

Figure 4, Jeffreys Map of Ripon, 1772

### Medieval Village Settlements

There is evidence of two deserted medieval settlements on the western bank of the river Laver (NYM 15240) and another on the eastern bank (NYM 15288). These lie in the north western part of the study area.

Firstly the site of **Studley Parva**, or North Studley (SE 2820 7230), (NMR UI 52136, NYM 15240) is evidenced by a documentary reference to this vill (or perhaps two vills) (that is, a medieval territorial unit consisting of a number of houses and their adjacent lands) in 1285. There are earthworks at Birkby Nab which might represent the village of Studley Parva (Beresford 1953, 235). The NMR reports field workers observations in 1962 that earthworks were visible and the land was then under pasture. They note a few stoney banks and a hollow way descending to the river.

Secondly, a settlement at **Clotherholme** (SE 2856 7225) (NMR UI 52133, NYM 15288) was recorded as separately taxed in the 1297 Subsidy, but the village was reportedly destroyed by the Scots in 1322. The 1<sup>st</sup> edition OS map shows the existence of "foundations" in both the field to the west and to the east of the Clotherholme farm (see Fig 5).

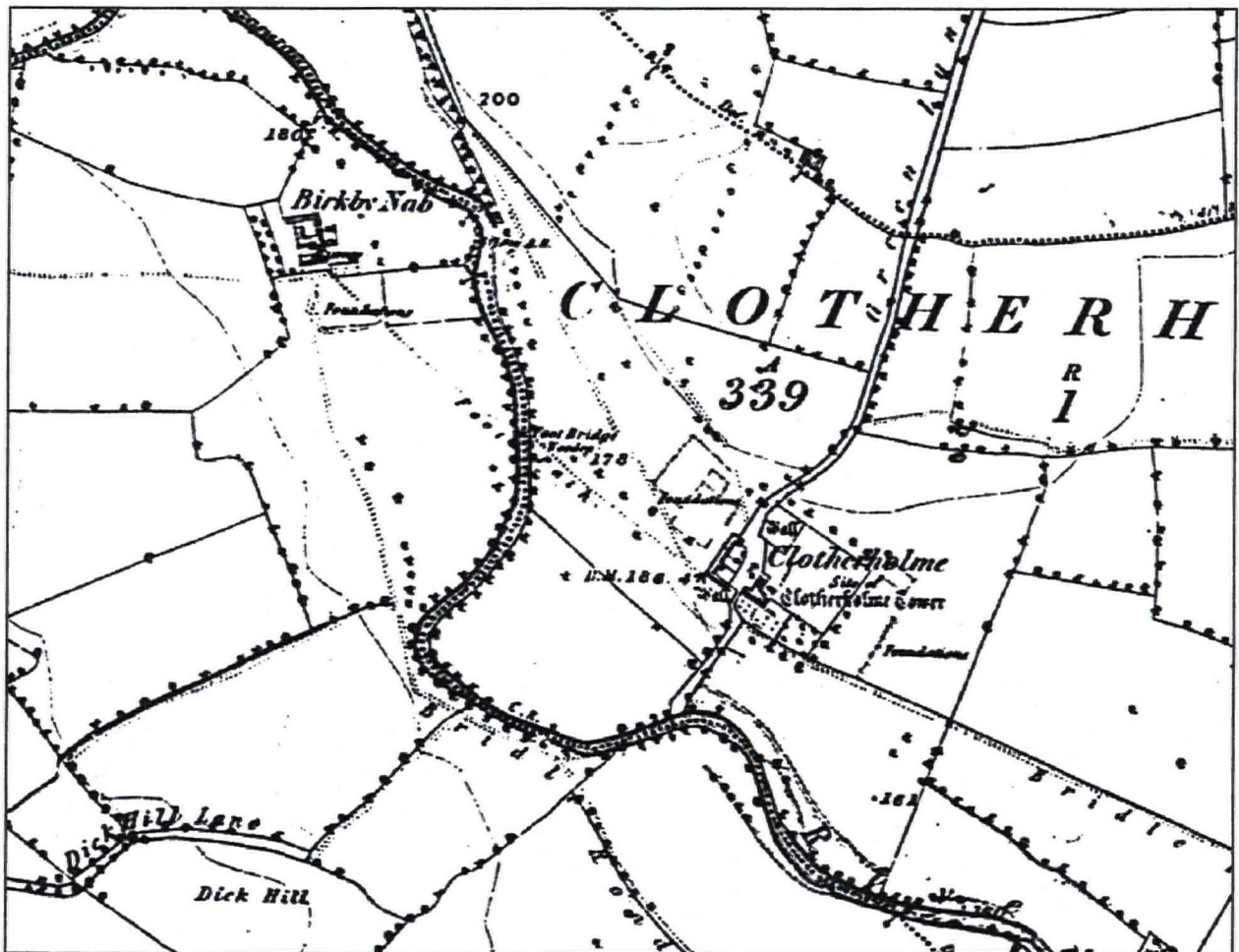


Fig 5, Extract from the Ordnance Survey map, 6" to the mile, 1856 edition (sheet 119), Clotherholme

