



Archaeological Services
University of Durham

Land off Welham Road, Norton, North Yorkshire

archaeological evaluation

on behalf of

Lidl UK GmbH

Report 2158

March 2009

Archaeological Services

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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 on land to the west of Welham Road, Norton, North Yorkshire. The works comprised the excavation of four trial trenches.
- 1.2 The works were commissioned by Lidl UK GmbH, and conducted by Archaeological Services.

Results

- 1.3 All four trenches revealed alluvial deposits from the River Derwent. These layers had been truncated during the early 20th century, and the area used as a refuse dump. A series of yard surfaces lay above these dump deposits.

Recommendations

- 1.4 No further archaeological work is required in relation to this project.

2. Project background

Location (Figure 1)

- 2.1 The site is located on the west side of Welham Road, Norton, North Yorkshire (NGR: NZ 47905 47134). The site is 0.54ha in size, and is bounded by Welham Road to the east, a railway line to the north, and residential areas to the south. A pumping station marks the west boundary, with open fields beyond.

Development proposal

- 2.2 It is proposed to demolish the current buildings on the site. These would be replaced with a new garage to the northeast, a supermarket to the southwest, and car parking facilities over the remaining area.

Objective

- 2.3 The objective of the evaluation programme 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

- 2.4 The works have been undertaken in accordance with a WSI (written scheme of investigation) provided by Archaeological Services (ref. DS 09.72 revised) and approved by the North Yorkshire County Council Development Control Officer. This scheme was altered slightly due to the conditions encountered on the site.

Dates

- 2.5 Fieldwork was undertaken between the 3rd and the 5th of March 2009. This report was prepared between the 6th and the 10th of March 2009.

Personnel

- 2.6 Fieldwork was conducted by Mark Randerson and Dr. David Webster. This report was prepared by Mark Randerson, with illustrations by David Graham. Finds analysis was conducted by Jennifer Jones. The Project Manager was Daniel Still.

Archive/OASIS

- 2.7 The site code is **NWR09**, for Norton **Welham Road 2009**. The archive is currently held by Archaeological Services and will be transferred to the Yorkshire Museum 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 **archaeol3-56550**.

3. Landuse, topography and geology

Landuse

- 3.1 At the time of the archaeological evaluation, the proposed development area was occupied by a garage and engineering workshop, a car wash, and other industrial buildings. Areas of hard standing and concrete slab used as car parks lay between these buildings.

Site situation

- 3.2 The site is on the west side of Welham Road, south of the York to Scarborough railway line. An area of open fields stands to the west of the site, with the town of Norton extending to the east and south. The River Derwent and the town of Malton lie further to the north, and the bridge over the Derwent is situated immediately northeast of the site. The site slopes gently downwards from the northeast to the southwest, with a mean elevation of roughly 18.4m OD.

Geology and soils

- 3.3 The solid geology of the area is of Upper Jurassic Amphill and Kimmeridge clays, overlain by lacustrine clays, silts and sands. The drift geology consists of sand and gravel.

4. Historical and archaeological background

- 4.1 The history of the site, and the development of the Norton and Malton district have been covered in a previous desk-based assessment, conducted in advance of the proposed development (Archaeological Services 2008, 3-8). A brief summary of this information is provided below

The prehistoric and Roman periods (up to 5th Century)

- 4.2 There is evidence of scattered activity across the surrounding area throughout the Neolithic and Bronze Ages. However, it is not until the establishment of settlement on the north bank of the River Derwent during the Iron Age that this activity becomes more definite. In the 1st century AD a Roman marching camp was established near to this settlement. This camp developed into a permanent fort, identified as *Derventio*, with several known phases of construction and occupation. The fort was situated at the junction of six Roman roads, and this location attracted a civilian settlement or *vicus*.
- 4.3 The *vicus* gradually expanded, becoming established on the south bank of the Derwent. Although the precise extent of the settlement is unknown, it seems probable that the study site lay near to the western limit of occupation. Excavations across Norton have identified both residential and industrial buildings, in addition to cremation and inhumation burials. A pottery workshop is known, and an inscribed stone makes reference to a goldsmith's, suggesting that one operated in the area. Norton was a focus of pottery production, with a coarse grey ware (known as Norton ware) manufactured in the area from the late 2nd to the early 4th centuries. During the decline of

Roman Britain, a further local pottery, Crambeck ware, may also have been produced in the town (Archaeological Services 2008, 3-4).

