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Castlegate
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North Yorkshire

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Archaeological Excavation

November 1999

MAP Archaeological Consultancy Ltd

**Safeway Stores plc
Castlegate
Malton
North Yorkshire**

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1. Introduction

MAP Archaeological Consultancy Ltd, were commissioned by Safeway Stores plc to undertake an Archaeological Evaluation to fulfil a condition attached to planning application 99/00123/FUL. This application was for an extension and alterations to the existing supermarket on Castlegate, Malton, North Yorkshire (SE 78770 71530 : Figs. 1 and 2), with additional car parking and the formation of a new service access from Railway Street.

The archaeological evaluation (MAP 1999), discussed more fully below, showed the presence of deep layers of relatively recent dumping, along with well-stratified post-medieval deposits. An Eighteenth century structure was revealed at a location likely to obstruct the proposed piled foundations. A further phase of work was instigated to examine this structure, and also to seek additional evidence for the ship-repairing dock situated in the eastern part of the site.

The site is located in Carpenters Yard on the northern bank of the River Derwent, to the east of Railway Street, south of Castlegate, and adjacent to the existing Safeway Store (Fig. 1). The height of the northern part of the site is approximately 22.48m AOD falling to 18.46m AOD along the river frontage to the south.

The development area, of approximately 4830m², consists of a number of single storey buildings associated with the recent use of the site by R Yates & Sons, as tractor sales and maintenance units (Fig. 2). Concrete surfaces exist over the remainder of the site.

The archaeological evaluation was carried out in August 1999, with the additional excavations taking place in September and October 1999.

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2. Geology

The soils at the site belong to the Fladbury 3 Association, stoneless clayey, fine silty and fine loamy soils affected by groundwater. The solid geology is Jurassic limestone and sandy limestone (Mackney *et al* 1989).

3. Historical and Archaeological Background

The site lies within the Borough of New Malton, founded in the mid Twelfth century, and it has been suggested (Robinson 1978, 30) that stone defences for the

town were constructed some time in the Thirteenth century. There is a late Fifteenth century reference to the walls of the town, through which four gates gave access.

The course of the Town Wall has been provisionally traced (Fig. 4 : Robinson 1978), in affect following the borough boundary. At the closest point to the site, Hinderwell's 1825 plan of Malton indicated a line along St Leonard's Lane, across Castlegate and thence underneath the houses and warehouses on the east side of Wells Lane and Railway Street.

There is a complication in that the Castlegate area of Malton may have formed a separate borough under the jurisdiction of the castle (*ibid.*, 13-4). It is unclear whether this separate borough (or Suburb?) had defensive walls. Channon (1865/6) believed that the town defences continued towards the lower end of Castlegate. Although this alignment is different to that shown by Hinderwell, it can not be dismissed, and hence the site could have been included within the defended area.

During the Civil War, Malton was held for the Crown by the Earl of Newcastle, who was defeated by Sir William Constable after a siege in 1644 (VCH, 530). The town walls are said to have been damaged at this time, and have subsequently suffered piecemeal destruction.

In the Nineteenth century Channon and Black suggested that a 6m wide ditch in the Water Lane area had surrounded the "Roman village of Malton". The course of this ditch began at the riverside in Water Lane, followed the line of Water Lane almost to Yorkersgate, then turned east towards Castlegate, ran parallel and then turned southward back to the Derwent (Fig. 4).

John Settrington's *View of Malton in the County of York* (1728 : Fig. 5) gives glimpses of the site, and shows apparently thatched buildings behind the taller, more imposing buildings that lined the street frontage. Much of the land closest to the river is occupied by trees, and no boundaries are depicted in this area.

Joseph Dickinson's 1730 *Map of the Burrow of New Malton* (Fig. 6) shows that the site was an open area, seemingly formed by the amalgamation of five or more burgage plots based on houses at the Castlegate street frontage. A linear strip depicted along the south-east boundary of the site would appear to be the Repairing Dock shown on Robert Wise's 1843 *Plan of the Town of Malton in the North Riding of Yorkshire* (Fig. 7).