Beresford also notes the 1<sup>st</sup> edition OS map as showing "old foundation" at this location (Beresford 1953, 234) and suggests that these may have been of a manor house at Clotherholme said to have been demolished in the 17<sup>th</sup> century (Beresford 1953, 61). In 1312 Roger de Clotherholme had licence to found a chantry chapel. This settlement included Clotherholme tower (SE 2862 7220) (NMR UI 52139) (also shown as "the site of " by the 1<sup>st</sup> edition OS map) and the site now occupied by the modern farm. Antiquarian references to fragments of walling and Tudor masonry still visible at the end of the 19<sup>th</sup> century but NMR reports field workers note no above ground remains visible in 1963. The farm buildings are constructed from stone and cobbles and in parts could be remade from earlier buildings on the site.

The NMR reports that field investigation in 1962 noted that earthworks may represent a deserted medieval village (DMV) but they also suggest that they were caused by the remains of military buildings and practice trenches dug during the 1914-18 war. The grid references for the site given by the NMR and the SMR differ. The NMR grid reference lies to the west of Clotherholme farm and the North Yorkshire SMR lies on the east side of the farm (see Fig 8, and Appendix 1, 42, 43, 44). Currently the land, on a river terrace, partly occupied by the modern farm is under pasture. The topography of the field lying to the west of the farm certainly warrants further examination and a fuller survey of the area to both east and west of the farm is recommended. Some of the "earthworks" may represent old natural watercourses, but there is a strong likelihood that the remains of medieval settlement may be preserved here.



Plate 7. Earthworks in field on a river terrace above the river Laver at Clotherholme farm, facing west

## Bridge Hewick

There is evidence of earlier forms of agriculture in the form of earthworks and soil marks, recorded by air photograph (CUC AWS 39) surviving in an extensive area to the east of the river Ure at Bridge Hewick (SE 334 703). These include ridge and furrow, earlier field boundaries, headlands, plough marks and mounds. These could date from the medieval and or the post medieval period.

There is a moated site 300m to the south-east of the study area, to the south of Bridge Hewick near Great Givendale, indicating the potential for significant remains of settlement in this area.

## Quarrying

Post-medieval maps, air photographs (examples listed below) and field observation indicate that there are a number of areas within Ripon and the surrounding area where quarrying activity has occurred.

Air photo (AJC 089/3) shows hollows in a field on the west side of the river Ure at Sharrow (SE 314 727).

The 1<sup>st</sup> edition OS map, 1856 shows a series of pits lying to the east of the railway line some of them named, for example Corkscrew pit and two lime kilns and a limestone quarry to the east of Ellington Banks.

The 2<sup>nd</sup> edition OS map, 1892, shows "old gravel pits" immediately south of Duck House.

It is likely that some of this quarrying will date from the medieval period (or earlier) and that it continued through the post medieval period to the modern day. Evidence survives as hollows some of which will have been created by quarrying. However, some hollows are created by the hydrology of the area. The buried valley of the proto-Ure, filled with permeable sands and gravels, is a major influence on the local hydrogeology. The ground water in the Ure valley becomes largely confined beneath glacial till deposits but finds an exit to the river Ure via the deeply incised sand and gravel filled valley of the proto-Ure. It is this pathway which allows water to be forced upwards through the gypsum units of the Edlington and Roxby Formations, causing gypsum dissolution. Sulphate rich water is then discharged through springs in the base of the river and on the valley sides. Subsidence occurs in the areas adjacent to the Ure. One of the more recent examples was of the subsidence crater which opened up in front of a house on Ure Bank terrace on 23rd and 24th April 1997.

