

Northallerton Tyre and Battery, Northallerton, North Yorkshire

Archaeological Monitoring and Mapping

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EXECUTIVE SUMMARY

This report documents an archaeological scheme of work carried out during and after the final stages of demolition of a former workshop at the east side of Brompton Road, Northallerton, just to the north of its junction with Friarage Road. The archaeological scheme of work carried out at the former Northallerton Tyre and Battery site monitored the removal, by machine, of the demolished building's footings and floor slab as a first phase of archaeological work. Potential archaeological features were then mapped and investigated by hand. Although originally intended to target potential archaeological remains associated with the former Carmelite friary which included this area within its precinct, the archaeological work has demonstrated clearly that this part of the medieval friary has been completely removed by subsequent gravel extraction during the late-19th century.

Historic mapping confirms that the current site boundary, as well as the significant slope at the rear (east) of the development area owe their form to the shape and extent of the late-19th century gravel pit which was previously present here. Both the tithe map of 1842 (NA IR 30/42/10) and the First Edition Ordnance Survey map of 1857 show the development area as an open field with no clear features present. The First Edition map does mark the area as the site of the 'Carmelite Monastery' and suggests that the boundary of the field by the road in this area was planted with trees. The tithe apportionment (NA IR 30/42/10), which accompanies the tithe map, lists the area of the site as a grass field of just over 4 acres, known as 'Friarage'.

The First Revision Ordnance Survey map of 1894 is the first to show the gravel pit in the area of the development site. The map shows an extensive pit within the former grass field, fronting a long section of Brompton Road to the north of its junction with Friarage Road and encompassing the full area of the site as well as land to the north. By the time of this map the gravel pit is labelled as 'Old Gravel Pit', perhaps suggesting it was no longer in use, but the hachures on the map show it was clearly a significant topographic and sunken feature. Given this labelling as an old gravel pit, it seems likely that the use of the site for extraction was limited to the latter half of the 19th century, after 1857 and before 1894. The Second Edition map of 1913 shows the 'Old Gravel Pit' unchanged since 1894, however, by 1929, it seems that the pit had been filled in, as it no longer appears on the Ordnance Survey mapping. As an omnibus depot is shown as having been constructed just to the south (on the current Kwik Fit site) by 1940, it seems that this land was probably reclaimed for intended use during the 1920s.

Given the compact clay backfill deposits, proven by excavation to extend to a minimum depth of 1.2 m below the existing site level, this work was seemingly carried out to establish a solid ground surface capable of supporting a building. As much of the clay encountered appeared to be clean and free from inclusions, it seems most likely that it was imported specifically for the task.

With regard to the sloping ground at the rear (east) of the site, it is clear from comparison with the historic mapping that this slope is the former edge of the backfilled gravel pit. Given that this slope survives, it seems most likely that, before it was quarried, the site sloped down from east to west towards Brompton Road. Given that the former slope does not seem to have been reinstated when the gravel pit was backfilled, this also implied that the backfilling was carried out with the intention of developing the site. Further to this, as the slope at the rear of the site appears to preserve the original edge of the former gravel pit, it seems possible that its higher reaches, furthest to the east, may preserve some limited potential in relation to the archaeology of the former friary, particularly given the angle of the slope and the presence of the former friary extending beyond that side of the site. This limited and geographically defined potential stands in marked contrast to the rest of the site, where a lack of archaeological survival has been strongly demonstrated.

1. INTRODUCTION

1.1 PROJECT BACKGROUND

This report documents a programme of archaeological monitoring and mapping carried out during and after the final stages of demolition of a former workshop at the east side of Brompton Road, Northallerton, just to the north of its junction with Friarage Road (Figure 1). The programme of work was undertaken as a best practice response to the potential archaeological interest of the site, in advance of any planning requirement, although the Principal Archaeologist at North Yorkshire County Council was informed and approved a Written Scheme of Investigation for the works, produced by AB Heritage (Dodds 2019).

1.2 SITE LOCATION AND DESCRIPTION OF WORKS

The site is located on the east side of Brompton Road between a supermarket and a workshop and contained an auto repairs depot owned by Northallerton Tyre and Battery. The depot was centred at NGR SE 36969417. The site is to the north of the historic centre of the town of Northallerton (Figure 2).