Wise's map shows that by 1843 the site was occupied by the Derwent Foundry. Copperthwaite's survey (Salmon ed.), for which Wise drew his map, divided the site into two plots:

Plot 455 - House under the occupation of Thomas Lightowler, and foundry & cupola, fitting shop, store and yard of Joshua Marshall

Plot 454 - Repairing Dock

(A cupola was a kind of coal-fired furnace introduced in the second half of the Seventeenth century.)

Wise shows the Repairing Dock as a straight-sided linear feature approximately 90m in length and 8m in width aligned along the east boundary of the site. The Foundry building is shown as approximately 2-3m west of the dock.

The First Edition Ordnance Survey map, surveyed in 1850, published in 1853 (Fig. 8) provides much detail on the mid-Nineteenth century use of the site. The central and eastern parts of the site were occupied by a Boat-builder's Yard and Dry Dock. The Dock is depicted as a more complicated feature of three 'bays', although it is unclear whether this is because the dock had been remodelled in the intervening seven years since Wise's survey or if the latter in preparing his survey had simplified a more complex feature. The First Edition Ordnance Survey showed that the central part of the Dry Dock was positioned over a covered stream, with Lister Spring, presumably an actual water-source, lying at the northern end of the dock, and apparently feeding water into it. There was a large Granary at the south-west of the site, with an Iron and Brass Foundry to the north. The northern part of the site formed parts of two gardens laid out to pathways and shrubberies, divided by a buttressed wall, running back from houses fronting on to Castlegate.

By the time of the County Series Map (1911 - Fig. 9), the Derwent Foundry buildings and yard took up the southern half of the site, with further buildings in the central and north-eastern areas. The north-west corner of the site was open space, presumably a relic of the gardens shown on the 1850 map.

This general picture continued until as late as 1985, when the 1:2500 Ordnance Survey map showed the continuing existence of buildings in the southern part of the site, with the addition of a Gantry (Fig.10). Buildings in the north-eastern area, and along the central/eastern fringe of the site had been demolished by this date.

4. Aims and Objectives and Methodology

The proposed development at the site provided the opportunity to study an area of Malton which had the potential to provide information on Roman occupation of the area, medieval processes in the rear of burgage plots, and the illustration of

post medieval activity. An additional aim was to ascertain the nature of the possible ditch which was thought to cross the site.

The evaluation took the form of trial trenching allowing the location, identification and recording of surviving archaeological features within the specified areas (Trenches 1-6) to provide information on the past use of the site. These evaluation trenches were positioned to give an even spread across the site, covering c. 2.5% of the development area.

The second phase of excavation consisted of the northwards extension of Trench 3, where structural remains and post-medieval deposits had been located, to form an area 10m x 10m in size, and the excavation of two 5m x 2m trenches (Trenches 7 and 8) in order to find further evidence for the ship-repairing dock.

Both programmes of work allowed a number of potential research questions to be addressed corresponding with recent NYCC - Heritage Unit guidelines, in particular the re-use of Roman sites, and the evidence for the growth of market towns.

Modern overburden was removed by mechanical excavator under direct archaeological supervision. A combination of a concrete breaker and a toothed bucket were used to break the concrete surface and areas of intensive modern disturbance. A broad toothless bucket was fitted for the removal soil deposits, to a depth of 1.2m. The subsequent excavation of archaeological features and deposits was by hand.

The second phase of excavation allowed for the hand excavation of two sondages 1m x 2m in size below the machined depth of the expanded Trench 3. A mechanical excavator was used to further excavate the sondages to locate natural deposits, and was similarly used to examine deposits lying below the initially defined level within Trench 7.

All work was carried out in line with the Institute of Field Archaeologists Code of Conduct (IFA 1998). Standard excavation and recording systems were used, with a written record being compiled on standard recording forms, with the drawing of plans at 1:20 and of sections at 1:10. A photographic record was made up of monochrome prints and colour slides.

Non modern finds were processed in accordance with English Heritage Guidelines (EH 1995); other finds were noted but not retained. All collected material was cleaned, and properly packed and stored in accordance with the requirements of national guidelines and retained for specialist analysis.

5. Results

The results section comprises a brief summary of the initial archaeological evaluation at the site (Phase I), followed by a full description of the second stage excavations (Phase II).