## 4.2 Post-medieval period (16<sup>th</sup>-19<sup>th</sup> centuries)

The pattern of settlement at Ripon did not substantially alter in the early part of this period and it was not until the 18<sup>th</sup> and 19<sup>th</sup> century that the city expanded to any degree. Cartographic evidence provides an indication of the development of the city from the 18<sup>th</sup> century onwards. Many of the medieval buildings at its core were rebuilt a number of times often incorporating parts of the earlier buildings, for example 32 Kirkgate (NMR UI 1190300), a timber framed house possibly built c. 1500 with 18<sup>th</sup>-19<sup>th</sup> century alterations and additions (see Appendix 1 for further examples).

Many of the buildings within the historic core of the city have listed building status (see Appendix 3 for a full list). The history of the development of the city in this period has not been dealt with here to the detail of each of these buildings.

### Spa City

Ripon developed the manufacturing trades of saddlemaking, spur making and lacemaking in the 17<sup>th</sup> and 18<sup>th</sup> centuries in addition to an economy dependant on agriculture and its allied trades. In 1713 plans were made for a Racecourse at High Common and the city also developed some reputation as a spa. A sulphur spring had been known to the west of Stonebridgegate from 1760 (the capped well is close to the boundary between the Stonebridge gasholder site and Williamsons), and is shown on the 1856 OS map as "Spa Well, sulphur" in "Spa field" near to the gas works (see Fig 6). But facilities were to be developed in Park Street when another source of sulphur water was discovered in 1698 at Aldfield, and brought to the fashionable Park Street. In 1905 a pump room and pleasure gardens were opened on the Drill field on Park Street. Samuel Stead designed the art nouveau Spa baths (Taylor 1998, 14-15). In the 19<sup>th</sup> century there was swimming at a bathing pavilion on the River Ure above North Bridge, until a swimming pool was added to the Spa baths in 1936.

### Springs

The first edition OS map, 1856 shows a possible spring line evidenced by six wells located in the area between the rivers Ure and Sharrow (see Fig 6). Some of these wells may have been in use earlier than the post medieval period.

The Skittergate Gutter appears to run from Magdalene Road, under the railway and on into the River Ure. This feature is shown on the first edition OS map, 1856 (see Fig 6).

### Gardens

To the south of Ripon the post medieval period saw the development of Studley Royal Park into the gardens they are today. Studley Royal Park (SE 283 696), (NMR UI51924) is a part of the Fountains Abbey and Studley Royal Gardens site which has World Heritage Site status. The gardens impinge slightly on the study area, and the Skell is integral to the Gardens. The Archbishops of York had formed a park at Ripon, and the existing park at Studley Royal, appears on Saxton's Survey of 1577. The present park was developed from an earlier park owned by the Mallories in the 17<sup>th</sup> century, but no above ground evidence exists to delineate an earlier enclosure. This was landscaped by John Aislabie, but following the fire which burnt Studley Hall in 1716 there was a major reorganisation of the landscape. Central to Aislabie's scheme was an enhancement of the River Skell. The valley sides were lowered and the bottom raised and canalised. Among the many features included a circular pond, on the east side of the canal flanked by two crescent ponds (Moon and Crescent Ponds). Full details of the development of the gardens and archaeological features within the Gardens as a whole have not been included here, but clearly any alterations to the flow of the Skell would have to be assessed for the impact the change might have on the Studley Royal Gardens.



Figure 6, Extract from the Ordnance Survey map, 6" to the mile, 1856 edition (sheet 119)

### Ripon Canal

Ripon Canal (NMR UI1340674) was authorised in 1767 as part of a scheme to join the city to the Ure and improve the navigation of the river to Ox Close above Boroughbridge. The cutting of the canal began in 1770 and it was probably opened in 1773 with a lock at the canal entrance at Ox Close and two more on the canal itself. The survey for the canal was carried out by William Jessop as John Smeaton's pupil and he built the waterway under Smeaton's supervision. The canal did improve navigation and freight could be carried by barge on the Ure via the Ouse to the Humber. The Canal Warehouse (NMR UI1036173) and Wharf manager's house may have been designed and built at the same time as the canal, a warehouse was certainly in existence by 1781. The warehouse is constructed from hammer-dressed red sandstone and has two bays each with a wagon entrance on the ground floor. Both the warehouse and the managers house have Grade II listed building status. Likewise, the gate piers to Canal Saw Mills of Bondgate Green at the entrance to the canal wharf built in 1829 and the Lock House, dating from the early 19<sup>th</sup> century, on the south side of Boroughbridge Road. The culvert in Boroughbridge Road at NGR 31977061, (NMR UI515715) was constructed in 1770.

