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**LAND OFF HUNGATE, PICKERING,  
NORTH YORKSHIRE**

**REPORT ON AN  
ARCHAEOLOGICAL DESK-TOP STUDY**

**CONTENTS**

- ABSTRACT**
1. INTRODUCTION
  2. METHODOLOGY
  3. GEOLOGY AND TOPOGRAPHY
  4. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND
  5. CARTOGRAPHIC EVIDENCE
  6. WALK-OVER SURVEY
  7. LISTED BUILDINGS
  8. DISCUSSION AND CONCLUSIONS
  9. ARCHAEOLOGICAL IMPLICATIONS
  10. LIST OF SOURCES
  11. LIST OF CONTRIBUTORS

**List of Illustrations**

- |          |  |
|----------|--|
| Figure 1 | Site location                          |
| Figure 2 | 1790 Enclosure map                     |
| Figure 3 | 1839 Tithe map                         |
| Figure 4 | First Edition Ordnance Survey Map 1854 |
| Figure 5 | Ordnance Survey Map 1912               |
| Figure 6 | Ordnance Survey Map 1969               |
| Figure 7 | Ordnance Survey Map 1979               |

## **ABSTRACT**

*Desk-top study of a site at the junction of Hungate and Vivis Walk in Pickering has identified the possible survival of archaeological remains beneath the current ground surface. Field work to determine the extent of such remains is suggested. Two structures from the 19<sup>th</sup> century railway use of the site were also identified and expert advice on their significance is also recommended.*

## **1. INTRODUCTION**

In December 1999 an archaeological desk-top study was undertaken by York Archaeological Trust on land adjacent to Hungate, Pickering, North Yorkshire (NGR SE 7963 8386)(Figure 1). The study was undertaken to provide background information before a planning application was submitted to North Yorkshire County Council for a new shopping centre on the site by Kirkland Developments Limited. The historical and archaeological significance of the study area was assessed using a variety of sources including cartographic evidence, the Sites and Monuments Record (SMR), and published archaeological and historical reports.

## **2. METHODOLOGY**

The archive of information held at the SMR at the Heritage Unit, North Yorkshire County Council, County Hall in Northallerton was visited and its contents assessed following discussion with Linda Smith, SMR Officer for North Yorkshire County Council. The SMR record cards and project files for the study area were checked for any references to the land in question, or for sites in the vicinity. Historical and archaeological publications held by the SMR, the York City and Pickering Libraries were also searched for additional information and the cartographic evidence held at both Pickering Library and North Yorkshire County Council's Record Office were also consulted. Finally the aerial photographs held by the SMR were also assessed although these provided no useful information.

Site research notes are currently stored with the York Archaeological Trust under their accession code YORAT:1999.24.

## **3. GEOLOGY AND TOPOGRAPHY**

The study area lies on Upper Jurassic Kimmeridge Clay solid geology (Kent et al. 1980) on the north side of the Vale of Pickering. It is believed that during the last ice age or Pleistocene period, glacial outflow from the North Sea entered the eastern end of the vale blocking the original eastern sea outlet with glacial till. Ice from the Vale of York glacier flanked the western side of the vale and forced melt water to cut a new channel southwards through the Kirkham gorge (Kent et al. 1980). This narrowing of the drainage outlet resulted in the formation of a lake in the central part of the vale (Kendall 1902). More recent fieldwork (Gregory 1965; Jarvis et al. 1984; and Catt 1987) has challenged this theory and suggests that rather than a single lake, a complex series of lakes and marshes occupied the vale at any one time. To the north of the study area, glacial activity carved out Newton Dale, the glacier depositing a deltaic spread of



Scale 1:50 000

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Figure 1. Site Location Plan

sand and gravel at the entrance to the dale, where Pickering now stands. Subsequently alluvial clays and silts accumulated along the sides of the Pickering Beck.

The proposed development is situated on the southern side of the town of Pickering (Figure 7). The western side of the site is flanked by a road known as Vivis Walk, the northern edge by Hungate and the bridge across the Pickering Beck, the eastern edge by a property boundary, and the southern edge by a modern metal fence. The land slopes gradually from north to south, from a height of c.31m Above Ordnance Datum (AOD) on Hungate to perhaps c.29m AOD at the southern end of the site. The site has been influenced by the construction of a railway, orientated north-south across it. Pickering Beck appears to have been canalised and the land raised and levelled to the east and west of it. At present the site is used for light industrial premises including a joinery works and a coal depot. There is a single house situated on the site, formerly one of the properties owned by the railway. The majority of the area, it would appear, has been raised by the dumping of material onto the site prior to the construction of the railway, and c.75% of the ground surface is currently covered by concrete, hard standing or tarmac. The other 25% is under grass or is part of the garden attached to the house.

#### **4. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

Very few publications have been written specifically about the town of Pickering. The principal sources for this study have included the *Victoria County History of Yorkshire, The North Riding*, a local history: *Pickering, the Evolution of an English Town* by Gordon Home (1905), and the *North Yorkshire Historic Towns Studies Report on Pickering* (unpub). No archaeological investigations have been carried out within the proposed development area or within the town of Pickering itself, excluding the Castle, and St. Nicholas's Hospital at Keld Head.

##### **4.1 The Prehistoric period (to the 1st century AD)**

Settlement in the Vale of Pickering appears to have been concentrated in three distinct topographic zones - (1) on the higher ground to the north and south; (2) around the edges of the former glacial lakes; and (3) in the bottom of the valley. The development area lies between the 25m and the 45m contour lines and may be situated in zone 2, on the northern edge of the glacial lakes.

The earliest settlement activity known within the vale is of early Mesolithic date. In recent years nearly 4km of the original early post-glacial lake shoreline has been investigated at the eastern end of the vale, revealing eight major occupation sites and five smaller ones, as well as numerous traces of 'off-site' activities. The most significant archaeological site to be investigated is the settlement at Starr Carr (Clark 1954). Excavations at Seamer Carr (Schadla-Hall 1988) and Flixton Carr (Moore 1950) suggest that this is not an isolated phenomenon and that during the 8th millennium B.C. the vale of Pickering may have been one of the richest habitats in northern England. The high degree of preservation has enabled detailed reconstruction of hunting patterns, woodland use and the seasonal movements of Mesolithic groups (Clark 1954). Ongoing work funded by English Heritage is revealing further the fluctuations within this important, well preserved early landscape (English Heritage 1997).

During the Neolithic and Bronze Age periods the land within the vale seems to have been settled and cultivated for the first time, though much of the base of the vale contained scattered shrinking lakelets into the post-Roman period (Hemingway 1993; Lee 1997). Evidence from the south side of the vale suggests that settlements were situated on naturally drained sandy hillocks or the drier vale edges (Lee 1997) and excavations at Rillington (Turnbull 1983), Sherburn (Brewster and Hayfield 1994) and West Heslerton (Powlesland 1986) have revealed evidence for the continuity of occupation and settlement from the Bronze Age through to the Anglian period. This suggests that much of the vale edge was settled and under cultivation by the Bronze Age. The northern edge of the vale of Pickering, however, has not seen similar research excavation, and it is therefore impossible from current evidence to determine whether or not it was similarly settled. Recent work by MAP Archaeological Consultancy, c.2.25km to the north of the development area has located Bronze Age settlement close to Newbridge Quarry (Smith, pers comm). This adds to the large corpus of Bronze Age round barrows, burials and Neolithic and Bronze Age surface finds including Neolithic and Bronze Age stone and bronze axes, flint implements, burial urns and bronze weapons (Tyler unpub) recorded by antiquarians to the north of Pickering in the 18<sup>th</sup>, 19<sup>th</sup> and early 20<sup>th</sup> centuries. Some of the surface finds were provenanced to Pickering (OS Cards. 14151, 14154, 14155 and 14156) but their precise locations are not known. A cup marked stone has also recently been found in Pickering, north-east of the study area.

During the Iron Age, settlements and farmsteads are thought to have continued to be situated on the drier fen margins and the vale edges. It has been suggested that an Iron Age lake settlement was located on the Costa Beck c.3.25km south-west of the development area (Hayes 1988, ??). A layer of peat was discovered containing brushwood, wooden piles and other evidence of human occupation including Iron Age pottery, calcite gritted ware, numerous animal bones, decayed timber stakes, iron slag, a quern fragment and a bronze strap (Hayes 1988, ??) beneath alluvial clays. The assemblage suggests that the site was an important Iron Age settlement on both sides of the Costa Beck possibly controlling land and river trade across the vale. A similar settlement site may have existed at Low Mill Garth, Thornton-le Dale, at the mouth of Thornton Dale (Elgee 1930, 185) by the Thornton Beck. Here Iron Age and Roman pottery, a Roman bronze fibulae brooch dateable to the 1<sup>st</sup> century AD, and an Iron Age bronze crutch shaped handle were found in association with a second layer of peat. It is possible that this settlement controlled trade-routes over the Moors utilising Thornton Dale as a routeway. Similar settlements may have existed at the mouths of other dales, such as Newton Dale close to the development area. The only evidence to date for activity has been the recovery in 1853 of two Celtic coins, in white bronze or billon by quarrymen whilst baring rock near Pickering (Home 1905, 51). Iron Age chariot burials have also been discovered close to Pickering, at Cawthorne Camp and at Pexton Moor (Elgee 1930) and a possible Iron Age square barrow was excavated by MAP recently at the Newbridge Quarry site.