The medieval period (5th century to 1540)

- 4.4 Domesday Book records both a church and a mill at Norton, with the village also noted as possessing two manors, suggesting a reasonably substantial settlement. The Normans built a castle at Malton, partially covering the site of the fort, and two churches were also built on the north side of the river. A wooden bridge was also constructed over the Derwent, replacing the fords used previously. The area was prosperous, with trade and industry becoming well established. Norton itself appears to have been mainly focused around modern Church Street, with the study site on the periphery of the settlement, presumably used as agricultural land (Archaeological Services 2008, 5-6).

The post-medieval period (1541 to 1899)

- 4.5 Malton and Norton continued to thrive throughout the post-medieval period, despite a general decline in the local cloth industry during the 16th century. The castle was demolished to construct a lodge, and the area became more commercial in character, functioning as a prosperous market. Norton contained three smithies, three tanneries, a saw pit, and a bone mill, with a pottery kiln also operating in the area. In 1845 the York to Scarborough railway was constructed along the south bank of the River Derwent, immediately to the north of the study site, with the Malton Station located to the west. The 1st and 2nd editions of the Ordnance Survey maps (1855 and 1890) show some development in the northeastern part of the site, although this represents a single structure in both cases. The remainder of the site presumably remained agricultural land throughout this period (Archaeological Services 2008, 6-7).

The modern period (1900 to present)

- 4.6 The main workshops and showrooms of the present garage are known to have been constructed by 1927, with further development continuing in a yard occupying the northeast corner of the site. A pumping station was built to the west of the site before 1970, with water mains excavated across the area (Archaeological Services 2008, 7).

Previous archaeological works

- 4.7 No previous excavation work has been undertaken on the study site. Further to the east and south, archaeological work has been conducted across Norton, mainly investigating the Roman origins of the settlement, although none have been conducted near to the Derwent bridge which stands near to the northeast corner of the study area (Archaeological Services 2008, 8).

5. The evaluation trenches

Introduction

- 5.1 Four trenches were excavated across the site (Figure 2). Although five were specified by the WSI, this programme of works proved impossible due to conditions on the site. The need for continuous access to the garages and

workshops required trenches 3 and 4 to be moved to the west and south respectively. In the southeast corner of the site, ongoing works on foul water services meant that access to the south part of the site was severely restricted. It proved impossible to excavate trench 5 in this area, and so this trench was abandoned. However, it was judged that the relocated trench 4, positioned immediately to the north of the proposed trench 5, adequately investigated this area. Trenches 3 and 4 were also lengthened to increase the excavated area. As a result of the depth of deposits encountered, trenches 1 and 2 were widened to allow for safe working.

Trench 1 (Figures 3 and 4)

- 5.2 This trench measured 18.8m by 3.65m, and was located in a yard on the west side of the study site, orientated north - south. A layer of natural alluvial material [4] was reached at a depth of 1.55m. This layer was composed of a mid to dark bluish-grey slightly clayey silt. It contained frequent large irregular lenses of small to medium sub-rounded and rounded white and light grey gravel, and a near-continuous horizon of gravel was exposed across the base of the trench. Overlying this alluvium was a deposit of dark brown clayey silt [3: 0.1m thick], very similar in character to the layer below. This deposit appeared to be a reworked layer of alluvium, disturbed by later activity on the site. Overlying this in turn was a very loose deposit of mid to dark brown soft sandy and clayey silt [2: 0.8m thick]. This contained very frequent large flat lenses of mortar, crushed brick, grey clay, and brown coarse sand and gravel. Many of these lenses sloped downwards to the northwest, displaying obvious tip lines showing that they had been dumped from the south and east. This deposit also contained a high proportion of domestic and industrial refuse. To the north, a service trench [5: 4.1m X 0.25m] containing a cast-iron pipe cut through the dump deposit, orientated northeast to southwest. Deposit [2] was sealed by a series of laminated layers of heavily compacted mid yellow-brown and light grey dolomite and dark grey gravel [1: 0.37m thick], which formed a yard surface which extended across the southwest part of the site. A representative sample of artefacts was recovered from deposit [3], and a representative section of the trench was drawn.

Trench 2 (Figures 3 and 5)

- 5.3 Similar deposits were encountered extending across the rest of the area. Trench 2 measured 20m by 3.6m, and was orientated north to south, located to the east of trench 1. Alluvial deposits [16] were encountered at a depth of 1.6m, with a layer of white and light grey gravel exposed across the base of the trench. However, a thin layer of mixed friable crushed modern brick and stiff, mid brown clay [15: 0.18m thick] lay over this deposit, sloping downwards gently to the north, before being sealed in turn by a further layer of mid bluish-grey clayey silt alluvial material [10: 0.75m thick]. All these were overlain by a layer of dark brown reworked alluvium [9: 0.1m thick] and above this lay the dump deposit [8: 1.15m thick]. The dump deposit encountered in this part of the site was very loosely compacted (Figure 5), with several discrete industrial dumps containing metal wheels, oil drums, and car and bicycle parts present. To the north, the dump was cut through by a service trench [13: 3.64m X 0.3m] containing a ceramic drain, obviously connected to the garage workshop located to the northeast. A heavily-

compacted yard surface of dolomite and gravel [7: 0.45m thick] sealed the trench. This was also cut by a service trench orientated east – west [11: 3.6m X 0.16m] and containing an electric cable.