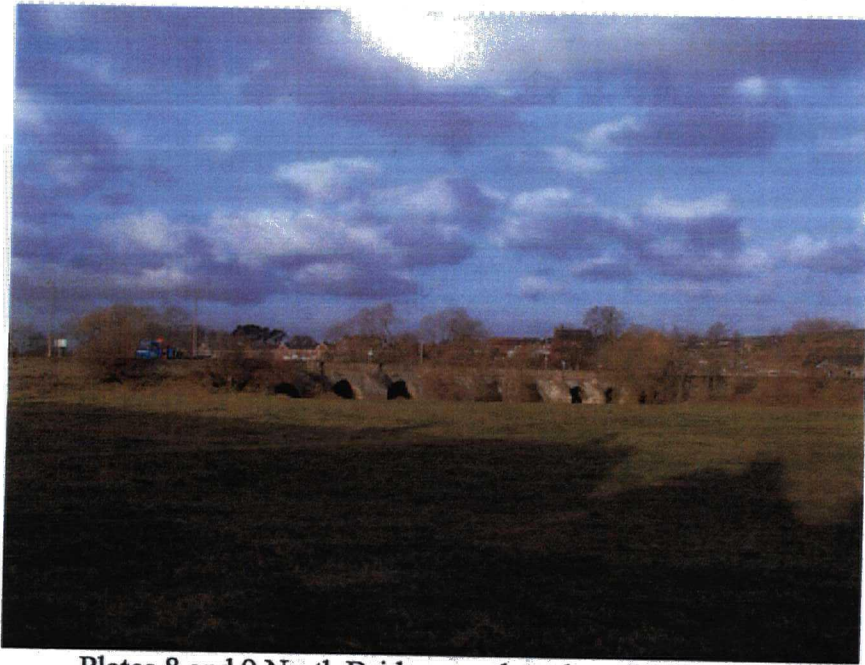
The economic situation for freight on the canal altered after the opening of the Leeds and Thirsk Railway in 1848, which could bring coal from the Durham coalfields cheaper and quicker than the canal could from south Yorkshire, and it went into decline. By 1900 the canal had become virtually obsolete but in modern times there has been an effort to make the canal basin a leisure amenity.

The railway (NMR UI53801) was carried over the Ure by a viaduct and the railway station was located immediately on the east bank of the river. The site of the viaduct is shown on air photo AJC 089/5. The railway was closed in 1969 and was subsequently dismantled. Four of the remaining railway bridges all have Grade II listed status (see Appendix 3).

**River Crossings**

All of these bridges have Grade II listed building status

**North Bridge**, North Road much rebuilt from the medieval period and twice widened on the upstream side. It was widened considerably in 1880-81 due to an increase in traffic to the railway station.



Plates 8 and 9 North Bridge, north and south sides



**Hewick Bridge**, Boroughbridge Road, dates from the late 18<sup>th</sup> century, with six segmental arches, the bridge has been widened on the upstream side.

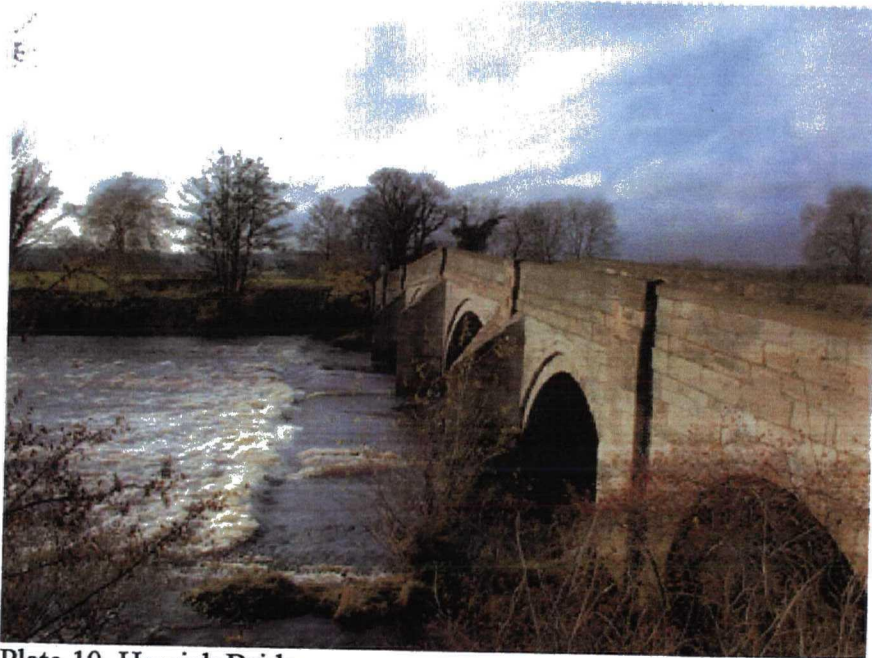


Plate 10. Hewick Bridge

**The New Bridge** at Bondgate Green was constructed in 1811 replacing the former Archer Bridge, a chain bridge which spanned the Skell from a point between Thorpe Prebend House and St Ann's Hospital in High St Agnesgate, the latter was only a footbridge, and thus the principal vehicle access from the south prior to the construction of the New Bridge must have either been over Bondgate Bridge or by the ford further down stream.