Archaeological Evaluation Excavation - Phase I

Trench 1

This east-west aligned trench was situated at the north of the site. Modern deposits exceeded 1.5m, below which two separate deposits of clay loam 'garden soil' were identified. A deposit containing medieval pottery was located at the base of the sondage, at a height of 18.23m OD, 1.95m below the present ground surface.

Trench 2

This trench was situated at the northern end of the development area to the south of Trench 1. Approximately 1.70m of modern deposits appeared to have been dumped into the trench from the west. A further 0.70m of clay loam post-medieval 'garden soil' was identified, reflecting the picture in Trench 1.

Trench 3

This trench was situated towards the north-western side of the development area, immediately to the south of the former foundry. The upper 1.10m of material was removed mechanically and consisted mostly of demolition rubble and industrial waste.

The earliest deposits were clay sands and silts, context 3017 at the eastern end of the trench and context 3026 at the western end, the latter containing an abundance of tile and wood fragments. A small triangular deposit of unexcavated clay silt, 3025, also lay at the western end of the trench pre-dating wall 3022 described below.

An L-shaped wall foundation (context 3022) was identified towards the western end of the trench, although the intersection of the walls lay beyond the southern baulk. The wall foundation was aligned north-west to south-east, and was 2.6m long. The eastward return was aligned north-east to south-west and was at least 2.5m long. The wall's average width was 0.8m. The wall core or foundation was constructed from roughly squared, variably-sized limestone fragments. The foundation was contained within a construction cut (context 3024) which cut the earlier deposit 3026. Demolition material made up of varying sized limestone fragments mixed with clay silt (context 3023) lay within the interior of the wall foundation and slightly overlapped it. Tile and pottery fragments from this deposit were of 18th century or later date.

Trench 4

Trench 4 was aligned east-west and was situated centrally on the eastern side of the development area within a standing building.

Features and deposits identified were all of post-medieval and modern date.

A deposit of fairly clean clay sand (context 4016) was present at the western end of the trench and may have represented natural material.

A brick wall (context 4027) ran on a north to south alignment at the east end of the trench, and its foundation trench (context 4037) cut into deposit 4016. This wall was 0.4m wide, and three courses of brick were visible, with the feature extending beyond the excavated limit. A substantial dump of mortary limestone fragments was situated east of Wall 4027. The position of this wall suggests that it was associated with the boat repairing dock, the dump of limestone rubble presumably representing infill after its disuse.

A 0.8m wide north-south aligned ditch or gully (context 4042) cut into deposit 4016. The loose tills contained post-medieval material including brick and tile and limestone fragments. This feature may have been a robbed wall, or perhaps a boundary feature.

Wall 4011 post-dated ditch/gully 4042 and was an L-shaped feature that ran along the centre of the trench before returning to the north. The wall was a substantial feature 0.5m wide, surviving to a height of 0.9m, and built from squared limestone blocks bonded with mortar, and was situated within a relatively shallow construction cut. With reference to Wise's map and the First Edition Ordnance Survey map it is clear that this structure was part of the foundry building.

Trench 5

This east-west aligned trench was situated towards the southern end of the development area, immediately to the north of an existing building.

The earliest deposits consisted of layers of clay and clay silt, which were relatively moist and organic in consistency. These layers were seen as representing flood deposits from the River Derwent, whose present course runs c. 20m to the south. Post-medieval sherds were recovered from these deposits.

Layers of more recent date, extending to a depth of 1.2m, overlay the assumed flood deposits, and consisted of clay and rubble dumps, and successive concrete surfaces.

Trench 6

This east-west aligned trench was situated at the southern end of the development area c. 5m to the north of the River Derwent. The trench was machine excavated

to a depth of 1.2m and no archaeological features or deposits were identified. The deposits present consisted of modern rubble and layers of industrial waste apparently originating from the foundry.

Second Phase Excavation - Phase II

Trench 3 (Figs. 12 and 13)

As previously mentioned Trench 3 was extended northwards to form a 10m square excavation area, in order to define the limits of the structure identified in the evaluation. In addition two sondages (Sondage 3a to the north and Sondage 3b to the south) were excavated below this defined horizon to illustrate the nature of deposits lying at greater depth and to establish the height of natural deposits. A composite surface plan was drawn, and where possible the relationships of the various deposits were ascertained.