#### **4.2 The Roman Period (1st to the 5th centuries AD)**

During the Roman period new forts and roads were built transforming transportation and communication routes and the centres of power within the vale. Settlements are thought to have continued into the period from the Iron age utilising the same topographical positions. A new road crossed the vale from Amotherby, through Great Habton and Riseborough and on to Wrelton (Margary 1973) connecting rural settlements to the major fort at Malton and later to the wealthy villas which flanked the vale edges, such as that at Beadlam. Iron Age settlements are

thought to have continued into the period (Lee 1997) as well as the Lakeside settlement on the Costa Beck (Hayes 1988). Investigations by NAA in 1994 recovered evidence for a small Romano-British rural settlement close to Knapton generating station. Palaeo-environmental evidence and the presence of numerous relict stream channels indicated wet conditions at this time (PLACE 1998) but Lee (1997) has argued strongly that the positioning of this settlement and others on the vale margins relates to the underlying natural geology. Areas where the sand and silts are thickest around the 20 to 25m contour line being favoured. The dearth of sites below 20m AOD would suggest that in the lower basin of the vale settlement had become less practical by the later prehistoric and Roman periods, perhaps due to increased rain run-off resulting from forest clearance. In the Pickering area a number of Roman objects were recovered when the railway cutting was dug between Pickering and Sinnington (Home 1905, 64) suggesting perhaps a settlement close to the Roman road, c.4km west of the development area. Cawthorne Camps, originally thought to be Roman practice camps, are situated c.6km to the north-north-west of Pickering. More recent interpretation and survey has cast doubt on the Roman identification of all of the earthworks at Cawthorne (Lee 1997, 1998) and very recent excavations have identified later phases of occupation (Wilson pers.comm.). A complete black Roman vase has also reportedly been found in Pickering (OS Cards 14153) though the precise location of this and its significance is not known.

#### 4.3 The Anglo-Saxon and Anglo-Scandinavian periods (5th to 11th centuries AD)

Most of the current villages in the area have Anglo-Saxon or Anglo-Scandinavian origins and incorporate a mixture of Old English and Old Norse place names. These include Pickering, Middleton, Aislaby and Thornton. Pickering first appears in the Domesday Book of 1086 as *Pichering*. This name derives from the Old English *Picingas*, meaning the settlement of *Picer* (a personal name) and his descendants (Smith 1969, 85). Smith also suggests that the suffix *ing* in Pickering may suggest that there was a settlement in the vicinity in the 6<sup>th</sup> or early to mid 7<sup>th</sup> centuries AD (Smith 1969, xvii). From the 7<sup>th</sup> century onwards then, villages or farmsteads were concentrated along the vale margins and on the higher glacial islands. This was seen in excavations at West Heslerton (Powlesland 1986) which suggests that the Anglo-Saxon settlement was situated slightly lower down than the present village closer to the valley bottom and below the 30m contour line perhaps indicating drier conditions during the period. The Anglian settlement at Wykeham (Moore 1965) also appears to have been situated on a gravel promontory below the 30m contour line. Later in the period Powlesland (1986) suggests that settlements moved up slope, above the 40m contour line, when the climate deteriorated. This model may be used to speculate a similar shift in occupation on the northern side of the vale, and to suggest that the settlement has shifted north to its present position. It is possible that evidence for Anglo-Saxon occupation may be situated within the development area to the south of the present town, along the Pickering Beck, although no evidence for Anglo-Saxon occupation has yet been found in the area. Evidence for Anglo-Scandinavian settlement and influence has been more forthcoming. Many of the street names contain the suffix *gata* (modern - *gate*) which is old Norse meaning street (Home 1905, 72). Other evidence includes a number of fragments of carved stone from Pickering church including fragments of cross shaft, and a hogback tombstone (Home 1905, 88). These are dateable to the Anglo-Scandinavian period, but it is not known whether the current church is situated on the site of the Anglo-Scandinavian church. The recovery of a trefoil brooch dated to 900AD in the town also suggests that the area was occupied in the Anglo-Scandinavian period (Tyler unpub).

Many of the place names to the south of the development area include the endings 'Ings' or 'Carr' within their construction, for example, Westgate Carr and Ings Lane. These suffixes are Old Norse in origin and usually define areas of wetland, marsh and water meadows (Smith 1969). This suggests that much of the land to the south was marsh and water meadow in the later part of this period and therefore too wet for habitation.

#### 4.4 The Medieval Period (11th to the mid 16th centuries AD)

The Domesday Book of 1086 states:

*In Picheringa there are to be taxed thirty-seven carucates of land, which twenty ploughs may till. Morcar held this for one manor, with its berewicks Batune (Barton), Neuuctune (Newton) Blandebi (Blandsby) and Estorp (Eastorp). It is now the King's. There is therein one plough and twenty villanes with six ploughs; meadow half a mile long and as much broad; but all the wood which belongs to the manor is sixteen miles long and four miles broad. This manor in the time of King Edward was valued at four score and eight pounds [£88]; now at twenty shillings and four pence (Home 1905, 90).*

It therefore appears that just before the Norman Conquest the manor and estate that belonged to Morcar was a large wealthy one, with a considerable quantity of woodland and forest attached to it (Tyler unpub, 1). It may be that during the harrying of the north by William the Conqueror in 1069-70 the area suffered considerable damage. Much of its *socland* was described in Domesday Book as waste, its plough lands were much reduced and the estate and manor were only valued at 20s and 4d; a vast decrease from its 1066 value of £88. The manor and estate appear to have recovered quickly and by the end of the 11<sup>th</sup> century a new stone church had been constructed (Tyler unpub). The original motte and bailey castle at Pickering was begun in the late 11<sup>th</sup> century, possibly during or shortly after the harrying of the north. To the immediate east of the outer bailey ditch a further earthwork bank may have provided an additional defence for the castle or have formed part of a medieval defensive system associated with the adjacent settlement. The stone shell keep and other stone fortifications were constructed at a later date between 1180-1236. It has been suggested that a second motte and bailey castle was built on the western side of the valley, known as Beacon Hill (EH unpub) but no excavation has been undertaken to date the mound securely and it may be of prehistoric date. The men of the village of Pickering were given special rights and customs by King Henry I, who stayed in the castle in 1122 (Tyler unpub). In the 12<sup>th</sup> century Pickering was still a village rather than a borough, but as the Castle took on the role of being the centre of the Honour of Pickering and the lodging place of Kings when they came hunting in the Royal Forest of Pickering (created out of the woodland described in the Domesday Book) the settlement gradually expanded. In 1201 King John held court here and granted the farm of the village to the men for £40 a year with the mill and stock. Burgesses were first recorded in 1206; they held the tolls of the market in the 13<sup>th</sup> century and had common pasture in all the King's woods pertaining to the manor except in the two parks (Blandsby Hay and Dalby Hay).

In 1201, 1208 and 1210 King John stayed at Pickering Castle and probably hunted in the Royal forest, which is known in the 13<sup>th</sup> century to have had wild boar, red, fallow and roe deer within it (VCH 1907). Blandsby Park within the forest, was also used as a horse stud, as well as grazing for cattle and deer (Dent 1971). Towards the end of the reign of Henry III (1267-72) the Honour of Pickering including the castle, manor, estates and the Royal Forest of Pickering was given to the King's son Edward Crouchback, and from him the property descended to the Duchy of Lancaster (Home 1905, 104). In the 14<sup>th</sup> century the Honour of Pickering was sometimes held by

the crown and sometimes by an independent earl of Lancaster. After the rebellion of Earl Thomas in 1322, the Honour returned to the crown. It was attacked in 1324 by the Scots, but an indemnity of £300 was paid to be left in peace. In 1327, Henry the brother of Edward II, Earl of Lancaster strengthened the castle further and in 1399 King Richard II was confined here before being taken to Pontefract where he was beheaded (Tyler unpub, 5).