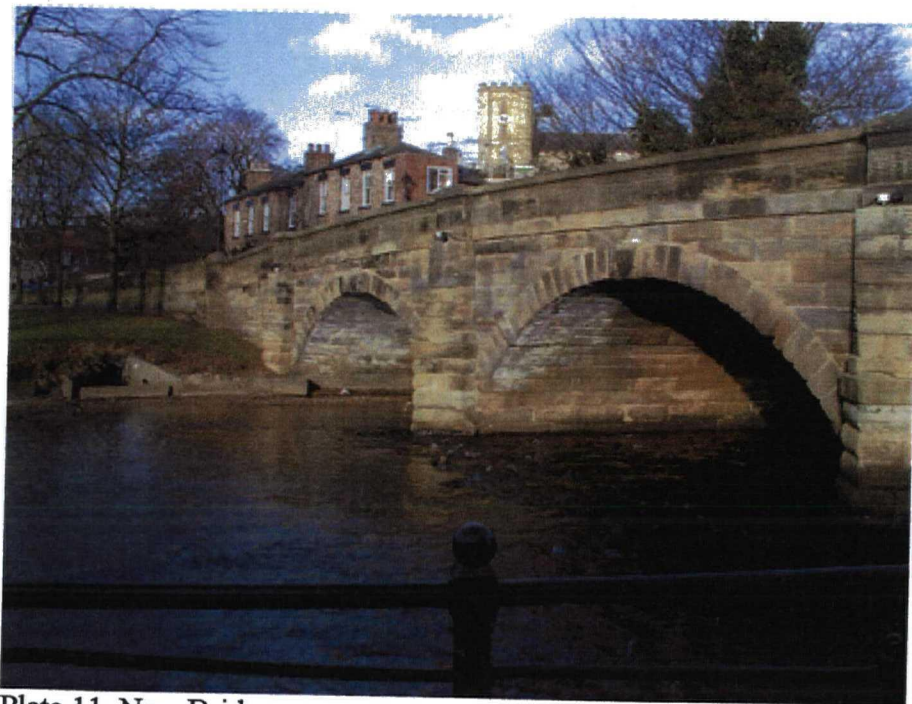


Plate 11. New Bridge



**Bondgate Bridge** constructed in 1892, has a single iron lattice girder span on four ashlar piers with pyramidal and crenellated tops and tracery panel sides with the Ripon coat of arms. A ford is shown on the 1856 OS map leading from Low Bondgate across the Skell.



Plate 12. Bondgate Bridge

**Borrage Bridge**, dates from the 18<sup>th</sup> or early 19<sup>th</sup> century, and was widened westwards in the late 19<sup>th</sup> century. The bridge has three segmental arches; the east side is limestone ashlar; the west side rock-faced millstone grit.