The two sondages situated 3m apart, were both 2m in length east-west, 1m wide north-south and hand-excavated to a depth of 1m (i.e. c. 2.25m from the present ground surface). The sondages were further excavated by machine to test the nature of deposits existing at greater depth, and to locate the position of undisturbed natural.

There was a degree of concordance between the deposits in the two sondages, but as the activity represented mainly consisted of episodes of relatively small-scale dumping it can be appreciated that few of the deposits were physically common to both sondages. Pottery dated all of these deposits to the 18th century.

Machine excavation located a very dark grey, slightly silty clay lay at the base of both sondages (context 3116 in 3a and context 3207 in 3b) at a height of approximately 16.75m AOD. The clean nature of this layer makes it clear that it was naturally deposited, and presumably riverine in origin.

In Sondage 3a a deposit consisting of dark, moderately rubbly clay silt (context 3115) represented the lowest archaeological deposit. A paler, largely stone-free clay (context 3206) lay at a similar horizon in Sondage 3b. Although no finds were recovered from these two deposits, there is little reason to doubt that they were created by the same post-medieval dumping processes that comprised the hand-excavated deposits lying immediately above.

The lowest of the hand excavated deposits consisted of a series of rubble dumps, contexts 3112, 3113 and 3114 in Sondage 3a and contexts 3204 and 3205 in Sondage 3b. These deposits were characterised by quantities of sub-angular limestone rubble, ceramic building material and mortar fragments. Associated pottery dated this dumping to the second half of the 18th century.

A deposit of clean, almost inclusion-free olive brown clay silt overlay context 3204 in Sondage 3b, but was absent from the other sondage. The character of this deposit along with its 'clean' nature suggest that it could have been the result of flooding, although it is difficult to explain how such an event could have been absent from the other nearby sondage. Perhaps context 3204 was formed by the dumping of silt freshly up-cast from the river.

A horizon represented by closely packed small limestone fragments was present in both sondages (context 3111 in 3a and context 3202 in 3b), forming a compact surface that dipped slightly to the south-east. In Sondage 3a two distinct narrow linear features (contexts 3108 and 3110) cut through the surface running parallel to each other towards the south-east. These features were c. 0.10m wide and c. 0.05m deep, and were 0.80m apart. Their general form suggests that they were wheel ruts, but if so the relatively narrow spacing implies the passage of a small trap rather than a larger cart. The two linear features cannot have been the result of horticulture as they were overlain by rubble (contexts 3106 and 3105) rather than garden soil.

A number of dumps with varying proportions of rubble were deposited in both sondages above the surfacing (contexts 3102, 3103, 3104, 3105 and 3106 in 3a, and contexts 3200 and 3201 in 3b). These deposits may have been preparation or levelling for Structure 1 which was subsequently raised over the area.

Structure 1

The archaeological excavation of Trench 3 recorded a poorly preserved L-shaped foundation (context 3022) with a north-west to south-east axis (Structure 1). A substantial spread of rubble (context 3203) represented the structure's demolition.

The Phase II excavation revealed similar evidence. A poorly preserved unmortared limestone wall (context 3035) ran for a length of c. 1.5m parallel to Foundation 3022 at the north-west of the extended Trench 3. Wall 3035 was badly disturbed at its south end, presumably by levelling associated with the building of the later foundry (Structure 2). However traces of the continuation of the line of Wall 3025 were found in Sondage 3a as a narrow ribbon of clay (context 3101) that presumably represented a foundation deposit; no intact walling existed in either sondage.

The excavated evidence shows that Structure 1 was at least 9m long, and 3m in width.

The demolition of the Structure 1 was represented by spreads of rubble and mortar (contexts 3048-53) which contained post-medieval ceramic building material, including pantile, and late 18th century pottery. The limits of this rubble in effect indicated the limits of Structure 1.

Structure 2

The evidence for this building consisted of an L-shaped limestone wall (context 3062) at the north-east corner of Trench 3. Wall 3062 was earlier than a west-north-west to east-south-east aligned brick wall (context 3038) with a northward return (context 3033) which together formed a west 'wing' to the building. A 2m wide entrance lay at the centre of Wall 3038.