Trench 3 (Figures 3 and 6)

- 5.4 Trench 3 measured 13.7m by 1.7m, and was orientated north – south. It was located east of trench 2, to the south of the main garage workshop. Alluvial silt [20: 0.5m thick] was exposed across the base of the whole trench, encountered at a depth of 1.7m. This was in turn overlain by a thin horizon of dark brown reworked alluvium [19: 0.25m thick], over which lay the dump deposit [18: 1.1m thick]. The dumping was denser and more heavily compact in this area, although substantial lenses of industrial and mechanical waste were again encountered. Laminated dolomite and gravel layers [17: 0.4m thick] again sealed the trench.

Trench 4 (Figures 3 and 7)

- 5.5 Trench 4 measured 15.65m by 1.7m, and was located southeast of the other trenches, on the north side of the south compound and workshop on the site. It was orientated east – west. Alluvial deposits [24: 0.2m thick] were again exposed across the base of the trench, being encountered at a depth of 1.8m. White and light grey gravels were present in large, irregular lenses, although these did not form the larger horizons encountered further to the west. A layer of very dark brown reworked alluvium [23: 0.2m thick] lay over these deposits. Layer [23] was far darker, more compact, and better defined than had been encountered in the other trenches, suggesting that it had undergone a lengthier exposure and been subject to more disturbance (Figure 7). It was overlain by a dump deposit [22: 0.9m thick]. As with trench 3, this deposit was heavily compacted, and contained far less general domestic refuse. Large irregular lenses of ash and clinker, not observed elsewhere on site, were present. The trench was again sealed by a yard surface of dolomite and compacted gravel [21: 0.65m thick].

Discussion

- 5.6 The refuse dumping encountered appeared to have been spread over a wide area. It is obvious that soils overlying the alluvial deposits exposed must have been removed prior to this dumping, as no evidence of any topsoil or subsoil was observed. Given that it is believed that the site was used as agricultural land prior to being developed (see 4.4 – 4.5, above) then a substantial, well-developed topsoil would be expected. Equally, no evidence of any pitting was exposed. This suggests that the rubbish dump was a large, open feature, rather than refuse being buried in small localised deposits. It is probable that topsoil was stripped from the whole of the west side of the site, with the underlying alluvial layers exposed. The horizons of reworked alluvium encountered in each trench, and deposit [15], sealed between two banks of alluvium in trench 2, support this suggestion.

6. The finds

- 6.1 The site produced a range of mainly glass and ceramic domestic and utilitarian artefacts, many of them fragmentary, most of which can be dated to the early 20th century. Pottery included plain and transfer printed whitewares, plain and printed china and stoneware jar and vessel fragments. Complete and broken glass bottles and jars were recovered, some of which could be identified as foodstuff containers such as Heinz salad cream and Camp coffee bottles, and Marmite and meat paste jars. Gradated and branded medicine bottles and jars, including Macleans Stomach Powder, and jars which had contained the food supplement Virol were also found.
- 6.2 Finds of other materials included part of a metal light fitting and the frame from a bonnet-mounted car headlight. Unusual dating material was provided in the form of part of a copy of the Daily Mirror from 1934, probably preserved by the favourable micro-environment which also led to the survival a small, complete child's leather shoe sole.

Recommendations

- 6.3 The range of material recovered is consistent with the disposal of broken and discarded household rubbish dating to the early years of the 20th century. No further work on the assemblage is recommended.

7. Conclusions and recommendations

- 7.1 The archaeological evaluation demonstrates that the southwest part of the site has been heavily truncated during the modern period, with soils removed to a considerable depth. This area was then used for dumping refuse. No archaeological features were encountered, and it seems highly unlikely that any would have survived such severe disturbance.
- 7.2 The previous desk-based assessment noted that the north and east parts of the site, adjacent to the railway line and Welham Road, would also have undergone significant disturbance, making them essentially archaeologically sterile (Archaeological Services 2008, 8). This, coupled with the known disturbance to the southwest, would suggest that any potential archaeological remains on the site will have been destroyed.
- 7.3 No further scheme of archaeological works is recommended in relation to this development.

