

Figure 5. 1778: An actual survey of the glebe lands and copyhold houses &c in Masham

The present building behind the warehouse is also shown on the map from 1801. While the property boundaries are the same, the building on Leyburn Road is no longer shown. In general, this map seems to be fairly reliable and agrees with the 1778 map on many details, so the street front building is likely to have been no longer extant by this time.

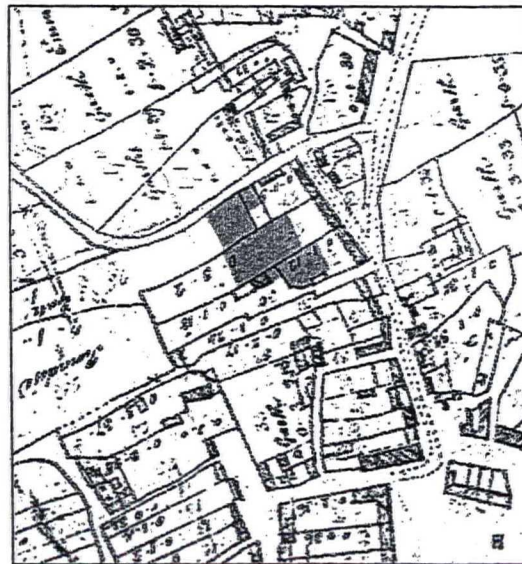


Figure 6. 1801: A plan of the old inclosed lands within the township of Masham

The undated map thought to be early nineteenth century does not show any buildings on the site. Comparison with the 1801 and 1778 maps reveals that, although it shows the buildings on the street frontages, it is much more selective in its coverage of the buildings known to be present in back-plot locations. The purpose or provenance of this plan is unknown, but a clue may lie in its title 'Masham: Plan of Some Properties', indicating that it was not intended to be an exhaustive survey of *all* the buildings in the town. Accordingly, while the lack of any building on the Leyburn Road frontage probably reflects reality, the lack of representation of the present building behind the existing warehouse (shown on the two earlier maps) should not be taken as definitive evidence of absence in this period.



Figure 7. Early nineteenth century: Masham, plan of some properties

A similar story emerges from the Tithe Map of 1839. Again, no buildings are shown on the site and as with the early nineteenth century map discussed above, this is probably an accurate reflection of the lack of building on the street front, but is less conclusive for the building behind the warehouse. The primary concern of the tithe map was the valuation of land in accordance with the Commutation of Tithes Act of 1836, which converted tithes from payment in kind to a monetary payment. Thus it is not surprising that – compared with the map of 1801 and the Ordnance Survey first edition of 1856 – the depiction of buildings on the Tithe Map is somewhat perfunctory, and therefore a degree of caution is needed. However, the cottages of Quaker Terrace are shown for the first time on this map indicating that at least some effort was put into surveying buildings in non-frontage positions.

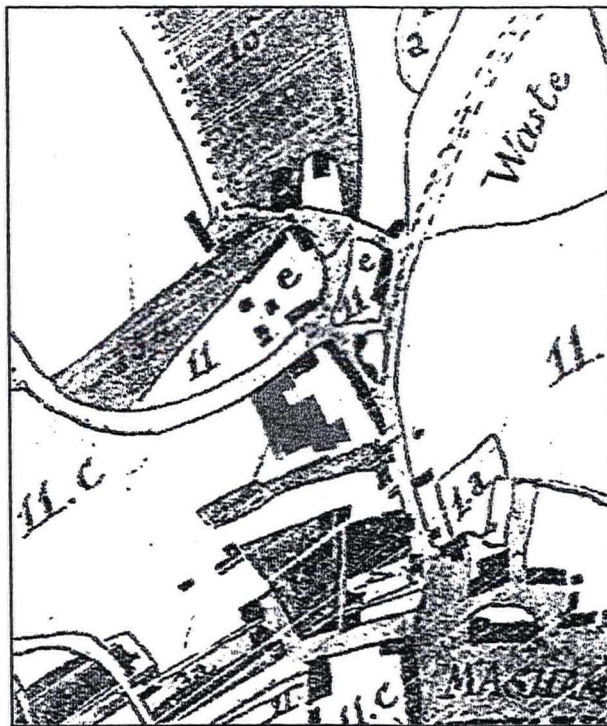


Figure 8. 1839 tithe map

7.2 1856: Ordnance Survey 6" to one mile map.