With reference to Nineteenth century maps, Structure 2 clearly represents part of the Iron and Brass Foundry shown in Wise's 1843 map, and which appears on subsequent maps until the 1960s. The erection of the brick-built west wing to Structure 2 can be dated to the 1840s as it is absent from Wise's map (1843), but is present by the time of the First Edition Ordnance Survey map (1850). This map shows such details as the entrance through Wall 3038 recorded by the excavation.

Many of the remainder of the deposits recorded in Trench 3 represented the fills of relatively recent cut features (e.g. contexts 3027-32, 3034, 3041, 3045, 3047, 3055-9 and 3061) or spreads or dumps of material of generally rubbly nature (contexts 3036-7, 3041-4, 3046 and 3054). Context 3054 was almost certainly associated with the demolition of Structure 1, whereas context 3046 was a deposit associated with the recent levelling of the area in preparation for the foundry. The latter deposit contained a well-worn coin of 1797.

Trench 7 (Fig. 14)

Trench 7 was excavated within the standing building along the eastern side of the site to test for the presence of the ship repairing dock. Modern deposits were initially removed by machine to a depth of c. 1m, at which point recording took place. A small area of the recorded surface, believed to represent backfill into the dock, was further machine-excavated in order to locate the dock's base.

The lowest deposit revealed by machine consisted of very compact and plastic yellowish brown clay (context 7020) at a height of c. 15.95m AOD (c. 3m below the present ground level). Given the totally clean and inclusion-free nature of this deposit it is highly likely that it was natural in origin, unless it was a waterproof, puddled clay lining to the dock.

Context 7019 overlay the plastic clay, and consisted of a brownish clay silt with frequent mortar and limestone rubble inclusions. Water flowed freely from the north into the void left by the removal of this deposit; was this a trace of Lister Spring? It seems that context 7019 lay at the base of the assumed dock, but there were no specific traces of the dock in Trench 7 other than substantial deposit of mortar rubble (context 7016), 1.4m in depth, that had apparently been backfilled into it.

A substantial mortared limestone wall (context 7005) crossed the western end of the trench on a north-south alignment. At least eight squared courses of masonry survived. Again with recourse to the Nineteenth century maps, this wall is shown to be the east wall of the foundry, and is the northward continuation of Wall 4011 known from Evaluation Trench 4, and is therefore the eastern wall of Structure 2.

A shallow brick foundation (context 7011) along Trench 7's northern baulk may have been contemporary with Structure 2. Two service trenches (contexts 7010 and 7017) also seem to have been roughly contemporary.

The east wall of Structure 2, the brick setting and the pipe trenches were all engulfed by the dumping of a very substantial deposit of ashy, clinkery material (context 7003), with slightly paler material of similar consistency above (context 7002). This dumping would appear to represent the disposal of foundry waste.

A modern concrete floor (context 7000) and its hard-core bedding layer (context 7001) completed the sequence.

Trench 8 (Figs. 14 and 15)

Trench 8 was excavated in a similar manner to Trench 7: relatively recent deposits were machine-excavated to the point where deposits of apparent significance were encountered, and a full record made. Originally measuring 5m in length, Trench 8 was extended eastwards for a further 4m to seek evidence for the dock wall.

Initial machining to c. 1.25m below the present ground surface located the top of a rather mixed brown silty deposit (context 8012). This deposit consisted of a mixture of silty sand lenses suggesting that it was likely to have been formed by a number of individual dumps.

Dump 8012 was overlain by a relatively thin (0.10m deep) deposit of dark sandy silt with frequent crushed coal inclusions (context 8011). It is tempting to see this deposit as a buried topsoil, though its lack of depth argues against that interpretation. Deposit 8011 seems to represent a hiatus between the underlying silts and the subsequent dumping of a substantial mixed mortar deposit with frequent small limestone fragments (context 8010).

This deposit was cut away by a construction trench (context 8016, filled by context 8014) for a well-made limestone wall (context 8015). Wall 8015 crossed the eastern end of the trench on a curving south-west to north-east alignment. Squared limestone facing stones 0.65m in length and 0.32 thick were present on the eastern side only, the remainder of the wall consisted of hard mortar with coursed rubble. The fact that the wall was faced on only one side showed that it was a 'retaining' feature rather than a free-standing structure. Although the wall did not have the anticipated north-south alignment, there can be little doubt that it

forms the northern part of the central bay of the dock shown at this location on the First Edition Ordnance Survey map (Fig. 8).

