th century remains were identified in Trench 3/4, including the stone and brick walls of a mill shown on the 2nd edition Ordnance survey map.
- 8.4 Features identified in Trench 5, in the south end of the proposed development area, included a large circular clay-lined pit. The features are probably of post-medieval date and are likely to relate to the exploitation of the area for industrial purposes.

9. Impact assessment

- 9.1 The archaeological resource has the potential to be impacted upon through groundworks associated with the development, including piling, ground reduction, drainage and services.

10. Recommendations

- 10.1 To mitigate the impact of the construction of the store building on the archaeological resource it is recommended that a full archaeological area excavation covering the footprint of the proposed store and associated structures is carried out.
- 10.2 Archaeological monitoring is recommended for the south of the proposed development area where drainage work and ground reduction is to be carried out.

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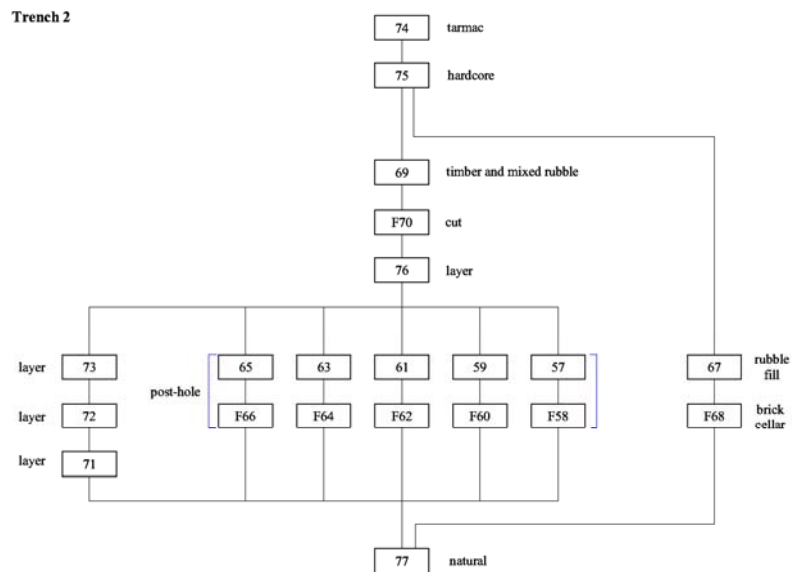
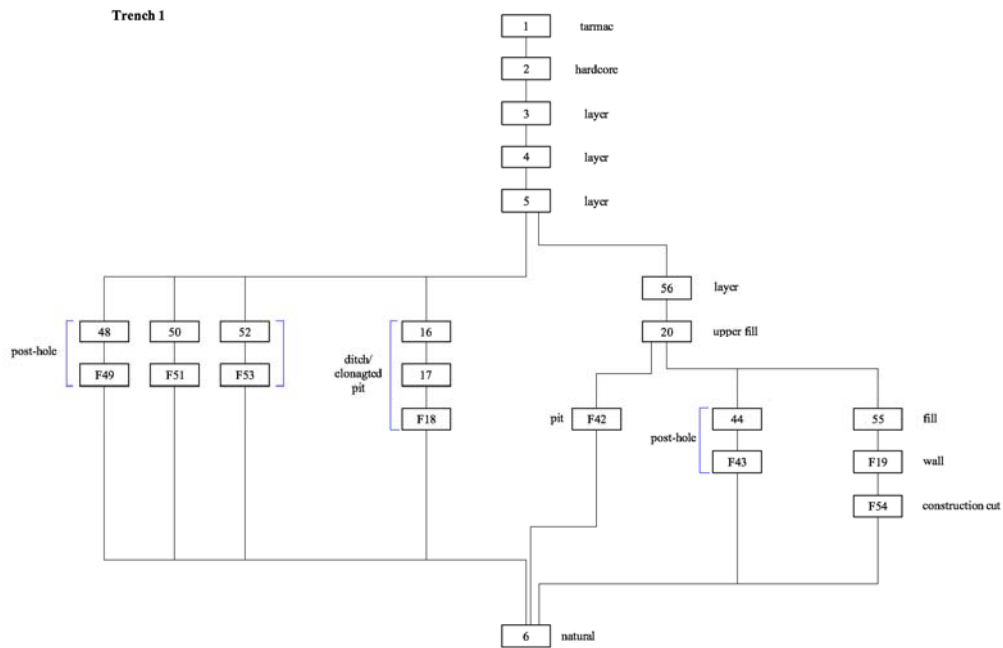
Appendix 1: Context data

Summary list of contexts. The • symbols in the columns at the right indicate the presence of finds of the following types: P pottery, B bone, M metals, F flint, S slag, O other materials.