The 1856 first edition Ordnance Survey (OS) map shows the site with considerably more development. A linear building (probably two 'semi-detached' buildings) lies on the Leyburn Road street frontage spanning the existing property boundary between the western extent of the former burgage plot and the small field. The western part of the northern former burgage plot now has a further subdivision, for the first time marking what was to become the western boundary of the present site.

A further building lies within the small field. Another building – a linear east-west aligned building – lies on the southern edge of the northern former burgage plot, within the footprint of the present-day warehouse. The southern part of the site once more has the building behind the present-day warehouse shown.

The question of whether this is the same building as shown on the maps of 1778 and 1801, but not shown on the early nineteenth century and 1836 map, remains irresolvable. Given that this building is depicted in exactly the same position, it is most likely that it is the same building and that its absence from the other two maps is due to deficiencies in the mapping rather than real absence. However, it is certainly possible that the opposite is true and that the earlier building was demolished and its site was empty for some time. Given the hazy dating of one of the maps, the period during which the building was absent could have been anything from the 55 years between the 1801 map and the OS map to a brief span while the survey for the 1839 Tithe Map was conducted.

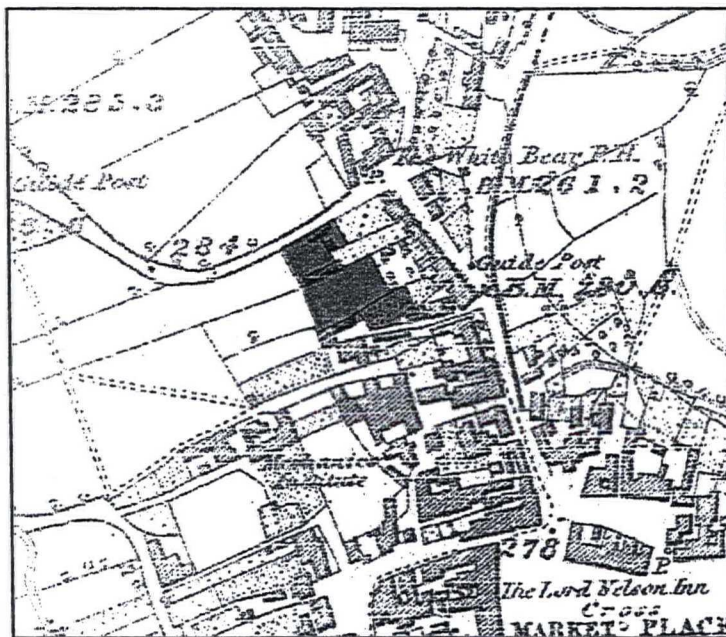


Figure 9. 1856 OS 6" map

7.3 1892: Ordnance Survey 25" to one mile map.

The 1892 OS map shows the continuing development of the site. The same buildings are shown as on the 1856 edition (although the discrete building within the field has now been joined to the Leyburn Road street front building). A further building is shown as a dotted line

in the position occupied by the modern offices. Another small building is shown immediately east of the building at the back of the present-day warehouse, which may be a small store or workshop.

The building adjacent to the building at the back of the present warehouse, and just outside the site, is labelled 'Methodist Chapel (Primitive)', evidently a short-lived use as it is not mentioned on any later maps. As a 'Prim' chapel, this was separate and distinct from the Wesleyan Methodist chapel, a rival strand of Methodism, built in Park Street on land acquired from Lord Masham in 1891. The history of 'The Old Chapel Post House' (Plate 2) at the corner of Quaker Terrace and Silver Street, which is clearly a former chapel, and its relationship with the chapel recorded on the 1892 map is not known.