1.3 LANDSCAPE AND GEOLOGY

The site is on a flat area of land on the east side of Brompton Road before the ground rises quite sharply to the east towards what were once the grounds of a Carmelite Priory.

The specific underlying geology of the site is mudstone of the Mercia Mudstone Group. The superficial deposits are sand and gravels of the Vale of York Formation (BGS 2019).

1.4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

As mentioned above, the site is directly west of land that once contained a Carmelite friary. The friary, which was founded by Thomas Hatfield, Bishop of Durham in approximately 1354, lasted until 1538 when it was closed during the Dissolution. The buildings remained until 1746 when they were noted as being in poor condition and by 1791 only traces remained, much of the stone having been used in nearby building projects. The site is now the Friarage Hospital. Archaeologically, the most relevant investigations in the town, which relate to the potential for remains at the site were carried out in 2006 when the University of Durham excavated the remains of three buildings from the Carmelite Friary, close to the Friarage Hospital. Substantial stone footings were found for three separate buildings, as well as evidence indicating an unusual arrangement for the buildings on the site. The remains of eight individuals were also recovered along with a range of domestic artefacts and environmental material (Dodds 2019).

1.5 POTENTIAL SIGNIFICANCE

Archaeological remains relating to the medieval priory would be of regional significance. Later remains are likely to be of local significance.

1.6 RELEVANT RESEARCH AGENDA

As discussed above, given the potential for archaeological remains relating to the medieval friary and the wider settlement in the development area, the archaeological monitoring has the potential to provide information to address the following gaps in knowledge identified in the Yorkshire Archaeological Research Framework (Roskams and Whyman 2005):

- The importance of medieval urban stratigraphy in Yorkshire's towns
- Understanding the connections between monastic and secular life
- Contribution to the corpus of medieval pottery and refinement of chronologies/forms/provenance etc.

1.7 AIMS AND OBJECTIVES

The overarching aim of the archaeological monitoring and mapping is:



- To ensure that significant archaeological remains are not destroyed and are ideally retained in-situ. Where encountered, such remains will be adequately recorded.

The objectives of the archaeological monitoring and mapping are:

- To record archaeological finds, features or structures exposed during the demolition and clearing of the ground slab, foundations and buried services.
- To attempt to establish the date, character and significance of any archaeological and palaeoenvironmental deposits, including in relation to other similar features within the area.
- To ensure there is a permanent record of the work undertaken deposited with the local Historic Environment Record (HER) and made available online.
- To ensure compliance with the required WSI.

Figure 1 Site location

Figure 2 Location of mapped features and archaeological investigations

2. RESULTS

The initial work undertaken on the site under the supervision of an archaeologist was the clearance of demolition and clearing of the concrete ground slab, foundations and buried services associated with the former Northallerton Tyre and Battery depot (Figure 2).

Starting at the northern end of the site, a 360° tracked excavator removed the concrete slab (100) covering the development area as well as the concrete foundations, [105] and (106), outlining the footprint of the demolished buildings and a series of concrete encased ceramic drainpipes. At the north end of the site a concrete lined vehicle inspection pit was also removed.

Following the removal of these elements, the foundation and drainage trenches were cleared using a toothless bucket and the areas below the concrete slab cleared of demolition debris (101) using the excavator then cleaned by hand by the attending archaeologist (Figure 3).

Figure 3 The site after cleaning, facing north. Scale 1x1 m

A series of possible features (numbered F1 to F9) were identified after cleaning and these were digitally surveyed and drawn up into a pre-excavation plan to inform the decision on how to proceed which was taken during a meeting between AB Heritage, Solstice Heritage and Peter Rowe, Principal Archaeologist at North Yorkshire County Council.

Following on from the initial monitoring of demolition, the possible features identified were investigated and recorded.

2.1 FEATURES F1 TO F9

Feature 1 was a curving linear feature running south then curving west from the northern edge of the site. Following investigation, this was proved to be a layer of compacted mid-brown silty clay (103) running under a layer of compacted pink clay (102) that was originally thought to have been the natural substrate (Figure 4). What appeared to be a curving ditch was actually different layers of dumped material overlying each other that were subsequently truncated to a level surface, presumably in advance of the construction of the Tyre and Battery depot. This levelling episode exposed different layers of dumping forming what appeared to be curvilinear feature F1.

