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Safeway Stores plc  
Castlegate  
Malton  
North Yorkshre  
Archaeological Evaluation

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MAP Archaeological Consultancy Ltd

**Safeway Stores plc  
Castlegate  
Malton  
North Yorkshre**

**Archaeological Evaluation**

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**Safeway Stores plc  
Castlegate  
Malton  
North Yorkshire**

**Archaeological Evaluation**

**1. Introduction**

An Archaeological Evaluation was commissioned by Deimis Lister & Associates (on behalf of Safeway Stores Plc), in accordance with a condition attached to planning application 99/00123/FUL for an extension and alterations to the existing supermarket on Castlegate, additional car parking and the formation of a new service access from Railway Street. The evaluation was carried out by MAP Archaeological Consultancy Ltd in accordance with a Written Scheme of Work agreed by the Heritage Unit, North Yorkshire County Council.

The site <sup>is</sup> was situated on the northern bank of the River Derwent, to the east of Carpenters Yard, south of Castlegate, and immediately west of the existing Safeways Store (SE 78770 71530 - Fig. 1). The elevation at the northern part of the site <sup>is</sup> was approximately 22.48m AOD, declining in a number of breaks of slope to 18.46m AOD in the south along the river frontage.

The development area totalled approximately 4830m<sup>2</sup> (Fig. 2), with the eastern part of the site occupied by a number of single storey buildings associated with the recent use of the site by R Yates & Sons, as tractor sales and maintenance units. A listed building, consisting of a brick-built former engine shed, lay within the central/southern area, with concrete standing existing over the remainder of the site (Fig. 3).

The work was carried out from the 17th to 21st of August 1999.

All work has been funded by Safeway Stores Plc.

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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). These soils have been affected by the processes of truncation and particular processes associated with the urban location of the site.

## **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 (Robinson 1978, Fig 4), in effect following the borough boundary. At the closest point to the site, Hinderwell's 1825 plan of Malton (Fig. 5) indicates 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, i.e. c. 30m to the west of the site.

There is a complication in that the Castlegate area of Malton may have formed a separate borough under the jurisdiction of the castle (Robinson 1978, 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 cannot be dismissed, and hence the site could have been included within the defended area.

During the Civil War, Malton was held by Royalist forces, who were defeated by the Earl of Newcastle's forces after a siege (VCH 1914, 530). The town walls are said to have been damaged at this time, and subsequent to this have suffered piecemeal destruction

During the Nineteenth century Channon and Black suggested that a 6m wide ditch in the Water Lane area had surrounded the "Roman village of Norton" (Fig 5). 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 to Castlegate and then turned southward back to the Derwent. The eastern arm of this 'enclosure' ran on a very similar line to the Repairing Dock described below, although whether Channon and Black were confusing the dock with a supposedly earlier feature, or if the dock incorporated an earlier ditch, is unknown. It appears that the dock made use of a natural spring, so it is possible that there was a pre-existing water-course here that prompted the earlier commentators' observations.

Settrington's view of *Malton in the County of York* (c 1728 · Fig 6) has glimpses of the general area of the site that clearly show buildings to the south of the Castlegate frontage, and east of Wells Lane. These buildings would appear to have been thatched; there is no sign of the Repairing Dock, although masted vessels are shown downstream. The lower, i.e. riverside, end of properties in this area are shown as being occupied by trees.

Dickinson's 1730 *Map of the Burrow of New Malton* (Fig. 7) 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 1840 Map of Malton (Fig. 8).

Wise's map shows that by 1840 the site was occupied by the Derwent Foundry. Copperthwaite's survey, 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 )

Plot 456 ?

The First Edition Ordnance Survey map of 1850 (Fig 9) provides much detail on the mid-nineteenth century use of the site. The central and eastern areas were occupied by a Boatbuilder's Yard and Dry Dock. The central part of the Dry Dock was positioned over a covered stream, and Lister Spring lay at the northern end of the dock, presumably feeding 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. The position of the buttresses, on the western side of the wall suggests that the higher ground lay to the east.

By the time of the County Series Map (1911 Fig 10), 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 was open space, presumably a relic of the gardens shown on the 1850 map (Fig. 9).