8. Sources

Archaeological Services 2008 *Land off Welham Road, Norton, North Yorkshire; archaeological desk-based assessment*, unpublished report 1956, for Lidl UK GmbH, Archaeological Services Durham University

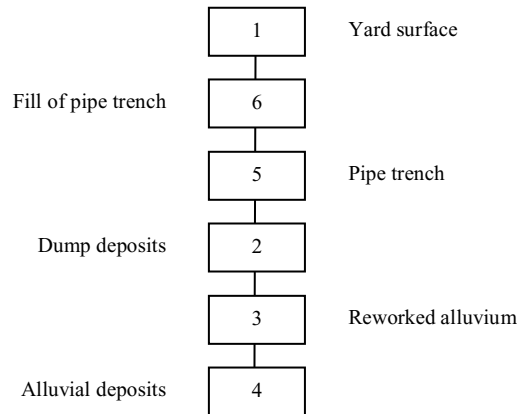
Appendix 1: Context data

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, G glass, O other materials.

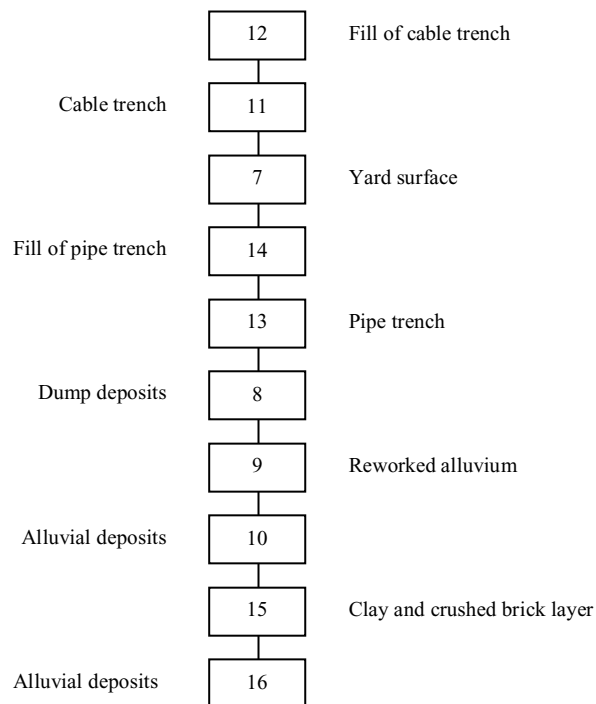
No	Description	P	B	M	G	O
1	Yard surface					
2	Dump deposit	•	•	•	•	•
3	Reworked alluvium					
4	Alluvial deposits					
5	Cut of pipe trench					
6	Fill of pipe trench					
7	Yard surface					
8	Dump deposit	•	•	•	•	•
9	Reworked alluvium					
10	Alluvial deposits					
11	Cut of cable trench					
12	Fill of cable trench					
13	Cut of pipe trench					
14	Fill of pipe trench					
15	Clay and crushed brick layer					
16	Alluvial deposits					
17	Yard surface					
18	Dump deposit	•	•	•	•	•
19	Reworked alluvium					
20	Alluvial deposits					
21	Yard surface					
22	Dump deposit	•	•	•	•	•
23	Silty subsoil/alluvium					
24	Alluvial deposits					