A brick structure (context 8019), which fitted snugly into its construction cut (context 8020, filled by 8018), abutted the limestone wall in the north-east corner of the trench. The exact relationship between it and the wall is unclear, although it seems likely that the brick setting is the later of the two features, and is perhaps evidence for one of the extensions to the foundry shown on the County Series map (Fig. 9).

A layer of loose mortar rubble (context 8017) was contained within the curve of the wall in the south-east corner of the trench, and represents the backfilling of the dock after it had gone out of use, similar to dumping 7016 in Trench 7.

A shallow layer of dark sandy silt with frequent mortar and limestone fragments (context 8013) lapped over both the top of Wall 8015 and the backfill of the dock.

Five deposits with varying amounts of mortar and limestone fragments (contexts 8005-9) apparently represented levelling or dumping episodes. The presence of slaggy or clinkery material within context 8005 presumably represents the disposal of foundry waste.

Subsequently a distinct layer of mortar with small angular limestone fragments (context 8004) was laid down, apparently forming a floor for one of the extensions to the foundry.

The remainder of the deposits were recent in date, consisting of a rubble foundation layer (context 8003) for the concrete floor (context 8000) of the existing building which is believed to have been constructed in the mid-1960s. A stanchion base (contexts 8001 and 8002) was also recorded.

6. Discussion

The Phase I excavations had established the presence of deep layers of post-medieval and modern dumping or levelling across each of the six trenches that were examined. A single possible medieval feature was identified at depth within Trench 2, and this proved to be the only evidence for activity earlier than Eighteenth century in date. There was a background of residual medieval material from Trench 3, represented by a small number of sherds.

A building (Structure 1) was identified at the excavated limit in Trench 3, and although of post-medieval date this structure was interesting in that its alignment was at variance to modern boundaries, which themselves presumably fossilised the boundaries of the medieval burgage plots. Further excavation showed that

Structure 1 had been comprehensively demolished. The eccentric alignment proved to be due to its ephemeral nature and low status, rather than indicating that it was of early date.

The moist and apparently well-stratified nature of deposits pre-dating Structure 1 suggested that they had a degree of archaeological potential. Excavation of the two sondages in Trench 3 showed these deposits to be well-preserved dumping and surfacing layers, none earlier than the first half of the Eighteenth century in date. This reinforced the picture from the evaluation, namely that the site had been the subject of large-scale dumping and landscaping since the beginning of the Eighteenth century. The stimulus for all this investment of effort was surely the establishment of the Derwent Navigation in 1702 which caused an explosion of industry along the river bank in Malton. The Navigation between Malton and the Ouse was in regular use by the 1720s, and was a "huge success" (Jackson 1999).

The Derwent Navigation was of course the reason for the existence of the repairing dock and boat-builders yard that occupied the site from at least the early Nineteenth century. As previously mentioned, in its latest phase the dock was more complex than the relatively simple linear feature shown by Wise's 1843 survey. By 1850 (First Edition Ordnance Survey map) the dock had three bays, the central one of which being a dry dock, which would require lock gates in order to function. The excavated evidence from Trench 8, with its curving limestone wall, coincides remarkably with the details shown on the First Edition Ordnance Survey map. This wall resembles the massive limestone wall which apparently formed the western retaining wall of the dock, and which is still present on the river bank immediately outside the site's southern boundary. That the dock wall in Trench 4 was of brick rather than limestone implies that it underwent several phases of construction, and perhaps this is reflected by the variation in the cartographic evidence from 1843 to 1850.

If the dock did undergo remodelling in the 1840s this would have proved an unfortunate investment as the coming of the railways to Malton supplanted the river traffic within two decades, the North Eastern Railway purchasing the Derwent Navigation in the mid 1850s.

The foundry, established by the time of Wise's survey at the latest, dominated the use of the site for at least the next century. In the 1960s engineering and repair supplanted manufacture at the site, and this continued up to 1998. The Safeway extension will continue at least three centuries of commercial use in this part of Malton.

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