Figure 4 Deposits (102) and (103), facing north. Scale 1x1 m

Features F2 to F7 were also investigated, with slots being excavated by hand though all except F7 towards the south of the area which was heavily contaminated with petrol or diesel fuel.

These irregularly shaped features proved to be depressions in the pink imported clay (102) that had been filled by mixed dark grey silty clay (104) containing brick and mortar fragments that was, in fact, the same as material (101) that had been removed by mechanical excavator below the concrete slab (100). This material seems likely to derive from demolished structures that stood in this area before the depot was built although no in-situ structural elements were encountered, and no buildings are shown on historic Ordnance Survey Mapping.

Features F8 and F9 towards the north-west of the area were also investigated and proved to be more layers of dumped material including orange and grey bands of sand and clay (107) overlying compact grey silty clay containing brick fragments and angular stones (108). These layers were encountered

directly below the concrete slab and would have overlain pink clay (102), indicating that the backfilling of the site was done from its north-west corner with the latest deposits being in this area. Inspection of historic mapping proved that these episodes of dumping were to backfill and level a quarry pit first shown on the OS Map of 1894 presumably to allow buildings to be erected in this area.

2.2 TEST PIT 1

Following the investigation of the possible features that proved to be layers of dumped material with modern demolition material pressed into the top of them, a test pit was excavated towards the centre of the area in order to characterise these deposits and give a clearer understanding of their formation and depth (Figure 5).

The test pit measured 1 x 1 m and was excavated though 0.14 m of mixed demolition deposit (101), followed by 0.20 m of the imported compacted pink clay (102) that could be seen spread across most of the area except in the north-west corner of the site. Underlying this was 0.18 m of compacted light bluish grey clay (109) followed by 0.40 m of mixed pink and bluish grey clay (110). This overlay a softer deposit of brown sandy clay with patches of yellow sticky clay, sand and occasional charcoal flecks (Figure 6). The bottom of this deposit was not reached, and the test pit was abandoned 1.20 m below the top of deposit (101) at 39.63 m aOD. Apart from deposit (101), all deposits encountered in the test pit were interpreted as imported dumps of material. The natural substrate was not reached within the test pit or at any other point across the site, so it is not known how deep the quarry pit originally was or what survived below it (Figure 7).

Figure 5 Test Pit 1, facing east. Scale: 1x1 m

Figure 6 Test Pit 1, west facing section

Figure 7 Site Outline overlying 1911 OS Map

3. DISCUSSION

The archaeological scheme of work carried out at the former Northallerton Tyre and Battery site monitored the removal, by machine, of the demolished building's footings and floor slab as a first phase of archaeological work. Potential archaeological features were then mapped and investigated by hand. Although originally intended to target potential archaeological remains associated with the former Carmelite friary which included this area within its precinct, the archaeological work has demonstrated clearly that this part of the medieval friary has been completely removed by subsequent gravel extraction during the late-19th century.

Historic mapping confirms that the current site boundary, as well as the significant slope at the rear (east) of the development area owe their form to the shape and extent of the late-19th century gravel pit which was previously present here. Both the tithe map of 1842 (NA IR 30/42/10) and the First Edition Ordnance Survey map of 1857 show the development area as an open field with no clear features present (Figure 8). The First Edition map does mark the area as the site of the 'Carmelite Monastery' and suggests that the boundary of the field by the road in this area was planted with trees. The tithe apportionment (NA IR 30/42/10), which accompanies the tithe map, lists the area of the site as a grass field of just over 4 acres, known as 'Friarage'.

Figure 8 1857 Ordnance Survey Map

The First Revision Ordnance Survey map of 1894 is the first to show the gravel pit in the area of the development site (Figure 9). The map shows an extensive pit within the former grass field, fronting a long section of Brompton Road to the north of its junction with Friarage Road and encompassing the full area of the site as well as land to the north. By the time of this map the gravel pit is labelled as 'Old Gravel Pit', perhaps suggesting it was no longer in use, but the hachures on the map show it was clearly a significant topographic and sunken feature. Given this labelling as an old gravel pit, it seems likely that the use of the site for extraction was limited to the latter half of the 19th century, after 1857 and before 1894. The Second Edition map of 1913 shows the 'Old Gravel Pit' unchanged since 1894, however, by 1929, it seems that the pit had been filled in, as it no longer appears on the Ordnance Survey mapping (Figure 10). As an omnibus depot is shown as having been constructed just to the south (on the current Kwik Fit site) by 1940, it seems that this land was probably reclaimed for intended use during the 1920s (Figure 11).