This general picture continued 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. 11). 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 reveal information on activity of Roman, medieval and Post



medieval date, and in addition to ascertain the nature of the possible ditch which was thought to run along eastern part of the site (Fig 4)

Trial Trenching was employed to locate, identify and record surviving archaeological features within the specified areas. The trenches (1 to 6) were located to give an even geographical spread across the site, and were each 10m x 2m in size, covering c.2 5% of the site's total area (Fig. 12)

Modern overburden was removed by mechanical excavator under direct archaeological supervision. A combination of a concrete breaker, toothed and toothless bucket were used to remove areas of intensive modern disturbance. Archaeological features and deposits were excavated by hand.

Initially the excavated depth of trenches did not exceed 1.2m to comply with Health and Safety Regulations. However sondages were excavated in two of the trenches (Trenches 1 & 2) to investigate deposits below 1.2m.

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 compiled on standard recording forms (Appendix 1), the drawing of plans at 1:20 and of sections at 1:10 (Appendix 3). A photographic record was made up of monochrome prints, colour prints and colour slides (Appendix 4).

Non modern finds were processed in accordance with English Heritage Guidelines (EH 1995) and late post-medieval finds were noted but not retained (Appendix 2). All finds were cleaned, and properly packed and stored in accordance with the requirements of national guidelines and retained for specialist analysis.

## 5. Results

### *Trench 1* (Figs 12-14)

Trench 1 aligned east-west was situated at the northern end of the development area (Fig. 12). Following the removal of the upper 1.2m of modern material a 0.75m wide sondage was machine excavated, in order to investigate deposits lying at greater depth.

The earliest deposit encountered (context 1013) lay at the bottom of the sondage at a height of 18.23m AOD, 1.95m below the present ground surface. This deposit consisted of a gritty silt with small limestone pellet inclusions, representing the top of the weathered limestone natural.

Context 1012, a clay silt, contained sherds of medieval pottery, and represented the fill of a feature cut into the natural.

Two thick deposits of clay loam (contexts 1008 and 1009) overlay context 1012, and contained post-medieval material. These would appear to represent soils from the gardens shown on the 1850 Ordnance Survey map (Fig. 9). A north-south aligned linear feature (context 1009), which was 0.8m wide and 0.2m deep, cut into context 1008. The fill (context 1010) was a mixed sand and gravel with variably sized limestone inclusions and finds of post-medieval date. This may have been a garden feature, or perhaps a robbed wall possibly associated with a subsequent/later structure.

Overlying the garden soils, modern deposits were made up of building debris, layers of iron rich foundry waste (contexts 1003-1007) and the existing concrete ground surface with its hard-core make-up (contexts 1000-1002). A modern brick wall and a gas service pipe were present at the western end of the trench.

### *Trench 2* (Figs 12 & 14, Pis 1 & 2)

Machine excavation revealed modern deposits of 1.2m. A sondage measuring 2.7m by 0.75m positioned centrally within the trench located two deposits of clay loam (contexts

2022 and 2023), containing finds including post-medieval pottery, probably representing topsoil from the former gardens situated at the northern end of the site. These two deposits were similar to those seen in Trench 1 to the north. The lowest level of excavation at the base of the sondage, was 17.55m AOD, 2.3m below the existing ground level.

The modern material occupying the upper 1.2m of the trench (contexts 2003-21) was made up of bands of demolition material and foundry waste, which slumped fairly sharply into the trench from the western end. The demolition material consisted of mixed limestone, brick, tile and concrete, whilst the foundry waste was made up of ash, cinder, slag and iron waste. These contexts yielded modern finds. The upper 0.4m of deposits (contexts 2001-2) was made up of the existing concrete surface overlying the mixed rubble layers.

***Trench 3*** (Figs. 12, 15 & 16 : Pl. 3)

Trench 3 was located just to the south of the former foundry building. Mechanical excavation removed the initial 1.10m of deposits, which consisted mostly of demolition rubble and industrial waste (contexts 3000-3016 and 3018-3022).

Features and deposits identified below the rubble consisted of an L-shaped wall foundation (context 3022) and associated demolition material, which overlay earlier clay, sand and silt deposits (contexts 3017 & 3026), all appearing to be post-medieval in date.

The earliest deposits encountered were as follows. Context 3026, situated towards the western end of the trench, contained an abundance of tile and wood fragments, whereas context 3017 at the eastern end of the trench contained building rubble and tile. A small triangular deposit of un-excavated clay silt (context 3025) lay at the western end of the trench.