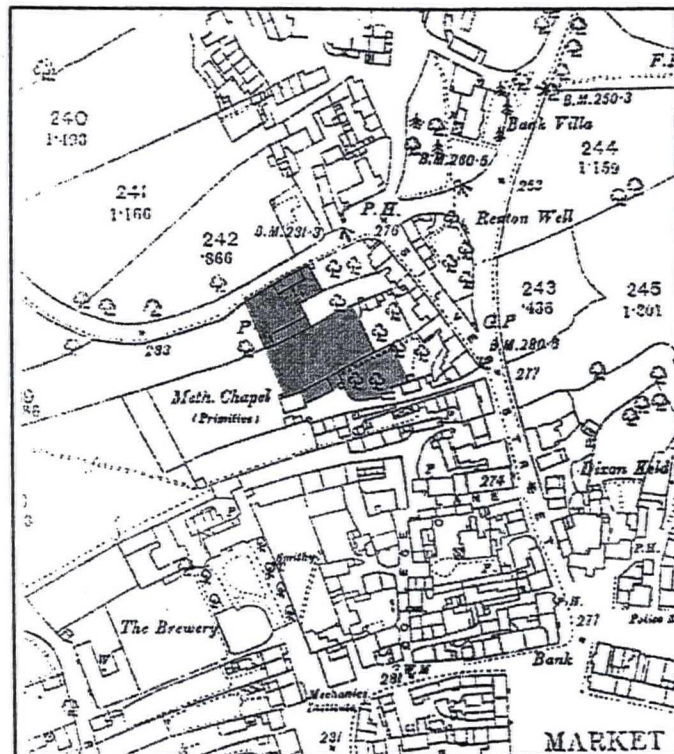


Figure 10. 1892 OS 25" map

7.4 OS maps 1912, 1929 and 1930.

The three OS maps show that the site underwent a series of small changes, but no major new development during this period. The only new additions are a small building at the eastern end of the middle of the site – possibly a workshop or similar – and the expansion of the small building to the east of the building at the rear of the present warehouse. Depicted in 1892 as one small building, this expanded in 1912 to two small buildings and two probable animal pens, in 1929 a third small building was added and in 1930 these had merged to become one building (although this may be the result of a lack of definition in this smaller-scale map). The existence of animal pens means that the buildings are almost certainly to do with livestock management.

In an effort to discover the usage of the building on the street frontage of Leyburn Road, the Kelly's Directory of the North and East Riding of Yorkshire was consulted for the years 1893, 1897, 1909 and 1913. No tradesmen or private individuals are listed for Leyburn Road in any of the years, although numerous trades are identified for Silver Street including coachbuilders, butchers and seedsman. The name 'Jameson' first appears in the 1909 directory, where James Jameson is listed as a 'nurseryman and seedsman' at premises in Park Street. The same entry is replicated in the 1913 directory.