Appendix 2: Stratigraphic matrices

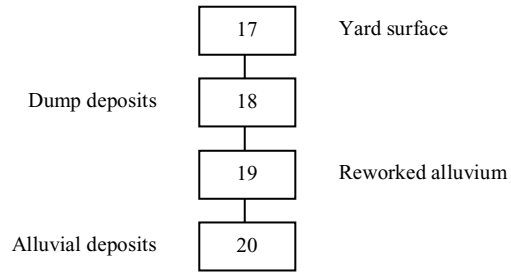
Trench 1



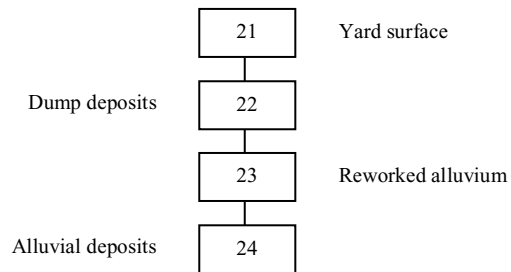
Trench 2



Trench 3



Trench 4





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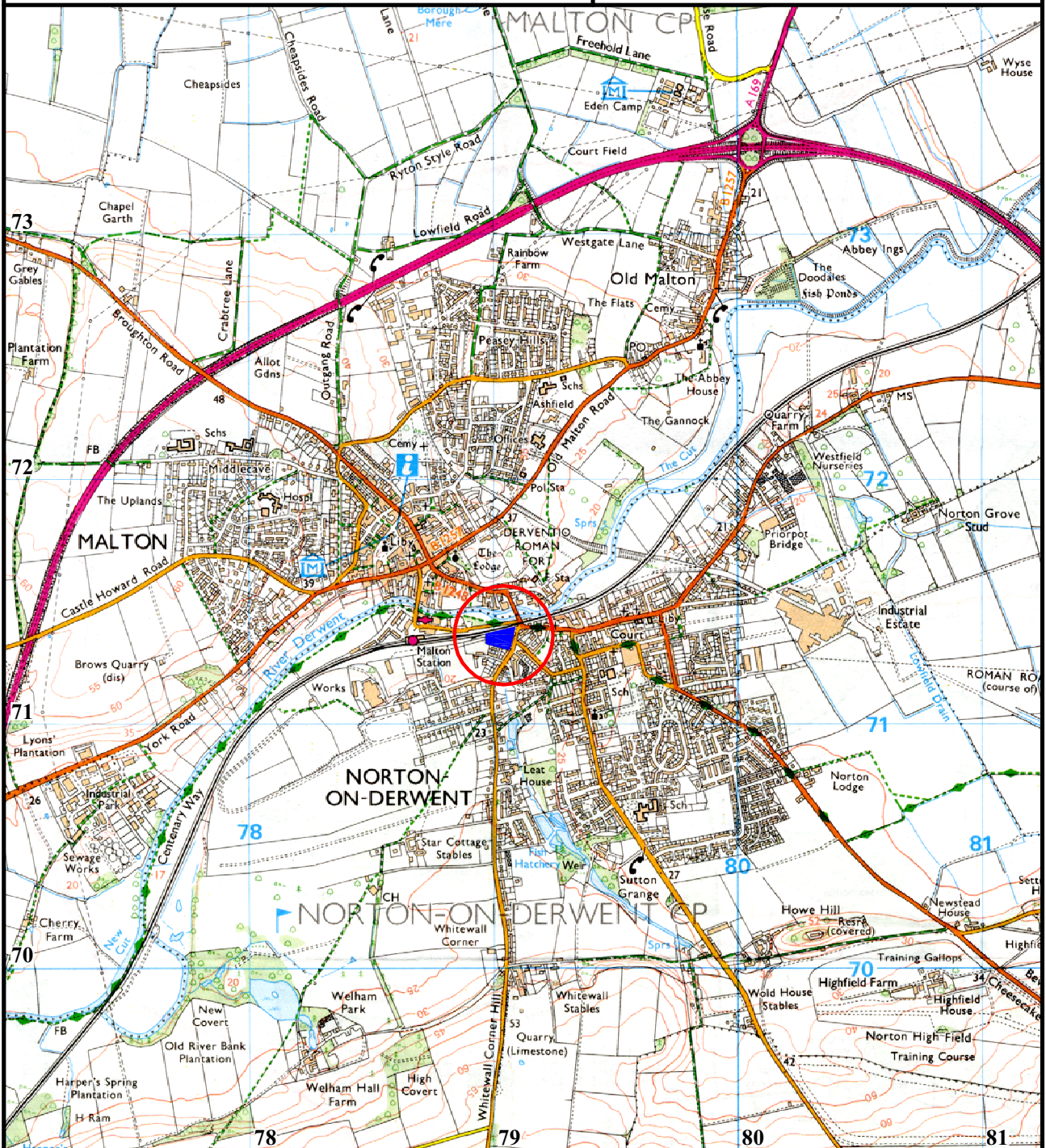
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Figure 1