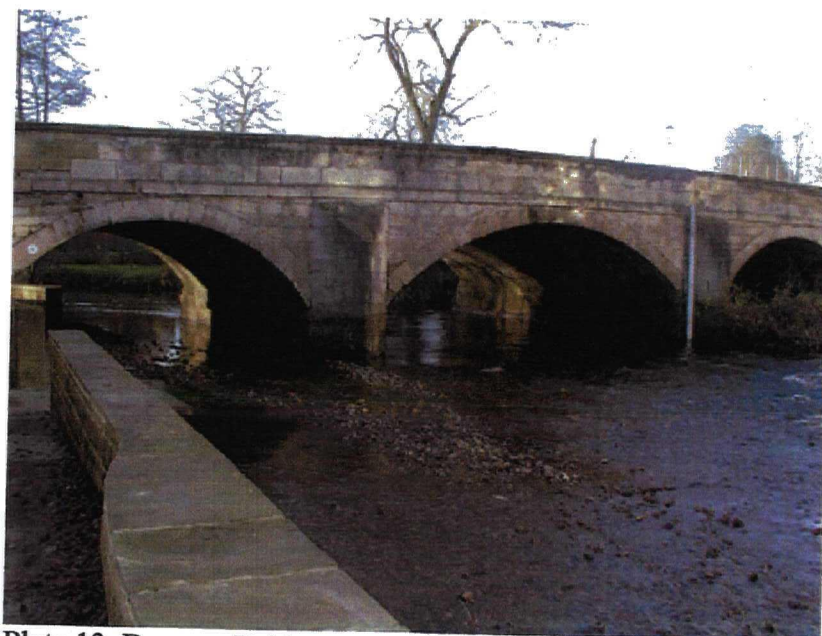


Plate 13. Borrage Bridge, east side



Plate 14. Borrage Bridge, west side

**Bishopton Bridge**, Studley Road dates from the late 18<sup>th</sup> or early 19<sup>th</sup> century. Constructed as a single segmental span not long after the turnpiking of the Patchley Bridge Road in 1756, it was widened in 1885.

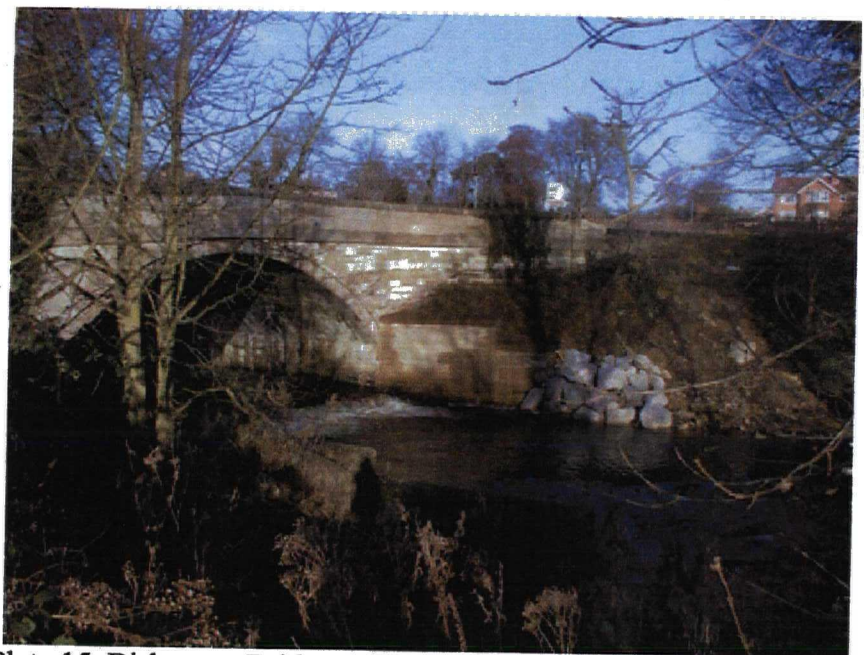


Plate 15. Bishopton Bridge, across the river Laver, downstream side

**Rose Bridge**, Studley Road, (SE 29757044) dates from the late 18<sup>th</sup> century and carries the carriage drive from Studley Royal Park over a small stream.

### Other Bridges of historical interest

The 1<sup>st</sup> edition OS map shows Rose Bridge (SE 29757044) near to Duck House and also an iron bridge (SE 29497921) further up stream to the west of Duck House. Today, the footpath access is carried over the beck by a 20<sup>th</sup> century bridge at Duck House. This bridge has two iron grills across its arches, a few yards further upstream there is an older small stone bridge within the grounds of Duck House and immediately downstream from the footpath bridge there is the site of a ford crossing of the beck.

Alma Bridge (SE 31637090) was erected in 1862 before that time there were stepping stones to cross the river here (Historic Ripon 1890, 174).

Wood Bridge (SE 31837089), Priest Lane leads over a wooden footbridge across the Skell, shown on the 1856 Ordnance Survey map, with a ford on the upstream side.