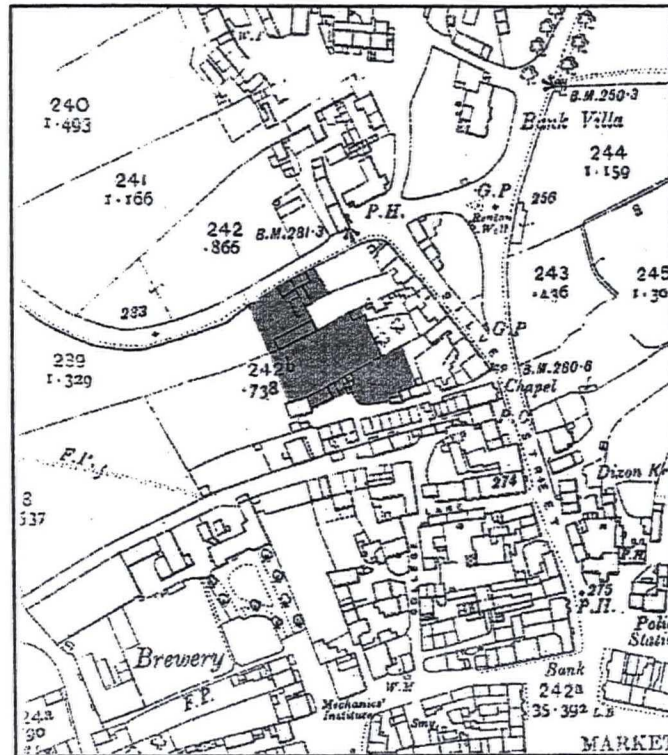


Figure 11. 1912 OS 25" map

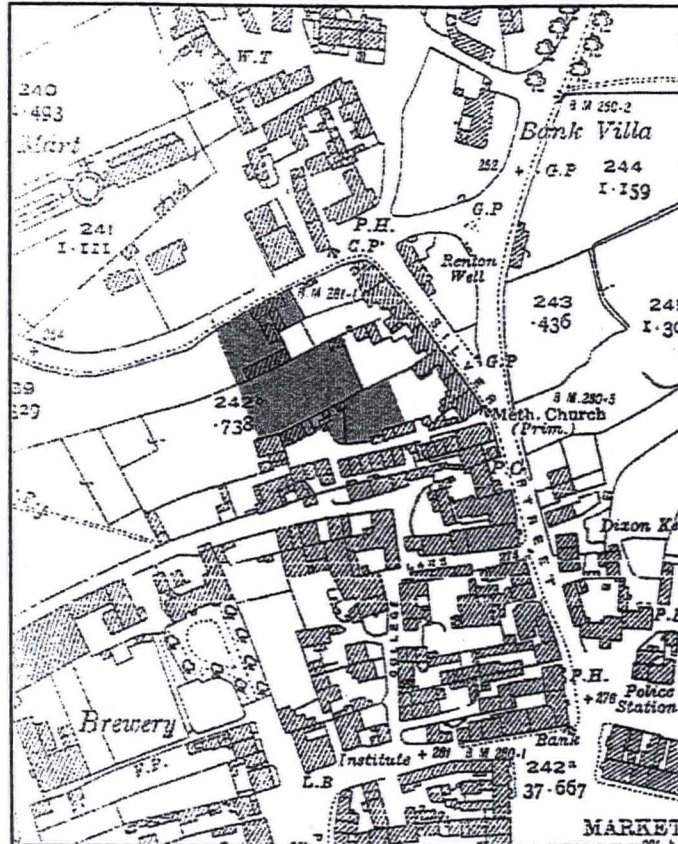


Figure 12. 1929 OS 25" map



Figure 13. 1930 OS 6" map

7.5 The present day

Between 1930 and the present day, the site has been largely wiped clean and redeveloped. The only building remaining from the 1930 map is the old building to the rear of the present

day warehouse. No trace remains of the animal pens adjacent to it or any of the other buildings shown on the site.

8.0 Notes from a Site Visit.

8.1 *General.*

The site was visited in fine weather on 30th June 2010. Access to the warehouses and part of the old building at the rear of the site was provided by Chris Jameson. Entrance to the site is from Leyburn Road and is also possible via Quaker Terrace at the rear of the site. As described in Section 4 above, the site falls naturally into five areas, the front forecourt opening onto Leyburn Road, the office building on the east side of the forecourt, the main warehouse itself, the building at the rear of the warehouse and the rear yard. The site is flat, although the natural ground surface slopes down slightly from northwest to southeast. The notes below concern both for the nature of the standing buildings and their impact on any buried archaeological remains.

8.2 *The front forecourt.*

Flat and surfaced in tarmac, which is approximately level with the height of the adjacent pavement. Numerous services covers are present suggesting that the forecourt area will have disturbed below the level of the tarmac for the laying of services, which will have had an impact on any buried archaeological remains. Deep drainage and possible tanks running parallel to the front of the warehouse were also observed, as well as further drainage in front of the office building (Plates 3 and 4).

8.3 *The office.*

The office building is a modern stone single-storey building (Plate 5). Entrance was not possible during the site visit but the floor level was viewed from the windows and appeared to be slightly above the level of the front forecourt. There do not appear to be any cellars. The access road on the east side of the offices is tarmaced, with a thin-looking concrete apron at the street frontage.

8.4 *The main warehouse*

This is a mixture of brick, stone and corrugated sheet construction and is of mid-twentieth century date (Plates 6 and 7). The foundations for the building are probably relatively limited in their impact on any buried archaeology. The floor is of very thick concrete in places – at least nine inches thick where it was visible in a borehole at the rear of the warehouse. The depth of disturbance associated with the floor is not known. A diesel pump within the warehouse near the front entrance suggests the possibility of an underground tank, although the location of any such tank is not clear.