Pickering was a market centre and a centre of the woolen industry by 1276, when weaving and dyeing are mentioned as taking place in the town. The town however was never a major producer of woolen cloth but the industry continued in the town for quite some time. Iron smelting forges are known within Pickering Forest from the early 13<sup>th</sup> to the 15<sup>th</sup> century, but even with both of these industries Pickering is thought to have stagnated in the later medieval period (Tyler unpub).

In 1301 there were ninety-six taxpayers in Pickering of whom thirty-four were *de Liberis*, or free burgesses and sixty-two were bonded tenants. Occupations included fuller, textile worker and tailor, cooper, fishmonger, fletcher and potter. Potter Hill is first mentioned in 1377-8, with reference to a local medieval pottery industry (Tyler unpub). The number of burgesses in Pickering had increased from thirty-four in 1301 to sixty-three in 1476, but only eight and a half burgage plots were specified as being without the barbican of the castle (Tyler unpub). The two main medieval streets were Market Place and Hungate running east to west, with Burgate and Willowgate leading north to the castle. The main Scarborough to Helmsley road entered at Eastgate, then followed Hungate, Southgate and Westgate, probably utilising a ford across Pickering Beck. This medieval routeway may have had an earlier origin, possibly dating back to prehistoric times, meandering along the foot of the Tabular Hills. Most of the street names mentioned above were recorded in a survey of 1476 and Hungate is thought originally to have been a dumping ground for butchers offal. Southgate was formerly called Muck Lane (Tyler unpub, 10).

In the 14<sup>th</sup> and 15<sup>th</sup> centuries the church was extended and modified, and some fine 15<sup>th</sup> century murals can still be seen within the present church nave (Home 1905, 125). St. Nicholas Hospital, Pickering, located in Chapel Close, Keld Head, to the west of the study area, was first mentioned in 1301 in a Lay Subsidy Roll, which records payments by the Brethren of the Hospital. It therefore must have been in existence before this date and continues to be referenced in the lay subsidy rolls in 1328 and 1333. In 1374, John de Gaunt granted the guardianship of the hospital to Roger de Benyngton in augmentation of his chantry within the Castle of Pickering. A condition of the grant was that he should keep the Chapel and hospital in good repair. This probably led to the dereliction of the hospital in the late 14<sup>th</sup> or 15<sup>th</sup> centuries. The latest reference to the Hospital is in Camden's "Britannia" (1582) where he states that in Pickering "there was also a Hospital of Saint Nicholas now gone, but the chapel close remains" (Fox 1941, 326-9).

The forest decayed throughout the 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup> centuries, due partly to iron smelting and partly to the pilfering of timber and poaching of game during the Wars of the Roses and the English Civil Wars. In the same period the castle also appears to have decayed considerably, much of the timber being removed and taken to Scarborough Castle in the 1640's (Tyler unpub; VCH 1907).



Leland who wrote in the mid 16<sup>th</sup> century describes the late medieval town as "large but not well compacted together. The greatest part of it with the parish church and the castle is on the south side of the brook running through the town, and stands on a great slaty hill. The other part of the town is not so big. The brook that runs between them sometimes rages, but it subsides again shortly, and a mile beneath the town goes into the river Costa." (Home 1905, 150)

From the early medieval period onwards parts of the low-lying marshland to the south of Pickering began to be enclosed and drained for agricultural purposes. Large monastic houses, such as St. Mary's Abbey at York, Whitby and Rievaulx Abbeys, along with major land owners such as the Duke of Lancaster had a major influence on the initiation of drainage and reclamation programmes on their land (Waites 1967 and 1977). These seem to have concentrated around the newly established monastic granges and the Duchy lands. A subsidy roll of 1301 shows that 11 monastic marshland granges were situated within the central Vale alone at Loftmarsh, Kekmarsh, Lund, Newhouse, South Marton, Edston, Ryton, Selleybrig, Kirby Misperton, Rook Barugh and Normanby (Waites 1967). Waites has also suggested from documentary evidence that much of the low-lying land in the western vale used pastoral rather than arable farming methods, much of it being made up of marsh or water meadow. The Duchy of Lancaster owned a large estate in the vale and on the Yorkshire Moors centred on Pickering which focused, as did many of the monastic granges, on sheep farming and wool production. Hay for the over wintering of the sheep stock and the horse stud (the latter situated at Blandsby Park north-east of Pickering), was cut from the carr-land meadows owned by the duchy at Castle Ings and also that of the Rievaulx owned monastic grange of Kekmarsh in the vale. Much of the carr-land between Pickering and Kirby Misperton may have also supplied hay for winter fodder to the Duchy and the surrounding villages. In the late 14<sup>th</sup> and 15<sup>th</sup> centuries the leasing of the Duchy's demesne meadows deprived officials of many of their old tasks (Waites 1977). This can be seen in the division of much of the carr-land to the east and west of the Pickering Beck into medieval strip fields still preserved in the modern field boundaries. These late medieval fields extend back from behind the medieval properties on Hungate and Westgate and on the 1790's enclosure map this area is stated to have been *Ancient Inclosures*. The study area was probably wet and low-lying during this period and part of the water meadows along side the Pickering Beck may have been enclosed in the late medieval period. The name *Vivis* as in the lanes, and paths known as *Vivis Lane and Walk* are normally associated with fishing, fish ponds, or fisheries in the medieval period (Falkingham and Smith, pers comm.). It is possible that some structures associated with a local medieval fishing industry may be discovered on the site.

A medieval pack horse bridge named 'Ings Bridge' crosses the Pickering Beck to the south of the study area joining Ings Lane to East Ings Lane. This also suggests that the fields to the east and west of the Pickering Beck and the drains and tracks which they respect are of at least late medieval date and that there was a medieval pack horse route across the vale in the vicinity. The latter probably linked Pickering with Kirby Misperton.

#### 4.5 The Post-Medieval Period (mid 16<sup>th</sup> to 19<sup>th</sup> centuries)

The borough is thought to have declined during the 16<sup>th</sup> and 17<sup>th</sup> centuries. By 1619-21, all but one of the burgages were entered as cottages in the rental, but picked up in the late 17<sup>th</sup> and 18<sup>th</sup> centuries with the development of the linen industry. Linen weavers, fullers and tenter garth are mentioned in a survey undertaken in 1680 which records 195 houses in Pickering including 9 shops, many of which still survive. This survey also reveals that in 1680 there were 21 houses in

Hungate. In the 18<sup>th</sup> century the town appears to have been prosperous with a large paper-making industry (one of the paper mills was situated on the Pickering Beck, just to the south of the development area), three foundries, three breweries, two tanneries and a rope works. Pickering, however, never really got underway as an industrial town in comparison to say Leeds or Manchester (Tyler unpub).

From cartographic evidence (see section 5.) it is believed that two mill races or sluices crossed the site. One was situated on the extreme eastern side of the development area and can be seen on the 1839 tithe map. The other was on the extreme western side of the development area, and can be seen on the 1790's enclosure map, the 1839 tithe map and the 1854, first edition Ordnance Survey map. The only information for the industries that were using these sources of water power is the 1854 map which shows a Bone Mill using one of the sluices and in the south-eastern corner of the area may be a foundry. More research into property ownership and the tithe records may reveal more information about the industries using the islands created in the study area by the insertion of the two mill races. It is also possible that the mill races are originally of medieval date.

A windmill which stood to the north-north-west of the study area on the east side of Train Lane was demolished in the early to mid 1840s.

#### **4.6 The Modern Period (19<sup>th</sup> and 20<sup>th</sup> centuries)**

Between 1835 and 1836 the first railway line was constructed between Pickering and Whitby. The full length of the line opened on the 26<sup>th</sup> May 1836 using horse drawn traction (Hoole 1984, 53). On the 30<sup>th</sup> of June 1845 the line was bought by the York and North Midlands Company, and the track was converted to take steam locomotives. This company was at the time constructing a new line between York and Scarborough which opened in July 1845. A branch line connecting Malton and Pickering through Rillington opened in October 1845 (Potter 1906, 42). The latter line was the first railway line to be constructed across the development area bringing substantial changes to it. In August 1846 the Pickering to Whitby railway line was re-opened for steam locomotives between Pickering and Raindale, and in June 1847 the first steam train reached Whitby on the newly converted track. Also constructed in 1847, the gas works, which were situated just to the south of the development area between the Pickering to Rillington railway line and the Pickering Beck, formed a further significant landscape change to the development area (Home 1905, 256). It is not known how much ground disturbance both the railway and the gas works caused, although it is thought that the railway, being situated on an embankment may have caused minimal disturbance.

Both the Whitby to Pickering and the Malton to Pickering railway lines were taken over in 1854 by the new amalgamated company, the North Eastern Railway (NER), which consisted of the York Newcastle and Berwick Company, the York and North Midland Company and the Leeds Northern Company (Hoole 1983; Potter 1906, 42).