### Mills

There were five mills in Ripon and Bishopton in the post medieval period:-

Bishopton Mill, corn flax, cotton, timber, burnt down in 1915

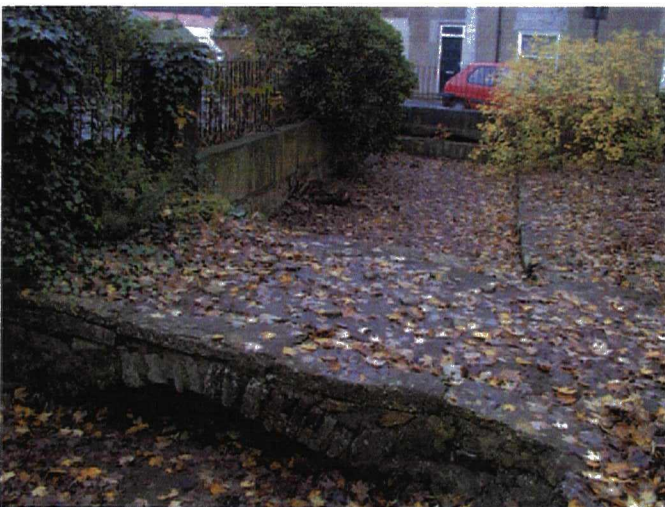
High Mill (Skelbank), corn, paper, cotton, flax, demolished in 1902

Bye Mill (Duck Hill), cotton, corn, animal feed, converted to a steam mill, demolished in 1902

Union Mill, (Bedern Bank) fulling, corn, demolished in 1914

Low (east) Mills, corn (later a sluice led off to a bone and timber mill, and a sluice further upstream led to Low Mills Brewery see 1856 OS map) demolished in 1938.

The mill race and the site of the mill on Skellgarths are features which continue into the post medieval period (see Medieval period, above). In 1776 an engine was installed at Bye Mill, Duck Hill Mill to pump water to stand pipes in the city. (This "water works" is wrongly identified on Jeffrey's map as at Union Mill) (Taylor 1998, 15). The mill race is shown clearly on Jeffrey's 1772 map and Langdale's 1818 map running along the line of Skellgarths. High Cleugh dam burst in 1892 after which and the owner of High Mill, who bore most of the cost of repair, could no longer afford to compete with the steam mills and High Mill and Union mill closed. A corn stream mill is shown on the 1856 Ordnance Survey map on Bondgate Green Lane. Later in the 19<sup>th</sup> century saw mills are established close to the canal.



Plates 16 and 17. Visible surviving remains of Low Mill millrace near Low Mill Road

## 5. DISCUSSION AND CONCLUSIONS

The known history of Ripon and the surrounding area coupled with the distribution of archaeological finds suggests that the study area is likely to contain preserved archaeological deposits dating from all periods.

Mesolithic temporary camps or hunting sites, Neolithic settlement and agriculture as well as more complex agricultural and ritual landscapes of the Bronze and Iron Ages may all exist within the study area. Very little survey or archaeological investigation focused on the prehistoric period has been undertaken within the study area. The proximity of significant prehistoric monuments together with a significant scattering of chance finds from within the study area, and the topography of the area suggest that prehistoric remains may be found. Settlement may have focused on rivers and streams, particularly in areas where there are gravel beds and on the river terraces and plains adjacent to the rivers.

The sites of river crossings which date from Roman times fall within the study area and remains relating to these may be extant. There are no specific pointers to suggest the location of an as yet undiscovered settlement dating from this period within the study area.

Excavated evidence for the important monastic and secular settlement at Ripon in the early medieval period is already very significant, although the development of this settlement and its full extents are not known. Evidence is located to the north of the Skell, but there is a strong possibility that the settlement may have extended to a crossing of the river Skell. It is of particular importance to note that remains of medieval date have been found within the city located very close to the modern ground surface, and that subsequently even shallow foundations dug for walls close to the Skell might encounter significant early medieval or medieval deposits.

Within Ripon the medieval city is thought to extend from its core across the Skell to its south bank. The likelihood of encountering significant medieval deposits within the historic core of the city possibly fairly close to the modern ground surface has already been stated as high. The development of the use of the Skell for water power is not fully documented and evidence may well survive associated with mills and the structures used to manipulate the flow of water in this period. There are numerous river crossings of the Skell and fewer of the Ure in this period. Since the Skell has not historically been dredged the remains of these crossings (bridges or fords) may survive within the river bed.

There are also several other sites of medieval settlement along the banks of the Laver and the Ure. There are records of a medieval mill, bridge and chapel at Bishopton along the Laver to the south and west of Ripon. Further up the Laver valley to the west of Ripon there are two sites of deserted medieval villages at Clotherholme and Studley Parva. There are indications of possible medieval agricultural use of the land near to Bridge Herwick and the possibility of associated settlement there.

In the post medieval period Ripon canal was developed and there are important surviving wharfside buildings which reflect the character of this area. It is understood that the Canal is not thought to have a significant effect upon flooding episodes in Ripon and that therefore no alterations are likely to be proposed by the flood alleviation scheme.