Site location

on behalf of
Lidl UK GmbH

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location of site



scale 1:25 000 - for A4 plot





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Figure 2

Trench locations

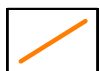
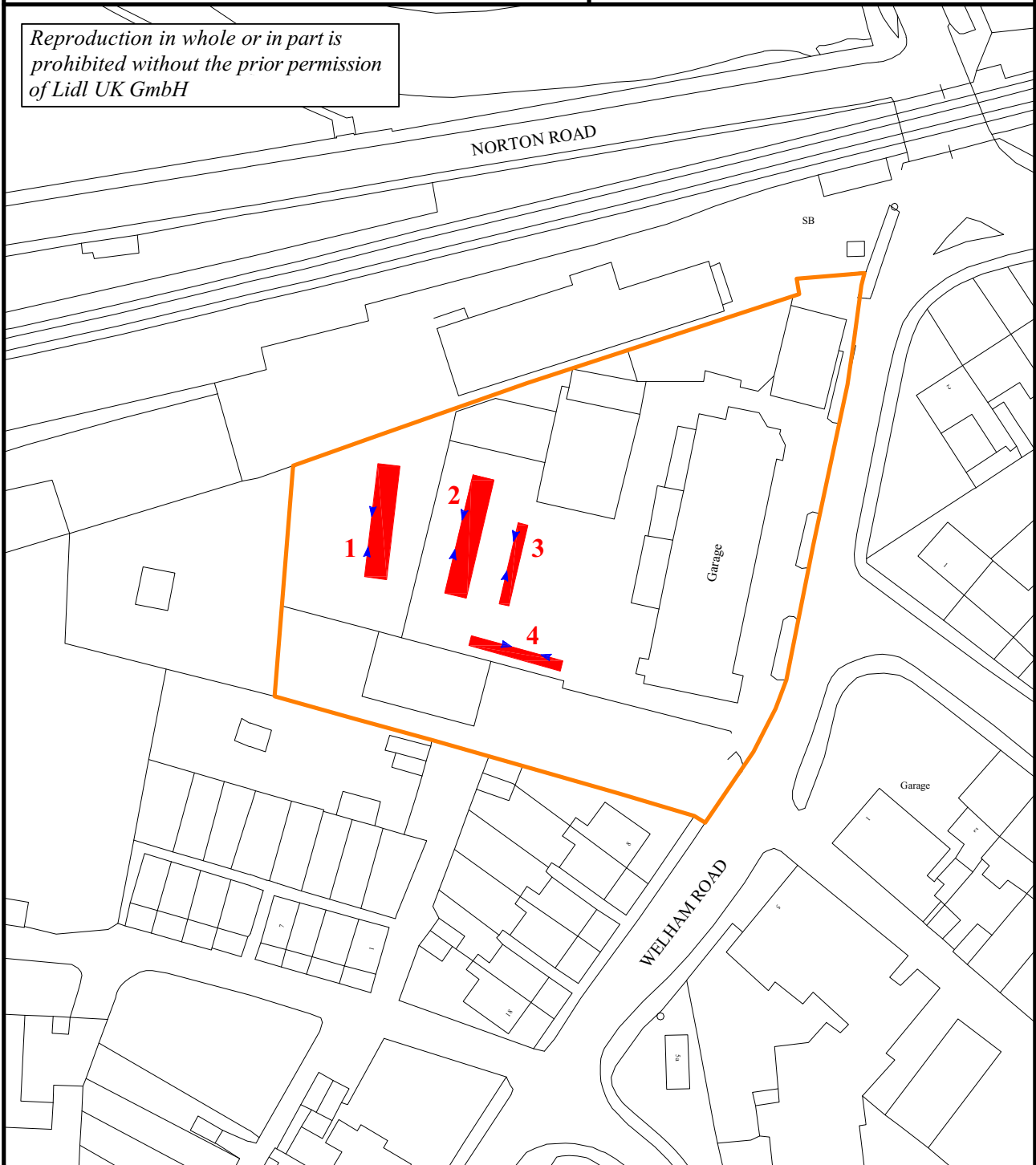
on behalf of
Lidl UK GmbH