Subsequently, an L-shaped wall was constructed (context 3022), the full extent of which lay outside the trench (Fig 15), aligned north-west to south-east, the average width of the wall foundation was 0.8m and it had been constructed from varying sized angular limestones set within a construction trench (context 3024). The demolition of the building was represented by a deposit of rubble and tile (context 3023), which was present within the interior of the building, sealing the wall foundation. Tile and pottery fragments were recovered from this deposit, and were of post-medieval date.

***Trench 4*** (Figs. 12, 16 and 17 : Pls. 4 and 5)

Trench 4 was in the central/eastern part of the site within one of the standing buildings (Fig. 12).

The upper 1.10m of deposits were removed mechanically and consisted mostly of demolition rubble and industrial waste.

The earliest deposit (context 4016) lay 1.1m below the present surface, at around 17.95m AOD, and consisted of a brown sandy silt with limestone pellet inclusions, similar to context 1013 in Trench 1, again apparently a natural material.

Cutting through context 4016 on a north-south alignment, context 4042 was filled by a very mixed deposit with frequent inclusions of brick, tile and limestone rubble (context 4042). Because of its mixed nature and the presence of building material this feature would appear to represent a robber trench left by the demolition of a wall.

A more fully-preserved wall (context 4041) ran parallel and c. 2m to the east of context 4041. This wall was brick faced on the eastern side with a mixed rubble and mortar packing (context 4026) evident to the west. The overall width of the structure was 0.4m and it spanned the full width of the trench. Three courses of brick were traced, but the wall also continued below the base of the trench. A substantial dump of limestone fragments (context 4024) lay to the east of wall 4027, butting up to the wall's eastern face.

Wall 4027 clearly formed the boundary of a large cut (context 4049), which had been backfilled on disuse. By reference to the First Edition Ordnance Survey map, it is almost certain that this wall represents a retaining structure on the west bank of the Repairing Dock.

A mortar-bonded limestone wall (context 4011) postdated context 4041. Because of its relatively recent date this wall was removed by machine, a record being made of its alignment, details of its construction remained in section (Fig. 16). The wall ran into the trench for a distance of c 1m before making a right-angled return to the west and running out of the trench through the west baulk. The wall was constructed of regularly faced limestone blocks, four courses of which survived to a height of 0.9m. The upper part of the wall had been engulfed by dumping deposits (contexts 4004-5, 4012-5 and 4048) but the lower part at the base of the trench was contained within a broad, flat-based construction cut (context 4037 Fig 16).

The First Edition Ordnance Survey map leaves little doubt that Wall 4011 represented the south-east corner of the Iron and Brass Foundry shown at this location. Metal slag and sooty material (contexts 4005, 4012-5, 4029, and 4046-8) built up against the outside of the wall, presumably being dumped there as foundry waste. It is obvious that by the time this dumping occurred the Repairing Dock was out of use. Inside the Foundry, a substantial deposit of sooty material (context 4004) accumulated, showing a different pattern to that of the dumping outside the building.

The eventual demolition of the Foundry led to the formation of deposits (contexts 4000-3) associated with the floor for the present buildings.

#### ***Trench 5*** (Figs 12 and 18 : Pl. 6)

Trench 5 was situated towards the southern end of the development area, immediately to the north of the existing listed building.

The initial 1.20m of material was removed mechanically and consisted mostly of demolition rubble

The earliest deposits consisted of a number of layers of clay and clay silt (contexts 5010-5012 and 5018), which were relatively organic in nature and water-logged. It is likely that these represented flood deposits from the River Derwent located to the south of Trench 5, or a more northerly course of the river. A number of post-medieval pottery sherds were recovered from these contexts

A number of compacted clay dumps (contexts 5008-9, 5010-2 and 5019) overlay the assumed river silts. Above these dumps, a substantial rubble deposit (context 5021) was apparently levelling for a tarmac surface (context 5005). A subsequent rubble deposit (context 5004) was cut through by a drain (contexts 5006/7) and overlain by a degraded concrete surface (context 5003). The existing concrete surface (context 5002) with its make-up layer (context 5001) completed the sequence.

#### ***Trench 6*** (Figs. 12 and 18 : Pl. 7)

Trench 6 was situated at the southern end of the development area a few metres to the north of the River Derwent. The trench was machine excavated to a depth of 1.2m from the present ground level, at a height of 17.20m AOD, no archaeological features or deposits were identified.