A new iron bridge, which must have replaced the bridge visible on the 1839 tithe map was constructed in 1864 (Home 1905, 257) between Hungate and Muck Lane (now South Gate).

The Gilling to Pickering railway line (through Helmsley and Kirbymoorside) was constructed between 1850 and 1875 by the York, Newcastle and Berwick Company, and from 1854 the NER,

and the full length was finally opened on the 1<sup>st</sup> April 1875. A further railway line between Seamer and Pickering was opened on the 1<sup>st</sup> May 1882.

Even with the arrival of the railways, and the fact that it was a major junction and halt for four railway lines, Pickering remained a local market town. The population in 1801 was just under 2000 and by 1901 this had only risen to 3500. In the 19<sup>th</sup> century the brick and lime quarrying industries were important and developed with the railway lines (Tyler unpub, 5).

The NER became the London and North-Eastern Railway (LNER) in 1923 (Hoole 1984, 53). This company was eventually nationalized and became part of British Railways, latterly British Rail. Passenger and goods traffic on the Seamer to Pickering Line were finally withdrawn on the 5<sup>th</sup> June 1950 due to bus competition, except for freight (mainly stone) from Thornton Dale to Pickering (Hoole 1974). The final official passenger train from York to Pickering via Helmsley and Kirkbymoorside ran on the 31<sup>st</sup> January 1953 (Hoole 1974). The freight service from Thornton Dale to Pickering succumbed too in 1964 when the line was closed and lifted (Hoole 1974). Passenger services between Malton and Whitby were withdrawn on the 8<sup>th</sup> March 1965 but Pickering remained open to goods until July 1966, the line being maintained as far as Hargreaves Quarry at New Bridge. The route between Rillington and Pickering was then completely abandoned (Fawcett 1995, 83).

Pickering Station had quite a collection of railway buildings in the mid 19<sup>th</sup> century; the principal ones being executed in the local stone and situated to the north of the development area. Construction was delayed pending the re-opening of the Whitby and Pickering Railway Line in June 1847 and therefore according to Fawcett (1995) the station and the goods shed had several more advanced features than the earlier stations at Malton and Scarborough. The station was large with a train shed with its hipped ends being carried by Filey-type bowstring girders. The station offices, though stylistically similar to Malton, were unassuming perhaps due to the restricted nature of the site. The goods shed, unlike Malton and Scarborough, contained parallel railway track and a roadway flanking a transshipment platform, and a roof which extended beyond the building at one end to form a covered loading area. The grandest of the buildings was one which served as a railway gasworks, which has in recent years been converted to a café, and is now a hair dressing salon (Fawcett 1995, 35).

The development area included railway lines and sidings, built on an embankment, a new iron bridge (still extant today), and a large number of buildings. These included coal depots, a corn mill, an engine shed and a station officer's residence. Most of these have their origins in the mid to late 19<sup>th</sup> century.

The single-road engine shed situated within the study area, thought to be a G. T. Andrews design, appears to have been added after the original buildings and was built in brick. It has been described by Hoole (1972) as one of the few country engine sheds which remain standing in spite of having been closed since 6<sup>th</sup> April 1959. Hoole describes in detail all the different types of steam and diesel engines that were housed in the shed including a BTP 0-4-4T, several G5 0-4-4T's, a J22 0-6-0, a double-gearred sentinel locomotive, a 76 (superheated) locomotive, several D20 4-4-0's, and a D49 62774 known as 'the Stantondale'. On the 22<sup>nd</sup> November 1955 locomotive engines were withdrawn from Pickering and from then on they were supplied by the engine shed at Malton. The date of the original shed building at Pickering is not known, and it does not appear on the first edition O.S. map of 1854. By October 1874 it must have been

standing for a number of years as it was decided to extend the shed to take two engines instead of one. This was completed in 1876 at a cost of £604 2s 6d. The building remained in this form until its closure in 1959 (Hoole 1972). By 1983 the engine shed had been restored and was reopened for commercial purposes, today being part of a joinery works (Hoole 1974).

## 5. CARTOGRAPHIC EVIDENCE

### 5.1 The 1790 Enclosure Map (Figure 2)

This map was drawn as part of the Parliamentary Act of Enclosure for lands in the Parish of Pickering. It is not detailed enough to show specific buildings though it does show streets such as Hungate, West Gate and Potter's Hill lined with houses, represented by thicker lines, along either side of the street. There appears to have been no bridge at the north end of the development area crossing the Pickering Beck between Hungate and Muck Lane, and this may signify the existence of a ford here. Vivas Lane and Recreation Road are shown, although Recreation Road is known as *Vivans* at this point. Vivas Walk appears to be very thin and to curl sharply at its southern end, this may signify that a mill leat or sluice existed on the western side of the development area by this date. A thick stroke at the north end close to Muck Lane may indicate a mill building, as could a thick line on the eastern bank of the Pickering Beck, just to the south of the ford.

### 5.2 The 1839 Tithe Map (Figure 3)

This map is much more detailed as it deals with every property and enclosed field in and around Pickering and their ownership. The study area is divided up into six small enclosed fields numbered 71, 72, 73, 74, 75 and 76. Enclosure 71 is situated on the western side of the Pickering Beck and contains two buildings. The building at the north end of Vivas Walk (possibly shown on the 1790 enclosure map) may have been a mill. Vivas Walk appears to be shown as part of the Pickering Beck, although it also joins Muck Lane. The 1854 first edition O.S. Map shows this better, revealing that the leat disappears under Muck Lane, and must have been culverted from the bridge at Potter's Hill further upstream, to this point.

The other building shown on the 1839 map is situated close to the ford and may be part of a mill building or a house. On the extreme western side of the development area a mill leat or sluice between plots 76 and 80 is shown for the first time. The enclosures numbered 73 and 74 both contain two buildings, possibly also concerned with industrial or milling premises that required water power. One of the buildings in enclosure 73 is situated on the Pickering Beck, and the two in enclosure 74 are directly adjacent to the mill leat or sluice on the eastern side of the development area. Two bridges appear on the tythe map, one adjacent to the Hungate ford, which may be an early 19<sup>th</sup> century foot bridge across the Pickering Beck, and the other crossing the eastern most mill leat or sluice close to where it cuts away from the Beck and crosses into enclosure 72.