0 50m



scale 1:1000 - for A4 plot

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proposed development area

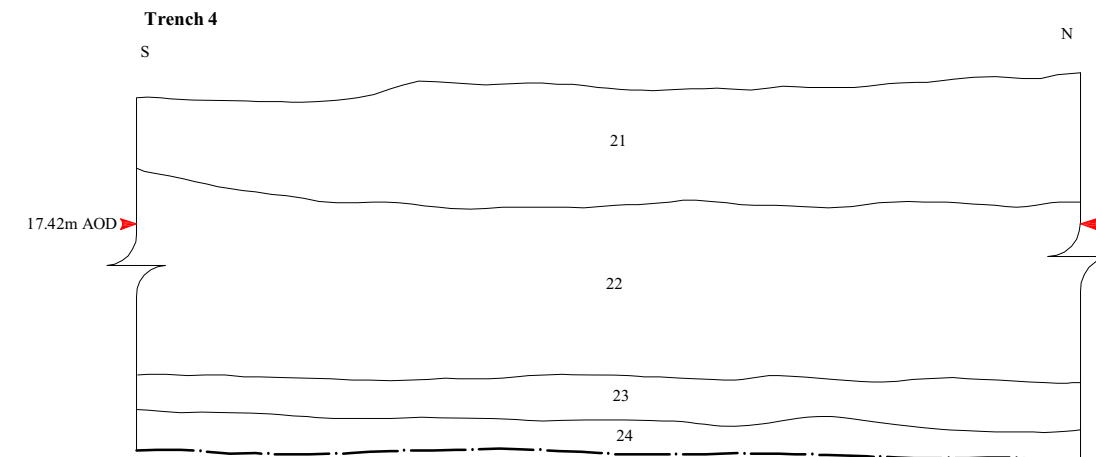
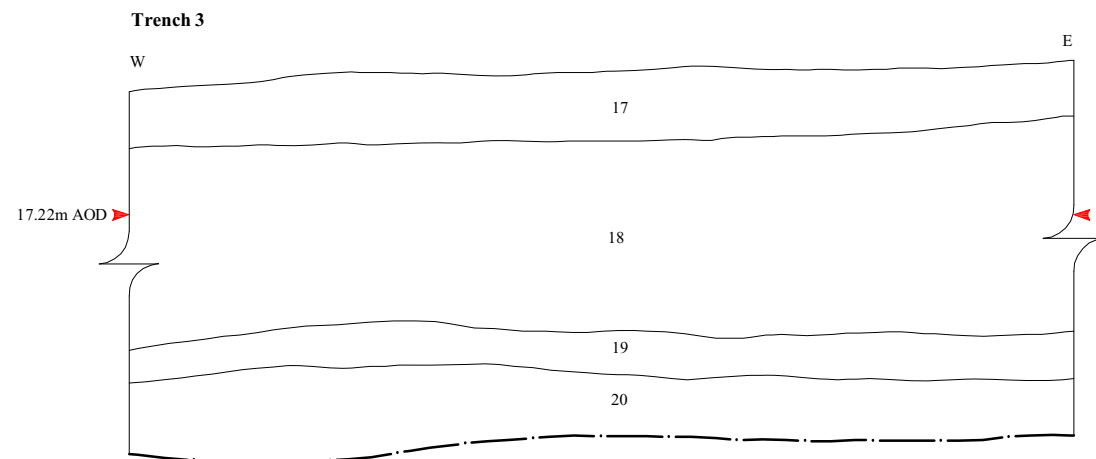
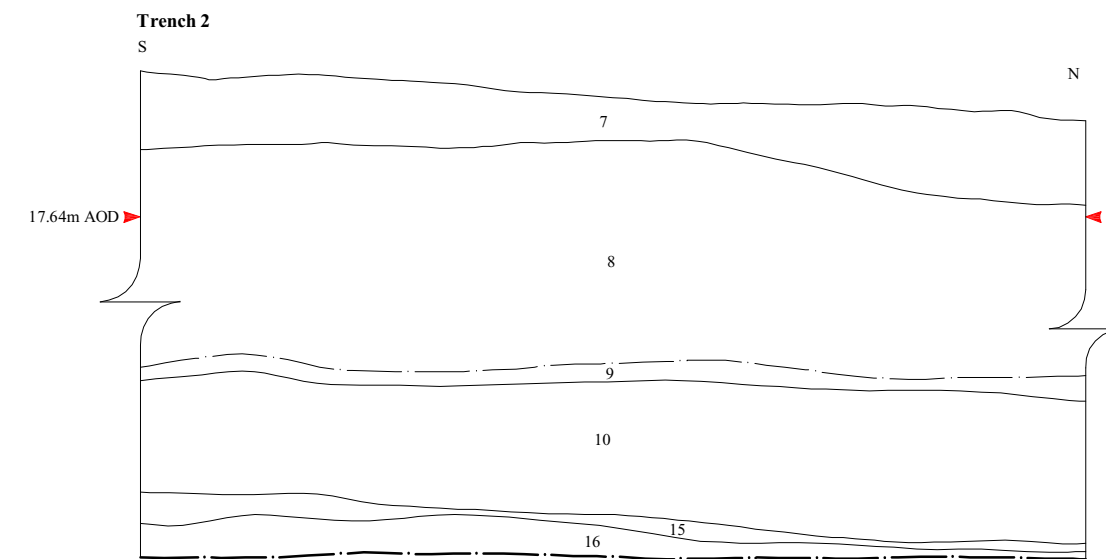
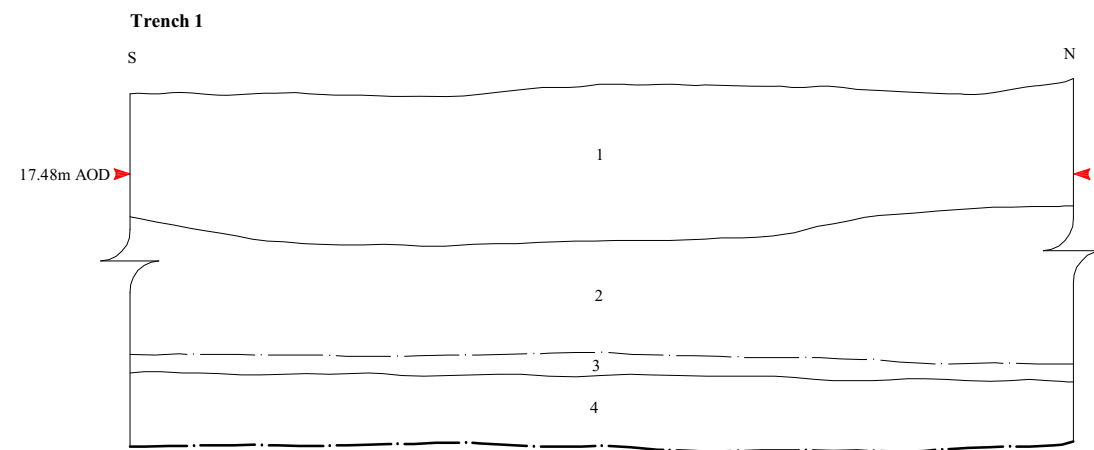
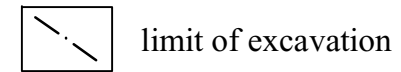
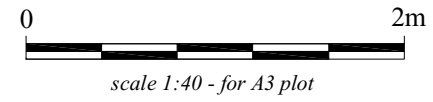