8.5 *The building at the rear of the warehouse*

This building is stone built with a corrugated sheet-material roof. It is clearly much older than the rest of the buildings on site (as confirmed by old maps), although it has been altered by blocking up windows, re-roofing etc. It has a concrete floor (Plate 8).

8.6 *The rear yard*

The yard at the rear of the site is surface with a mixture of tarmac and gravel (Plate 9). While the depth of this material is not known, it was noted that there is an abrupt drop of roughly 0.5m between the rear yard and the ground surface of the gardens to the east of the site. This suggests that the eastern half of the rear yard may have been built up from the level of the natural ground surface, potentially sealing any buried or standing archaeological remains below it.

9.0 Geotechnical Investigation.

A geotechnical investigation consisting of twelve window sample boreholes was carried out in 2009. The results indicate that ‘made ground’ was present across the development site and that, “the underlying made ground deposits comprised very loose to very dense clayey sandy gravel with some anthropogenic debris (fragments of brick, concrete, coal and timber) to depths of between c.0.50m up to c.2.35m below current ground levels.” (Evans 2009, 7). The presence of brick in places indicates a degree of survival of earlier buildings.

The geotechnical work was not done under archaeological supervision and is consequently difficult to interpret from an archaeological perspective. However, the borehole logs reveal that the surface deposits of tarmac and concrete range from 0.10m thick to 0.23m thick and that they overlie made-ground. The nature of the made ground is variously described as gravel (sometimes fine gravel) and sand. Without seeing the primary evidence, it is hard to interpret but it is possible that some or all of the ‘made ground’ recorded actually represents buried soil profiles and hence deposits of archaeological interest.

What is recorded as ‘made ground’ was found at relatively shallow depths at the northern part of the site (c. 0.5m BGL) and at surprising depths at the south end of the site, as in the case of WS10 in the rear yard, which recorded sand including brick and wood to a depth of 2.35m or WS5 within the warehouse, which found made ground including flint to a depth of 1.9m below ground level. The greater depth of made ground found to the south of the site tallies with the observations made in the site visit concerning the higher relative ground level of the rear yard compared with the land to the southeast of the site.

The presence of made ground across the whole site indicates the high likelihood of survival of any buried remains. In one or two cases – notably WS8 and 9 – actual archaeological features may have been encountered in the form of cobbled surfaces 0.4 and 0.6m deep.

Significant intrusions were thought to be present in the north central part of the warehouse (inspection pit) and the southern part of the front forecourt (underground tanks).

10.0 Archaeological Potential.

10.1 General.

Observations during a site visit and the results of geotechnical work indicate that there is a high chance that any below ground archaeological remains will survive with the exception of the relatively limited areas where foundations, modern tanks, an inspection pit and drainage and service trenches are expected.

The sections below assess the potential for archaeological remains by period (Low/medium/high) and give an assessment of the significance of any such remains (No significance/local/regional/national/international). This is based upon the currently available information.

10.2 Prehistoric and Romano-British.

No known finds or sites of these dates are present on the proposed area of development or the wider study area. In part this may reflect the lack of recent development – and therefore opportunities for investigation - within Masham. It is possible that any remains will be well-preserved within the footprint of the present development.

There is therefore a low possibility that buried remains from this period may exist within the site. Until the nature of any remains is known, it is not possible to assess their significance.

10.3 Early Medieval Period.

Remains of Anglo-Saxon date are known from St Mary's church and of late Anglo-Saxon or Anglo-Scandinavian date from the extensive cemetery at Dixon Keld. While the limits of the cemetery are unknown, they are unlikely to extend as far as the site of the proposed development. However, the existence of a church – possibly located closer to the site than the current church of St Mary's - and cemetery implies the presence of a settlement, the scale and location of which is unknown. There is therefore a medium possibility of remains from that period. Until the nature of any remains is known, it is not possible to assess their significance.

10.4 Late Medieval Period.

As has been noted above, the layout of medieval Masham may have been different from its present day layout although the church occupied its present position. However very little is known of this period in Masham. There is a low-medium possibility that later medieval remains may be present on the site. Until the nature of any remains is known, it is not possible to assess their significance.

10.4 Post Medieval.

A relatively small amount of development took place on the site during the post medieval period. A building was present on the street frontage to Leyburn Road prior to 1778, although this was absent by 1801. The only other post-medieval building on the site is the standing building behind the present-day warehouse, which, as discussed above, may date to before 1778 or may have been built on the same plot as an earlier building between 1839 and 1856.