No	Description	P	B	M	F	S	O
1	Tarmac (Trench 1)						
2	Hardcore (Trench 1)						
3	Sharp sand and stone layer (Trench 1)						
4	Rubble and concrete layer (Trench 1)						
5	Black clay silt layer (Trench 1)	•	•				
6	Natural boulder clay (Trench 1)						
7	Tarmac (Trench 5)						
8	Hardcore (Trench 5)						
9	Black loam layer (Trench 5)						
10	Olive green silt sand layer (Trench 5)						
F11	Circular clay feature (Trench 5)						
12	Grey-green silty sand fill of F11 (Trench 5)		•				
13	Orange silty sand alluvium (Trench 5)						
14	Fill of pit F15 (Trench 5)		•				
F15	Cut of pit (Trench 5)						
16	Upper fill of boundary ditch/elongated pit F18 (Trench 5)	•	•	•			
17	Lower organic fill of F18 (Trench 5)						
F18	Cut of boundary ditch/elongated pit (Trench 5)						
F19	Stone wall (Trench 1)	•					
20	Upper fill of F42 and F43 (Trench 1)	•					
21	Tarmac (Trench 3/4)						
22	Hardcore (Trench 3/4)						
F23	Wall – sandstone blocks and brick (Trench 3/4)						
F24	Wall – sandstone blocks and brick (Trench 3/4)						
F25	Sandstone slab (Trench 3/4)						
F26	Brick/mortar and slate square foundation (Trench 3/4)						
F27	Square brick built structure (Trench 3/4)						
28	Fill inside F27 (Trench 3/4)						
29	Fill of cut for F27 (Trench 3/4)						
F30	Cut for f27 (Trench 3/4)						
F31	Wall - sandstone block and brick (Trench 3/4)						
32	Coal dust and cobble deposit (Trench 3/4)						
F33	Square brick built structure (Trench 3/4)						
34	Coal dust fill of F33 (Trench 3/4)						
35	Olive-green silty-sand layer (Trench 3/4)						
36	Orange brown silty-sand layer (Trench 3/4)						
37	Orange silty-sand fill of pit F38 (Trench 3/4)	•					
F38	Cut of pit (Trench 3/4)						
F39	Iron pipe (Trench 3/4)						
40	Fill of service trench F41 (Trench 3/4)						
F41	Cut of service feature (Trench 3/4)						
F42	Large shallow pit cut (Trench 1)						
F43	Cut of post-hole (Trench 1)						
44	Fill of post-hole F43 (Trench 1)						
45	Rubble layer (Trench 3/4)						
F46	Brick wall/feature (Trench 3/4)						
47	Layer of brown black silt-sand (Trench 3/4)						
48	Fill of post-hole F49 (Trench 1)						
F49	Cut of post-hole (Trench 1)						
50	Fill of post-hole F51 (Trench 1)						
F51	Cut of post-hole (Trench 1)						

No	Description	P	B	M	F	S	O
52	Fill of post-hole F53 (Trench 1)						
F53	Cut of post-hole (Trench 1)						
F54	Construction cut of wall F19 (Trench 1)						
55	Fill of F54 (Trench 1)						
56	Layer over F42 and F43 (Trench 1)						
57	Fill of post-hole F58 (Trench 2)						
F58	Cut of post-hole (Trench 2)						
59	Fill of post-hole F60 (Trench 2)						
F60	Cut of post-hole (Trench 2)						
61	Fill of post-hole F62 (Trench 2)						
F62	Cut of post-hole (Trench 2)						
63	Fill of post-hole F64 (Trench 2)						
F64	Cut of post-hole (Trench 2)						
65	Fill of post-hole (Trench 2)						
F66	Cut of post-hole (Trench 2)						
67	Modern rubble fill of brick structure F68 (Trench 2)						
F68	Brick wall/cellar structure (Trench 2)						
69	Deposit of rubble and wood timbers – railway sleepers (Trench 2)						
F70	Cut for railway sleepers (Trench 2)						
71	Grey-brown alluvial deposit (Trench 2)						
72	White lime/chalk layer (Trench 2)						
73	Yellow compact sand (Trench 2)						
74	Tarmac (Trench 2)						
75	Hardcore (Trench 2)						
76	Stone and silt layer (Trench 2)						
77	Orange-brown silty-sand (Trench 2)						