trench



section





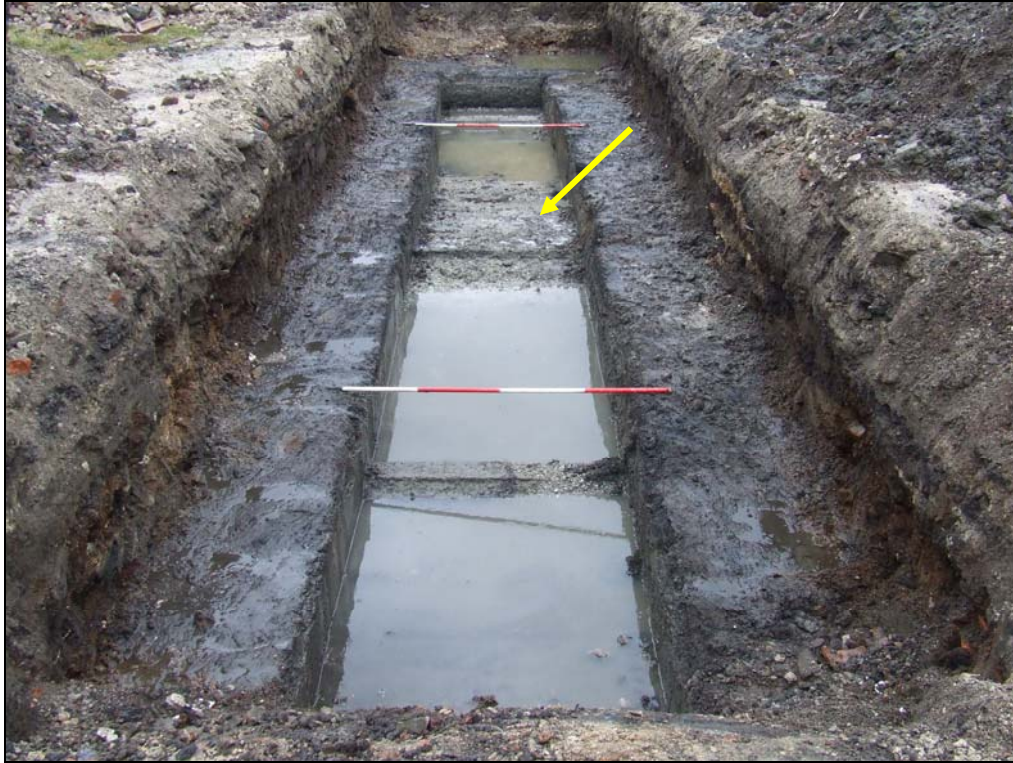


Figure 4
Trench 1, facing north. Part of the alluvial gravels can be seen near the top of the frame (indicated)



Figure 5
Trench 2, facing north. The very loose nature of the dump deposits is obvious



Figure 6
Trench 3, facing north.



Figure 7
Trench 4, facing east. The dark layer of reworked alluvium is apparent at the east end of the trench (indicated)