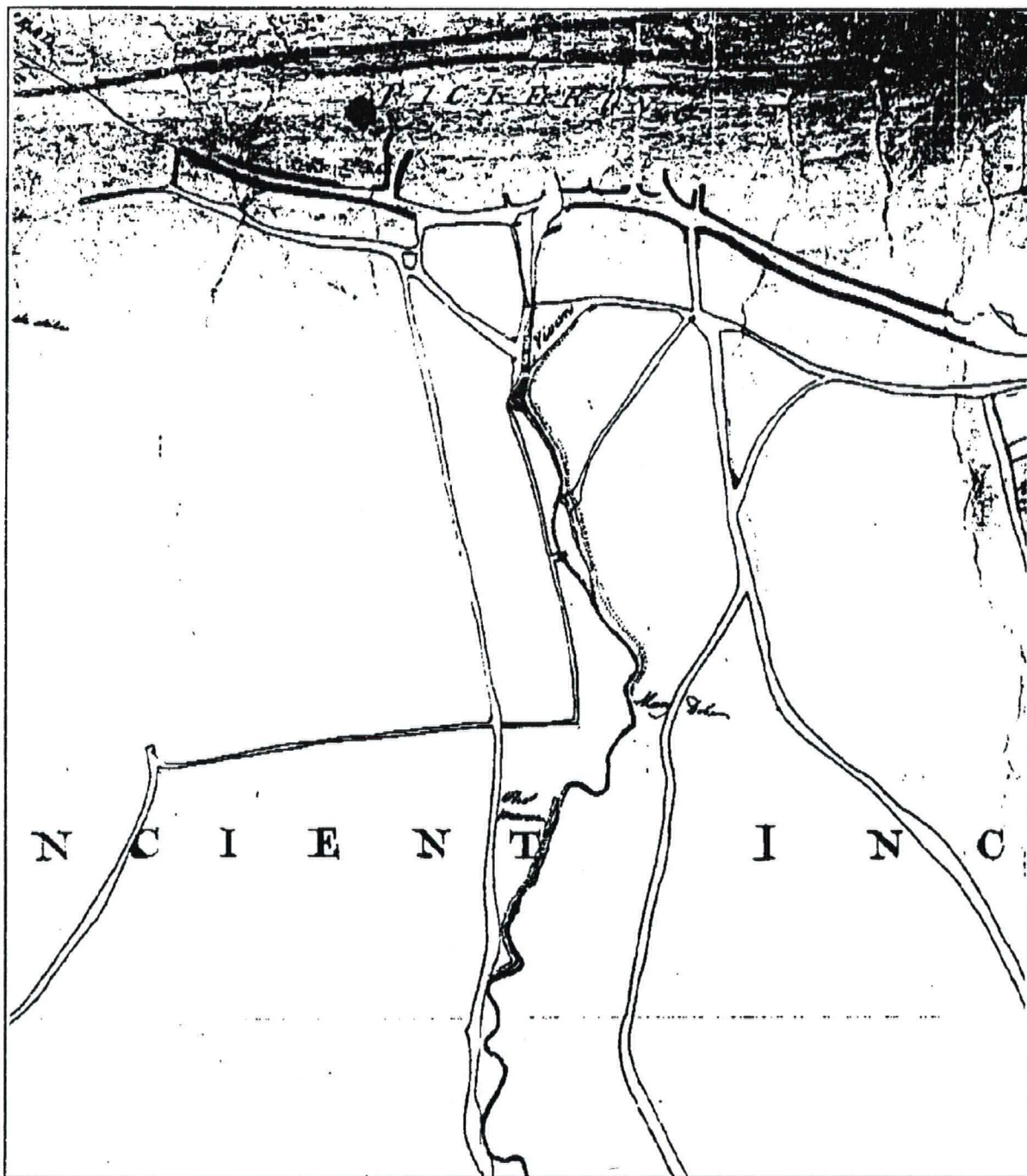


Figure 2. 1790 Enclosure map

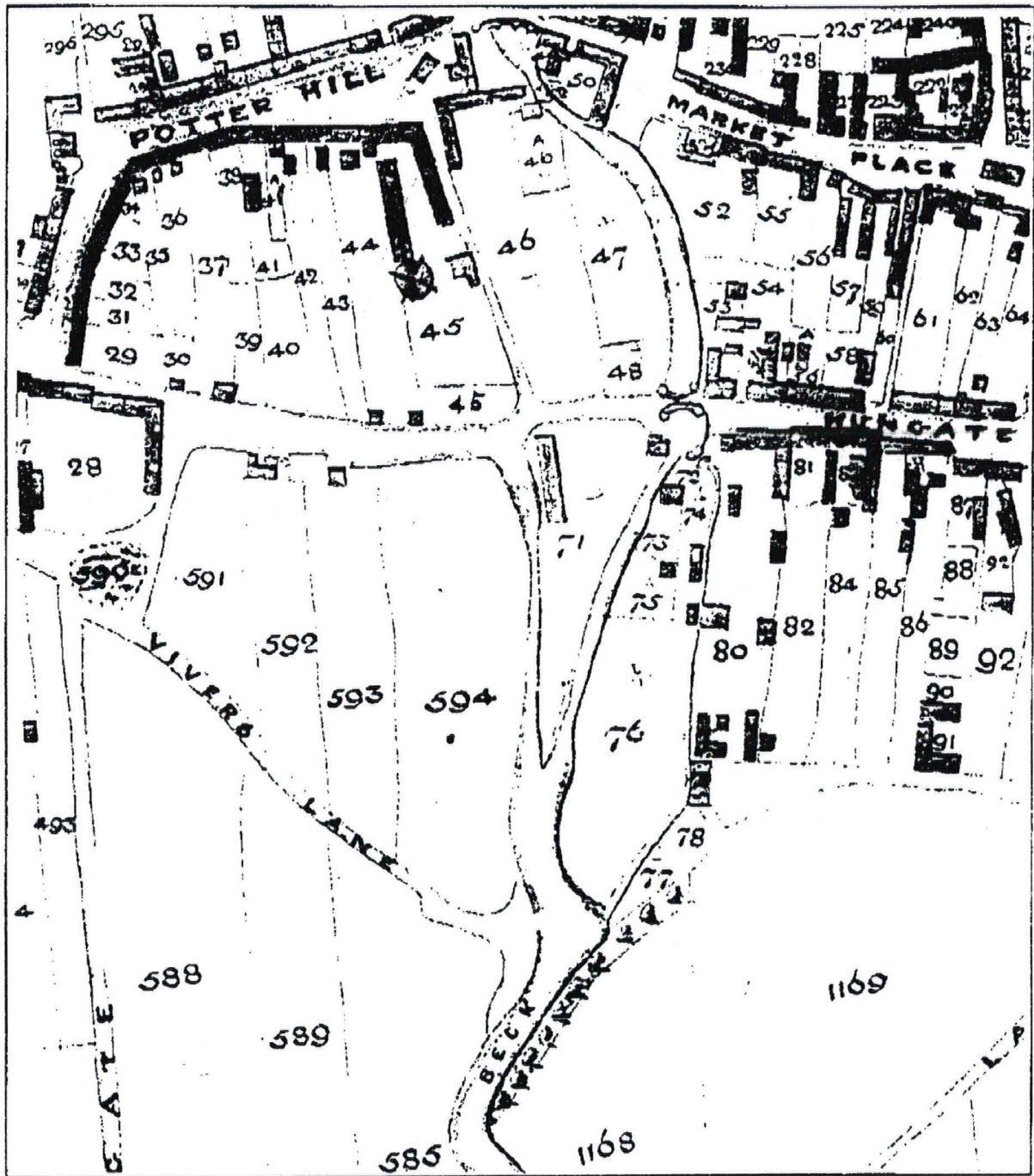


Figure 3. 1839 Tithe map

water power. One of the buildings in enclosure 73 is situated on the Pickering Beck, and the two in enclosure 74 are directly adjacent to the mill leat or sluice on the eastern side of the development area. Two bridges appear on the tythe map, one adjacent to the Hungate ford, which may be an early 19<sup>th</sup> century foot bridge across the Pickering Beck, and the other crossing the eastern most mill leat or sluice close to where it cuts away from the Beck and crosses into enclosure 72.

### **5.3 The First Edition Ordnance Survey Map (1854) (Figure 4)**

The biggest change to the area between 1839 and 1854 is the construction of a railway, orientated north-south across the site. It appears to be single track further to the south, but within the development area two sidings are visible to the west of the main line. To cross the Pickering Beck a new Bridge was constructed to carry the railway (this still survives today). To the west of the railway, on the western side of the Pickering Beck, the area has been divided into two areas. The northern most is the precursor to the present coal depot and the building (offices) in the north-west corner of the depot still survives today, though much altered (Martin Robertson, English Heritage Field Inspector for the Railway Industry, pers comm). To the south, along side the western mill leat or sluice, a bone mill is shown. This may be the same building that appeared on the 1839 tithe map, only on the tithe map it may have been positioned incorrectly. The bone mill appears to have been powered by a mill leat that ran roughly north to south down its western side, the mill leat becoming open from Muck Lane, after emerging from a culvert. A path or lane, now known as Vivis Walk, followed the line of the mill leat and continued south to Vivis Mill (flour), which was probably originally a Paper Mill. The other building that appeared in enclosure 71 of the tithe map in 1839 appears to have been demolished during railway construction. The area to the east of the railway and the Pickering Beck, still contains a mill leat, but the majority of the boundaries shown on the tithe map have been removed. The buildings in enclosure 73 appear to have been extended and a garden laid out at the north-end of what was enclosure 74, on the western side of the mill leat. These may have been converted for housing railway staff when the railway was built in 1845. The buildings by the leat in enclosure 74 appear to have been demolished. The development area has clearly been affected substantially by the construction of the railway, which in 1854 became part of the NER Company.

### **5.4 The 1912 Ordnance Survey Map (Figure 5)**

The area is now dominated by the railway, railway sidings and an associated coal depot. Two lines now run north across Hungate/Muck Lane, while three run south to Mill Lane junction on a wide embankment where they split into six tracks. Two of these head west to Kirby Moorside, two head south to Rillington and two head east to Seamer. In the development area, as well as the two main lines, are six sidings, three to the coal depots (one of which had two further branches), one to the Engine shed and two further sidings to the east. In the north-western corner of the development area the coal depot is clearly defined, and appears to contain several new buildings. Just to the south of it, a second coal depot has been created, which also contains new buildings. It also appears to include the original bone mill buildings which were on the 1854 O. S. map, although by 1912 they had been converted to a corn mill, owned by the railway. It is not clear what the source of power for the railway corn mill was as the western mill leat