The Skell runs through the World Heritage Site, Fountains Abbey and Studley Royal. The river is an integral part of these sites, although they both lie largely outside the study area. A small finger of the Studley Royal Gardens falls within the study area, along with a small beck and its crossings. The Skell is a vital part of the integrated landscape of this garden parkland and any alterations to the river would have to take account of the protected nature of the site.

## 6. ARCHAEOLOGICAL IMPLICATIONS AND RECOMMENDATIONS

This archaeological desk top study has demonstrated that there is a strong likelihood of survival of the remains of settlement from all periods within the study area, and has highlighted areas and periods where this is a particularly strong likelihood. Outside of the city of Ripon there has been very little investigation of the study area but there are clear pointers to the survival of significant remains although the extents of these areas are still to be defined.

It should be recognised that an above ground archaeological survey of the sites of deserted medieval villages at Clotherholme and Studley Parva would allow the extents of these sites to be more clearly identified, so that the flood alleviation scheme and its associated access routes could be planned to avoid these areas where possible.

An attenuation structure is proposed for the Laver, upstream from Clotherholme farm. There are a number of archaeological implications relating to the site of the structure and its construction. The river terraces at Clotherholme fulfill the topographical criteria for the location of possible prehistoric settlement, and an Iron Age sword was recovered from the ford near to Clotherholme farm. While this artefact could have been carried by the river from a point of deposition upstream, and may not directly relate to settlement near Clotherholme its find does demonstrate the possibility of remains from the Iron Age or earlier here. The proposed site for an attenuation structure leads to the recommendation for archaeological evaluation excavation and close monitoring of any disturbance to the ground here.

The fields adjacent to the proposed site are thought to be the site of a deserted medieval village of Clotherholme where now only one modern farm occupies this area. There are earthworks in these fields some of which may be the remains of a medieval village, although natural drainage features and alluvial accumulation may account for some of the earthworks. Below the farm, close to the river there is a clear right angled bank, although this is too large a structure to represent a building. An archaeological topographic survey could help to ascertain the presence and extent of a DMV (deserted medieval village) here. The construction compound and roadway likely to be associated with the construction of the attenuation structure might be sited to avoid the remains. A scheme of archaeological excavation and monitoring would be required if below ground deposits were to be disturbed here or on the lower river terrace where an attenuation structure may be constructed.

In the second half of the 20<sup>th</sup> century there have been a number of significant excavations within Ripon which identified the survival of early medieval and medieval remains of primary importance. In more recent years there has been a number of excavations which have indicated the good, if somewhat variable level of survival of remains within the historic city. Given the importance of and the likelihood of surviving remains within the core of the historic city, the construction of walls along the banks of the Skell and Laver would require a significant level of archaeological excavation and monitoring. In view of this, if, at a later date within the course of the feasibility study, the possibilities for wall construction could be more narrowly specified,

archaeological advice could be given to assist in choices for the location of these walls. In this way it might be possible to choose areas for construction which would be likely to have lower archaeological significance and thus to mitigate potential damage.

Statutory protection is in place on a number of sites within the study area. A large part of the Ripon conservation area falls within the area, as do three scheduled monument sites, a scheduled garden site which is a part of a World Heritage site and a large number of buildings with listed building status. This affords particularly defined areas with legal protection, but archaeologically it is often the interconnection between buildings and sites that is important. From the earliest settlement the river is a very important feature within the city of Ripon, many of the city's activities have utilised it, have been located on its banks and there are numerous crossing points. The river has been manipulated historically to form various mill races and a full understanding of the development of the rivers and their use has yet to be arrived at. The potential importance of archaeological deposits along side the river fronts cannot be overstated. Within the river itself the Skell has not, historically, been the subject of dredging and this lack of radical river management is likely to have preserved the remains of various earlier crossings, fords and bridges. Therefore where walls were to be constructed archaeological excavation and close monitoring would be strongly recommended.

The introduction of upstanding features has a visual impact on the existing city and river vistas, this is particularly true of areas where bridges span the river and there are building conservation issues relating to listed structures (bridges and riverside buildings) which need careful attention.

The canal area is understood not to be affected by proposed flood alleviation schemes as they are currently envisaged but if this were to change the development of the canal and its wharfside are important historically to Ripon.

The areas where embankments are to be sited are understood to be adjacent to the River Ure. It appears unlikely that significant archaeological remains will be affected by their construction although the location of access roads (locations unknown) to these areas could have archaeological impact.

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**8 LIST OF CONTRIBUTORS**

Report	Rhona Finlayson
Illustrations	Rhona Finlayson
Editor	David Brinkow