Figure 9 1894 25-inch Ordnance Survey Map

Figure 10 1929 25-inch Ordnance Survey Map

Figure 11 1940 25-inch Ordnance Survey Map

Given the compact clay backfill deposits, proven by excavation to extend to a minimum depth of 1.2 m below the existing site level, this work was seemingly carried out to establish a solid ground surface capable of supporting a building. As much of the clay encountered appeared to be clean and free from inclusions, it seems most likely that it was imported specifically for the task.

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4. SOURCES

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Roskams, S. and Whyman, M. 2007. *Yorkshire Archaeological Research Framework: research agenda*. York, Department of Archaeology, University of York.

South Yorkshire Archaeology Service (SYAS). 2011. *Yorkshire, The Humber and the North East: A Regional Statement of Good Practice for Archaeology in the Development Process*. Sheffield, South Yorkshire Archaeology Service.

4.2 WEBSITES

British Geological Survey (BGS). Available from; <http://www.bgs.ac.uk/> [16th October 2019].

4.3 ARCHIVAL SOURCES

4.3.1 THE NATIONAL ARCHIVES (NA)

NA IR 30/42/10 – Tithe Map of the Township of Northallerton – 1842

NA IR 30/42/10 – Tithe Apportionment for the Township of Northallerton – 1842



APPENDIX 1 - CONTEXT REGISTER

Context	Type	Description	Probable Date
100	Deposit	Concrete	Modern
101	Deposit	Mixed levelling layer below (100)	Modern
102	Deposit	Imported pink clay levelling layer	Modern
103	Deposit	Mid brown silty clay running under (102)	Modern
104	Deposit	Material pressed into (102). Same as (101)	Modern
105	Cut	Foundation cut for demolished depot	Modern
106	Deposit	Concrete foundation within [105]	Modern
107	Deposit	Dumps of material in NW corner of site	Modern
108	Deposit	Greyish brown deposit below (107)	Modern
109	Deposit	Redeposited clay below (102)	Modern
110	Deposit	Redeposited material below (109)	Modern
111	Deposit	Mixed deposit below (110)	Modern

Table 1 Context Register

APPENDIX 2 - POLICY AND GUIDANCE FRAMEWORK

POLICY

NATIONAL

The principal instrument of national planning policy within England is the National Planning Policy Framework (NPPF) (MHCLG 2019) which outlines the following in relation to cultural heritage within planning and development:

Paragraph	Key Points
8	Contributing to protecting and enhancing the historic environment is specifically noted as being a part of one of the key objectives contributing to sustainable development.
189	During the determination of applications “local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting”. This information should be proportionate to the significance of the asset and only enough to “understand the potential impact of the proposal on their significance”.
190	Paragraph 190 identifies that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.
193	‘Great weight’ should be given the conservation of a designated heritage asset irrespective of the level of ‘harm’ of a proposed development. However, the more important the asset, the greater the weight given.
194	‘Harm to, or loss of, the significance of a designated heritage assets...should require clear and convincing justification’. In terms of the levels of designated heritage assets, substantial harm to Grade II listed buildings and parks and gardens should be exceptional, and to all other (the highest significance of) designated assets wholly exceptional.
195	Substantial harm to a designated heritage asset will be refused unless it is outweighed by substantial public benefits.
196	Where there is ‘less than substantial harm’ to a designated heritage asset, the decision will weigh this harm against the public benefit of the proposal ‘including, where appropriate, securing its optimum viable use’.
197	For decisions affecting non-designated heritage assets ‘a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset’.