Appendix 2: Stratigraphic matrices



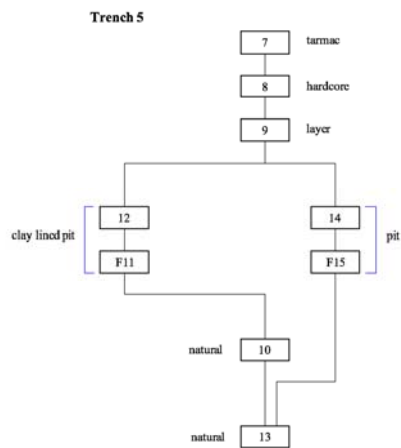
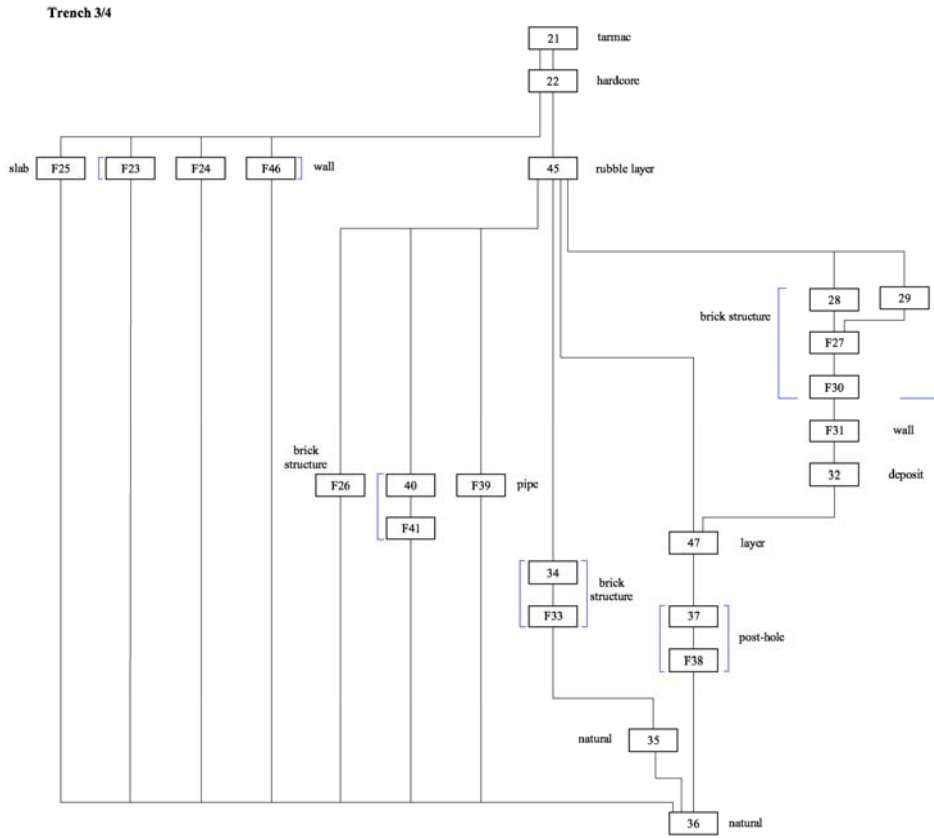




Figure 4
Trench 1 pre-excavation area
shot – looking south

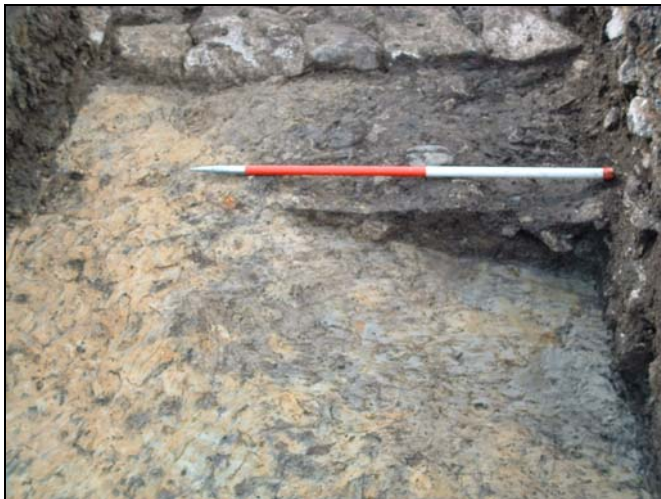


Figure 5
Trench 1 F42 large shallow pit
filled by 20 – looking south



Figure 6
Trench 1 wall F19 looking
north



Figure 7
Trench 2 pre-excitation area
shot – looking east



Figure 8
Trench 3/4 – looking east



Figure 9
Trench 3/4 looking north



Figure 10
Trench 5 pre-excavation
area shot – looking north



Figure 11
Trench 5 F11 - looking west