Below the existing and former ground surfaces (contexts 6000-6003) the remaining deposits (contexts 6004-6007) consisted of demolition material and layers of industrial waste. Modern artefacts including cell batteries, wire cables, glass and pottery confirmed a Twentieth century date to the lower deposits within this trench.

## **6. Discussion**

The opportunity to record archaeological features and deposits within the development area was limited due to the great depth of relatively recent dumping, consisting of large

areas of demolition material and foundry waste which were present in all of the evaluation trenches (Fig. 19) Natural deposits were observed in Trenches 1, 4 and 5. In addition, a medieval deposit was identified in Trench 1, and significant post-medieval remains were identified in Trenches 3 and 4

The natural deposits identified in Trench 1 (context 1013) and Trench 4 (context 4016) consisted of yellowish brown gritty silts, with clay patches and frequent inclusions of small rounded limestone gravel. Elsewhere in Malton similar deposits have been observed lying directly above the limestone bedrock, representing the weathering of the limestone. In Trench 5 the natural deposits at the base of the trench (contexts 5010-12 and 5018) would seem to represent organic silts associated with the River Derwent

The heights of natural and their depths below the present ground (pgl) for Trenches 1, 4 and 5 are as follows

	Natural	Depth below Pgl
Trench 1	17.96m AOD	2.15m
Trench 4	18.20m AOD	1.1m
Trench 5	16.95m AOD	1.2m

The Bore Hole survey conducted (Figs 20 and 21) for engineering purposes also indicates the position of natural deposits across the site:

	Natural (approx.)	Depth below Pgl
Borehole 1	13.67m AOD	4.7m
Borehole 2	16.75m AOD	1.4m
Borehole 3	17.04m AOD	1.9m
Borehole 4	16.32m AOD	3.0m
Borehole 5	15.65m AOD	4.5m
Borehole 6	18.15m AOD	2.0m

The Borehole information shows a general slope in the surface of the natural from north to south, as can be anticipated from the slope of the present ground level. However, if the interpretation of the results of Boreholes 4 and 5 is correct, there is a notable declivity in

that area suggesting the presence of a large man-made intrusion. It is impossible to state whether this feature is of ancient or recent origin.

It is noticeable that where the location of Evaluation Trenches and Boreholes coincided, i.e. Trench 1 with Borehole 6 and Trench 5 with Borehole 2, the evidence is broadly mutually supporting.

Clear evidence of medieval activity was found in Trench 1, where a feature (filled by context 1013) was cut into the natural deposits

Later activity at the site can be broken down into early post-medieval period (the building in Trench 3, the Repairing Dock in Trench 4 and apparent land reclamation in Trench 5), the Nineteenth century (the Foundry in Trench 4), and Twentieth century dumping relating to the formation of the site for Yate's yard (all trenches)

The Trench 3 building is significant in that it pre-dates the cartographic evidence for the site, and that its alignment was not respected by later structures and boundaries. The building is not shown on Dickinson's 1730 *Map of the Burrow of New Malton* (Fig 7), but admittedly this might be explained away by it not being of sufficiently high status to deserve depiction on this map, along with the fact that it was tucked away behind the street frontage. However, it is likely that the building was one of the structures illustrated as existing south of Castlegate on Settrington's 1728 view of Malton (Fig 6)

The building was demolished apparently in the Eighteenth century, but of course may well have had much earlier origins. Excavation showed that further archaeological deposits underlay the building remains

The Repairing Dock was clearly in existence by the time of Wise's 1840 map of Malton (Fig 8), but the linear strip at the south-eastern boundary of the site shown on Dickinson's 1730 map must surely be evidence that it existed at this earlier date



Presumably the dock existed to service vessels in use on the Derwent Navigation, which was brought about by Act of Parliament in 1702.

The dumping deposits immediately overlying the river silts suggest that the riverside at the southern end of the site was being reclaimed in the post-medieval period.

Contemporary with the Repairing Dock were the gardens illustrated on the 1850 Ordnance Survey map (Fig. 9). This map also shows that in its later stages the dock existed alongside the Iron and Brass Foundry. The creation of the Foundry had caused the demolition of the structure represented by the robber trench in Trench 4.

The dock was eventually backfilled, and covered over with foundry waste, its demise presumably coinciding with the decline of the Derwent Navigation due to competition with the railway in the second half of the Nineteenth century.

In turn, the Foundry was demolished and the site turned over to the retailing and servicing of agricultural machinery, rather than its manufacture and finishing.

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*Channon & Black? of p.6, top of para 2.*