Table 2 Key passages of NPPF in reference to cultural heritage (archaeology)

LOCAL

Under planning law, the determination of an application must be made in the first instance, with reference to the policies of the local development plan. For the proposed development, this comprises the Hambleton District Council *Local Development Framework* (HDC 2007), which outlines the following in relation to cultural heritage within planning and development:

Policy	Key Points
CP16	Development or other initiatives will be supported where they preserve and enhance the District’s natural and manmade assets, where appropriate defined in the Development Policies Development Plan Document and identified on the Proposals Map. Particular support will be given to initiatives to improve the natural environment where it is poor and lacking in diversity. Development or activities will not be supported which: i. has a detrimental impact upon the interests of a natural or man-made asset; ii. is inconsistent with the principles of an asset’s proper management; iii. is contrary to the necessary control of development within nationally or locally designated areas.

Any necessary mitigating or compensatory measures must be provided to address potential harmful implications of development.

Table 3 Local planning polices consulted in reference to cultural heritage (archaeology)

GUIDANCE

NATIONAL

During the assessment and preparation of this document, the following guidance documents have been referred to, where relevant:

Document	Key Points
Conservation Principles, Policies and Guidance (EH 2008)	This document sets out the guiding principles of conservation as seen by English Heritage and also provides a terminology for assessment of significance upon which much that has followed is based.
Standard and Guidance for Archaeological Watching Briefs (CIfA revised 2014b)	This document represents non-statutory industry best practice as set out by the Chartered Institute for Archaeologists. This work has been undertaken to these standards, as subscribed to by Solstice Heritage LLP.

Table 4 National guidance documentation consulted

APPENDIX 3 – METHODOLOGY

FIELDWORK

Initial monitoring and recording during demolition were undertaken by Ben Moore of Solstice Heritage on the 24th and 25th September 2019. Further site investigations were undertaken by Chris Scott, Ben Moore and Frankie Wildmun of Solstice Heritage between the 15th and 17th of October 2019.

Where archaeological features and deposits were encountered, these were recorded to the standards outlined in the agreed WSI and the relevant ClfA Standard and Guidance. All features and deposits were recorded on pro forma record sheets, drawn in plan and section at a suitable scale, and photographed. In addition to any specific features or deposits, a general record of the stratigraphy was made on pro forma record sheets.

POST-FIELDWORK

The primary site archive was compiled, comprising site records and digital photography. This has been used to compile this report, which will be deposited with the local HER as the principal record of the monitoring work undertaken. If considered to be of sufficient significance following discussion with the Durham County Council archaeological officer, the documentary archive will be deposited with a suitable local museum within six months of the submission of this report. A suitable OASIS record will be completed for this work, including a digital version of the report uploaded, within the same timescale.

CHRONOLOGY

Where chronological and archaeological periods are referred to in the text, the relevant date ranges are broadly defined as follows:

- Palaeolithic (Old Stone Age): 1 million – 12,000 BP (Before present)
- Mesolithic (Middle Stone Age): 10000 – 4000 BC
- Neolithic (New Stone Age): 4000 – 2400 BC
- Chalcolithic/Beaker Period: (2400 – 2000 BC)
- Bronze Age: 2000 – 700 BC
- Iron Age: 700 BC – AD 70
- Roman/Romano-British: AD 70 – 410
- Early medieval/Anglo-Saxon/Anglo-Scandinavian: AD 410 – 1066
- Medieval: AD 1066 – 1540
- Post-medieval: AD 1540 – 1900
 - Tudor: AD 1485 – 1603
 - Stuart: AD 1603 – 1714
 - Georgian: AD 1714 – 1837
- Industrial: 1750 – 1900
 - Victorian: AD 1837 – 1901
- Modern: AD 1900 – Present

ASSUMPTIONS AND LIMITATIONS

Data and information obtained and consulted in the compilation of this report has been derived from a number of secondary sources. Where it has not been practicable to verify the accuracy of secondary information, its accuracy has been assumed in good faith. Any information accessed from external databases (e.g. NLHE, HERs) represents a record of known assets and their discovery and further investigation. Such information is not complete and does not preclude the future discovery of additional assets and the amendment of information about known assets which may affect their significance and/or sensitivity to development effects. All statements and opinions arising from the works undertaken are provided in good faith and compiled according to professional standards. No responsibility can be accepted by the author/s of the report for any errors of fact or opinion resulting from data supplied by any third party, or for loss or other consequence arising from decisions or actions made upon the basis of

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