Prior to the Victorian period, this appears to have been the extent of building on the site, which was probably otherwise used as agricultural fields.

The site of the Leyburn Road street front building was partly occupied by a later Victorian building, which grew in scale through the early twentieth century. That part of the site is now occupied by the tarmac forecourt and may have been disturbed to some extent by modern services. Groundworks in this area have a medium possibility of encountering the remains of the pre-1778 building. It is likely to be of local significance.

10.5 Victorian/Early Modern.

Several buildings were built on the site in the Victorian period and early modern period. The building(s) on the Leyburn Road street frontage may have been disturbed by the foundations of the modern office building and modern service trenches. However, any groundworks in this area may reveal the remains of these. The foundations of the large and small Victorian buildings in the middle of the site may survive below the modern warehouse and the foundations of the small buildings at the rear of the present-day warehouse may remain below the surface of the rear yard: the likelihood of the survival of their foundations is high and their significance is none to local.

10.6 Table Summarising Potential and Significance.

Nature of the heritage assets	Potential	Significance
Prehistoric/Romano-British below-ground archaeology	Low	Unknown
Early Medieval below-ground archaeology	Medium	Unknown
Late Medieval below-ground archaeology	Low-Medium	Unknown
Post medieval building remains	High	Local
Victorian/Early Modern building remains	High	None-Local

11.0 Impact of the Development.

The exact details of the development are not yet known, but the construction of the supermarket building will involve the demolition of the existing warehouse, the removal of its slab floor and the probable excavation of strip foundations. The car park area will probably involve the lifting of the existing concrete/tarmac surface. In both instances, there is likely to

be an unspecified amount of ground reduction below existing slab/floor and the installation of services. A similar level of disturbance will be associated with the construction of a new dwelling in the eastern part of the site. Given that deposits that are potentially of archaeological interest lie immediately below the present surface there is likely to be significant archaeological disturbance.

12.0 Conclusions and Recommendations.

The research undertaken in the preparation of this assessment has indicated that the site is unlikely to contain archaeological remains of such significance as to prevent development from taking place. However, there is a low possibility of buried prehistoric or Romano-British remains, a medium possibility of buried early medieval remains and a low-medium potential for later medieval remains. The significance of any such remains will be dependent on their nature and degree of presentation. There is a high possibility of encountering post-medieval remains of local significance and a high possibility of Victorian or early modern remains of none-local significance.

As a condition of any planning permission it is likely that an archaeological evaluation by trial trenching would be required in consultation with the local planning authority. This would determine the presence/absence, date, degree of preservation and significance of any potential archaeological remains. An appropriate scheme of mitigation would then be drawn up to minimise damage to any archaeological remains if they are shown to be present, or record the remains if damage is unavoidable.

13.0 Bibliography.

13.1 *Published and unpublished documents.*

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13.2 *Historic Maps.*

1778: An actual survey of the glebe lands and copyhold houses &c in Masham (NYCRO ref: M27)

1801: A plan of the old inclosed lands within the township of Masham made in 1801 (NYCRO ref: DN23)

N.d. [prob. Early nineteenth century]: Masham, plan of some properties (NYCRO ref: ZJX 10/53 (iii))

1839: Masham tithe commutation map (NYCRO ref: 1839T).

1856: Ordnance Survey 6" to one mile map

1891: Plan of land sold by the Right Honourable Lord Masham to the Wesleyans. (NYCRO ref: ZDL37).

1892: Ordnance Survey 25" to one mile map

1912: Ordnance Survey 25" to one mile map

1929: Ordnance Survey 25" to one mile map

1930: Ordnance Survey 6" to one mile map

13.3 Historic Trade Directories.

1893 Kelly's Directory of the North and East Riding of Yorkshire.

1897 Kelly's Directory of the North and East Riding of Yorkshire.

1909 Kelly's Directory of the North and East Riding of Yorkshire.

1913 Kelly's Directory of the North and East Riding of Yorkshire.

13.4 Websites.

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British Geological Survey <http://www.bgs.ac.uk/opengeoscience/>