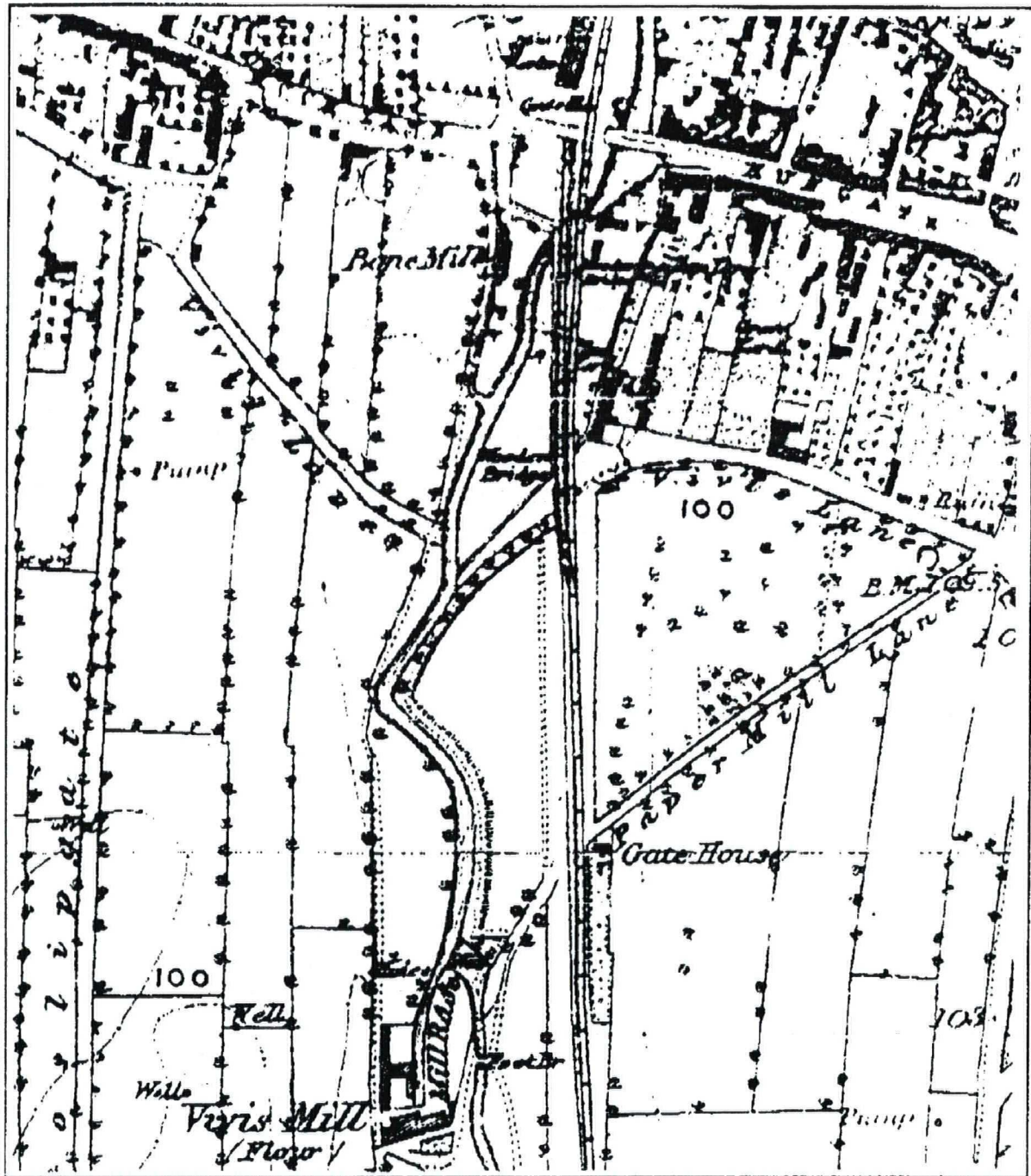


Figure 4. 1854 Ordnance Survey map



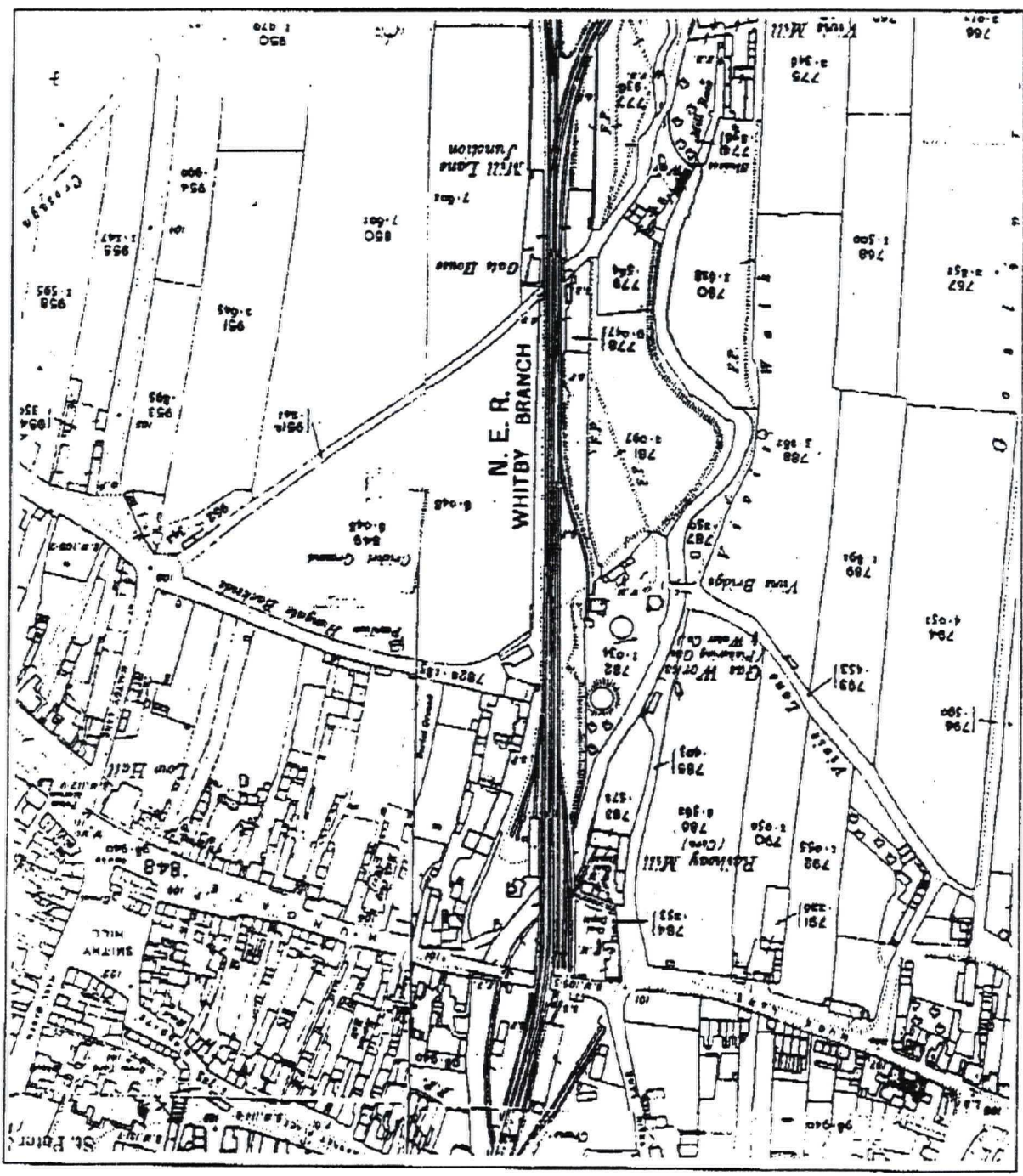


Figure 5. 1912 Ordnance Survey map

appears to have been filled in or at least covered over (i.e. culverted). To the east of the railway and the Pickering Beck the original extended buildings on the 1854 map, possibly used as station officer's residences appear to have been demolished and replaced by one new house probably functioning in a similar manner. This was situated to the north-east of the Engine Shed. A further small building/shed appears to the north of this, though this may be the only surviving building from those featured in this area on the 1854 map. The Pickering Beck between this building and the Hungate bridge has been canalised. This may have been carried out in connection with the construction of the new iron Hungate bridge in 1864. The line of the former sluice or mill leat on the eastern side is still partially visible, although its northern end and two-thirds of its southern length appear to have been culverted. To the south of the development area the gas works has been constructed and there appears to be a building opposite the northern most gasometer on the western side of Pickering Beck, adjacent to or on top of the former western mill leat or sluice. It is not known what function this building served.

### **5.5 The 1928 Ordnance Survey Map**

There appears to be little difference in the layout of buildings on the development site or the railway sidings between 1912 and 1928.

### **5.6 The 1969 Ordnance Survey Map (Figure 6)**

By 1969 the railway is disused but a significant amount of the associated track and buildings remain. The northern ends of the three sidings that ran to the coal depots appear to have been divided up into individual coal bunkers as does one of the branches that led from the western most coal depot siding. The branch of the western most coal depot siding that originally ran to the second coal depot appears to have been lifted, the area where it was situated being divided up into further coal bunkers. Some of the buildings in the north-eastern coal depot seem to have been extended and amalgamated, whereas part of the railway corn mill (originally a bone mill) has been demolished. A new building has been constructed at the north-end of the site, east of the railway, between it and the Hungate bridge. This was a cycle shop until recently when it was demolished, but it may have originally functioned as a residence for the operator of the level crossing which existed across Hungate at this time. The sluice/mill leat has disappeared on the eastern side of the site, probably being fully culverted by this point. The three sidings to the engine shed and to the east have been lifted and a new boundary wall extends east from the engine shed to the eastern boundary of the development area. Further to the south the railway line to Kirby Moorside has been lifted, as has the line to Seamer. The gas works have been modified and the building on the western side of the Pickering Beck, opposite the northern most gasometer, has been demolished.

### **5.7 The 1979 Ordnance Survey Map (Figure 7)**

Between 1969 and 1979 the development area has changed substantially. All of the railway track has been lifted and the bridge over the Pickering Beck, which carried the railway sidings to the coal depot, has been demolished. The coal depots have been combined and the majority of the buildings in the southern depot have been demolished. Only one now stands on the western side of the southern coal depot area. Some new hoppers have been erected. An access road to the engine shed has been constructed on the line of the former railway and several new buildings

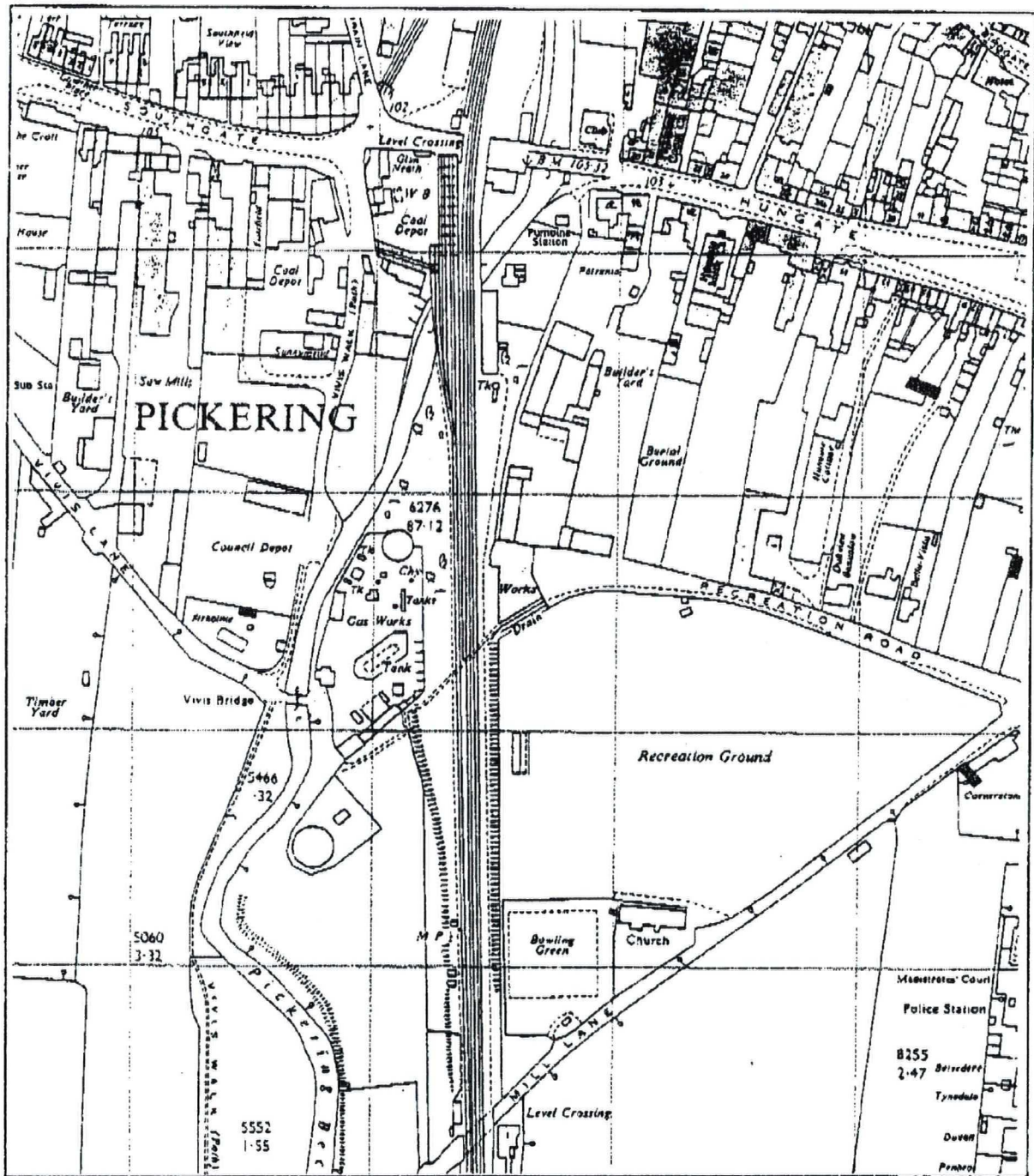


Figure 6. 1969 Ordnance Survey map (scale 1:2500)

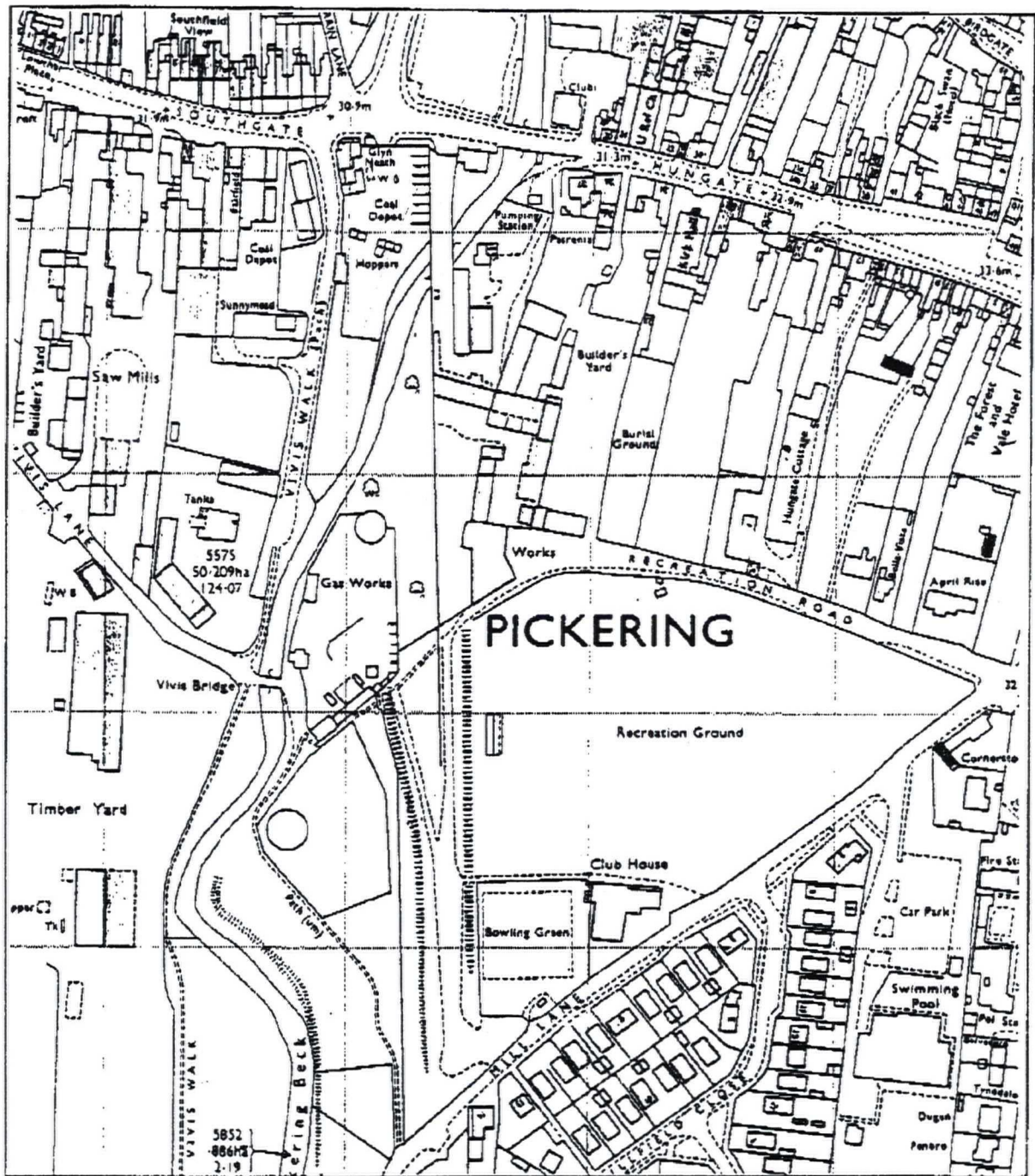


Figure 7. 1979 Ordnance Survey map (scale 1:2500)

have been erected adjacent to it. Another access road has also been built from west of the bridge to the former station officer's residence. These may date from the conversion of the engine shed to a new commercial use. To the south a new building has been constructed, associated with industrial or commercial premises off Recreation Road, and the gas works seem to have been closed and partially demolished.

### **5.8 The 1981 Ordnance Survey Map**

There appears to be no change between the 1979 O.S. Map and the 1981 O.S. Map.

## **6. WALK-OVER SURVEY**

The site was visited on 7th December 1999. It seems to have changed little since 1979. In general it appears that the river has been canalised and the ground raised during the construction of the railway. Up to 75% of the area is at present covered by concrete or tarmac, the other 25% being either grassed over or part of the garden of the former station officer's house, now a private residence. The only substantial changes since 1981 appear to be the extension of the commercial premises (a Joinery Works), which were using the former Engine shed in 1979, to the south. The buildings to the south of the former engine shed have been demolished and a new large warehouse and workshop has been constructed on its southern end. The area surrounding this new warehouse or work shop has been levelled with gravel to form a large car park for customers accessed from Recreation Road. The former level crossing operator's house and cycle shop have been demolished, as have the hoppers and the remaining building that stood in the southern coal depot. The pumping station north of the station officer's residence has been demolished as well and a new smaller pump has been constructed on the western side of the Pickering Beck, just south of the demolished cycle shop. Only the offices in the north-east corner of the coal depot, the engine shed, the iron bridge which carried the railway north of it, and the station officer's residence remain from the original buildings. Upon consultation with Martin Robertson, the English Heritage Inspector in charge of assessing the railway industry, in his opinion, the engine shed and the bridge are of interest, the other buildings being too altered and changed from their original appearance. The engine shed, from his observations appears to be relatively unchanged and contains many original features, such as a brick floor, inspection pit, and partitions.

## **7. LISTED BUILDINGS**

Several listed buildings are situated at the western end of Hungate close to the development area, they are as follows.

On the south side of Hungate close to the development area numbers 26, 26A and 27 are listed as Grade II buildings.

No. 26 and 26A are houses, two storeys in height, and are thought to have been constructed of coursed stone in the 18<sup>th</sup> century, with mid 19<sup>th</sup> century additions.

No. 27 is a two storey house of coursed stone, built in the early 19<sup>th</sup> century.

On the north side of Hungate numbers 29, 30 and 31 are listed as Grade II. They are all 18<sup>th</sup> century two storey houses of coursed stone. Attached to the eastern side of number 31, is Pickering United Reform Church, which is also Grade II listed. It was constructed in 1789 of coursed stone and red brick, enlarged in 1814, and the front elevation was replaced in 1867 in white brick with ashlar dressings.

## 8. DISCUSSION AND CONCLUSIONS

There have been few surface archaeological finds with precise grid references from Pickering. This, together with the total lack of any archaeological excavation, whether carried out in the past or under modern conditions, in the town itself makes it very difficult to predict exactly whether any significant archaeological deposits will survive within the development area. This is partly the result of the poor locations given to antiquarian findings, and partly due to the lack of any large scale development within the centre of Pickering in recent years that would demand such an archaeological investigation.

The position of the site, on the glacial deltaic gravels and sands at the mouth of Newton Dale, would suggest that the development area may have been an attractive area for Mesolithic hunter gatherers and later Neolithic and Bronze Age farming, when it is likely to have been first settled. The area would also have remained similarly inviting from the later prehistoric period through to the Anglian and possibly the Anglo-Scandinavian periods. The situation close to the Pickering Beck, may suggest that there is a reasonable chance that well preserved waterlogged archaeological deposits may survive in the vicinity although the precise nature of the subsoil will have to be determined to demonstrate whether or not this is true. The northern end of the site is adjacent to an ancient routeway that follows the line of the foot of the Tabular Hills. This certainly dates back to the medieval period, if not earlier and made use of a fording point across the Pickering Beck.

In the medieval period it seems likely that the focus of settlement moved to the north-east of the development area around the castle and to the north-west around Potters Hill. The development area is likely to have been low-lying marshy ground at this point and the street names Muck Lane and Hungate originate from the dumping of rubbish and butcher's offal into the Pickering Beck. The deforestation of the Royal Forest of Pickering to the north from the 15<sup>th</sup> through to the 17<sup>th</sup> centuries would also have lead to a higher water run-off from the surrounding areas and probably led to the more frequent flooding of the development area.

During the post-medieval period but pre-dating 1790 it appears that the area became the focus of industries relying on water power of the Pickering Beck including paper and corn mills and possibly even a foundry. Two mill leats or sluices have been identified through analysis of the cartographic evidence, which are of 18<sup>th</sup> century or earlier date and structures associated with these industries may still survive on the site. These may be successors to medieval mills on the same site although no documentary evidence for these was found.

The 19<sup>th</sup> century railway and gas works altered the site substantially but it is not known to what extent any possible archaeological deposits may have been disturbed. A rapid walk-over survey

suggested that the area has been built-up with dumps of material to carry the railway and to raise the ground level close to the Beck, so that the site did not flood so frequently. The Pickering Beck appears also to have been canalised in the modern period. At present four structures remain that can be associated with the construction of the Rillington to Pickering Branch of the York to Scarborough Railway Line in 1845. These include an office building in the north-east corner of the development area associated with a coal depot, a private residence which may have been originally the house of a station officer, an engine shed and an iron railway bridge. Only the Engine shed and the iron bridge are thought to be unaltered and therefore of some historical interest (Martin Robertson, pers comm.).

## 9. ARCHAEOLOGICAL IMPLICATIONS

This archaeological desk-top study has compiled the currently available evidence to provide an overview of the archaeological and historical background of the development area. It highlights the present dearth of information for the archaeological and historical development of Pickering; particularly that of archaeological excavations within the town under modern conditions. It is therefore not possible to accurately define where these remains will survive but it is possible to suggest that the development area may contain archaeological features, in particular well preserved organic waterlogged deposits. It is suggested that in order to define an appropriate archaeological mitigation strategy, some archaeological field work should be carried out on the site prior to development. This should include a bore-hole survey, followed by a series of archaeological evaluation trenches to target any archaeological deposits identified in the bore-holes. This will determine, as far as is reasonably possible, the location, extent, date, character, condition, significance and quality of any archaeological deposits and features. The detailed layout of any development could then be planned with regard to any significant archaeological remains which may be found below the current ground surface. In addition the 19<sup>th</sup> century railway engine shed and iron bridge may be significant industrial structures. Expert advice on their place in the history of the railway industry should be sought prior to any decision being made on the future of these structures.

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## 11. LIST OF CONTRIBUTORS

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### APPENDIX 1 Sites and Monuments Records

#### OS Cards

- (1). 14147 - Celtic coins were located at Pickering (NGR SE 7900 8400) in 1853.
- (2). 14148 - Saxon architectural fragments, believed to represent the remnants of a Saxon church. Including an interlaced stone, stone from a Saxon portal, a fragment of cross shaft and a dragonesque end beast or hogback which appears to have been built into the external corner of the nave.
- (3). 14150 - Medieval pottery kilns are referred in documentary sources as being situated in Potters Hill (NGR SE 7940 8400 to SE 7960 8410) some pottery finds have been recovered from this area.
- (4). 14151 - A stone axe and an early Bronze Age double bladed stone axe found at Pickering (NGR SE 7900 8400) referred to by Elgee 1933, 92.
- (5). 14153 - A black Roman vase found at Pickering (NGR SE 7900 8400) referred to by Kitson Clark 1935, 120.
- (6). 14154 - A winged bronze axe, found on a scrap heap at Pickering (NGR SE 7900 8400) referred to by Elgee 1933, 92.
- (7). 14155 - A socketed, flanged and winged axe from Pickering (NGR SE 7900 8400) referred to by Elgee 1933, 249.
- (8). 14156 - A stone axe was found at Pickering (NGR SE 7900 8400) a copy of the Cretan type (Elgee 1933, 70).
- (9). - Area just to the north of the town formerly occupied by the railway goods shed has reportedly produced medieval pottery, and at enclosure was called "tenter" where cloth was pegged out to dry (information from parish file held at the SMR).
- (10). - A stone with cup marks carved into it was recovered from the garden of a house in Pickering (NGR SE 80078 84006). From North Yorkshire Moors National Parks SMR reference number 4428.0000. This information was in the parish file held at the SMR.

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