



Bagby to Thirsk Sewage Pipeline, Thirsk, North Yorkshire

Archaeological Desk Based Assessment

31 January 2018

Mott MacDonald
35 New hall Street
Birmingham B3 3PU
United Kingdom

T +44 (0)121 234 1500
F 44 (0)121 200 3295
mottmac.com

Yorkshire Water
Yorkshire Water Services
Ltd,
Livingstone House,
Chadwick Street,
Leeds
LS10 1LJ

Bagby to Thirsk Sewage Pipeline, Thirsk, North Yorkshire

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Executive summary

This desk based assessment (DBA) has been produced to assess the potential archaeological impact of the proposed Yorkshire Water sewer replacement Scheme between the villages of Bagby and Sowerby, south of the town of Thirsk in North Yorkshire.

The Scheme as proposed by Yorkshire Water comprises the closure of the existing sewage treatment works at Bagby and transfer of the flows previously received there to the larger works at the Thirsk Sewage Treatment Works directly south of Sowerby. These proposals include excavation of a 2.5km pipeline between the locations; a new transfer pumping station; and demolition of the existing site.

Assessment of a defined Study Area 500m either side of the pipeline identified listed buildings, mostly within the villages of Sowerby and Bagby, and the Scheduled Monument of Pudding Pie Hill bowl barrow. The North Yorkshire Historic Environment Record shows areas of archaeological interest dating from prehistoric to modern within the study area. This includes, Saxon and medieval funerary evidence, prehistoric settlement on the edge of the study area and two known Roman roads.

The only known asset directly impacted by the Scheme is the Roman road, at the A19. However, it is also possible Post Medieval field boundaries recorded in 19th century mapping will be impacted. Evidence of historical and archaeological activity close to the proposed route, such as the site of the Medieval Hospital at Spital Hill and the rectilinear cropmarks east of South Moor Lane indicate further archaeological potential along the route.

Further consultation with the North Yorkshire Archaeology Team is required on the detailed scheme proposals as archaeological evaluation in the form of geophysics and intrusive investigation may be necessary to inform the archaeological mitigation strategy.

1 Introduction

1.1 Project proposal

The Bagby treatment works is to be decommissioned and the treatment to be carried out at Thirsk treatment works. The scheme proposed by Yorkshire Water is to link the two treatment works by a 2.5 km pipeline with a 15m easement running approximately south east to north west including a new pumping station directly west of the A19.

1.2 Assessment methodology

This historic environment desk based assessment (DBA) follows the Chartered Institute for Archaeologists' (CIfA) Standards and Guidance for Historic Environment Desk Based Assessments (CIfA, 2014). The CIfA guidance defines a desk based assessment as a collation of existing written and graphic information to identify the likely character, extent, quality and worth of the known or potential archaeological resource of a given area or site. Desk-based assessments are primarily used in order to assess the likely impact of a proposed development on the archaeological resource and to enable appropriate mitigation strategies to be formulated in line with national and local historic environment planning policies.

The Study Area consists of a 500m area from the route of the proposed pipeline scheme. Relevant assets from the wider area have also been considered within this DBA.

The following sources were consulted in order to gather the baseline and establish the potential archaeological resource:

- The North Yorkshire Historic Environment Record (HERs);
- Local, regional, and national planning policies in relation to archaeology and built heritage;
- Geological data held by the British Geological Survey (British Geological Survey, 2017);
- Historic Ordnance Survey maps located at the North Yorkshire Record Offices;
- Relevant published and unpublished archaeological sources; and
- A site visit walkover to further assess the potential for archaeological remains to be present

1.2.1 Consultation

North Yorkshire Archaeology Team were consulted in the early stages of the project and the potential for archaeology due to the presence of the Roman road, on the line of the A19 was noted.

2 Designation and policy

2.1 Legislation

The overarching legislation in relation to the historic environment in Britain is provided by:

- The Ancient Monuments and Archaeological Areas Act 1979; and
- The Planning (Listed Buildings and Conservation Areas) Act 1990.

2.2 National planning context

The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaces all previous national planning policy documents. NPPF addresses the conservation and enhancement of the historic environment.

Paragraph 129 requires local planning authorities to identify and assess the significance of any heritage asset that may be affected by a proposal.

Paragraph 131 of the Framework asks local planning authorities to take account of three factors, namely:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and,
- The desirability of new development making a positive contribution to local character and distinctiveness.

Paragraphs 133 and 134 of the NPPF address the levels of harm that could be caused by development:

- Where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use;
- Where a proposal will lead to substantial harm to or loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm of loss.

In paragraph 137, the NPPF requires local authorities to look for opportunities for new development within world heritage sites, conservation areas and within the setting of designated assets to enable their significance to be enhanced or better revealed. It also encourages developments which preserve elements of setting which positively contribute to significance to be treated favourably.

2.3 Local Planning Policy

The proposed pipeline scheme is within North Yorkshire district of Hambleton, and as such would be covered by the Hambleton Local Plan. However, in 2015 the Hambleton Local Plan was found to no longer conform to the National Planning Policy Framework, 'the existing LDF cannot be relied upon to ensure close control of planning issues in the HDC authority area'

(<http://www.cprenorthyorkshire.co.uk/news/current-news2/item/2294-local-plans-in-north-yorkshire>). As such the Local Plan has been set aside until the new plan is completed.

3 Baseline conditions

3.1 Overview

All assets identified within the within the DBA, are listed within the Gazetteer, and have been numbered chronologically following the abbreviation MM

3.2 Site conditions

3.2.1 Geology

Across the length of the pipeline the solid geology changes from Redcar Mudstone to the East, crossing a narrow band of Penarth Group Mudstone east of the A19. In the West the underlying geology is Mercia Mudstone.

Superficial geology consists of Vale of York formation sandy gravelly clay near the Bagby sewage treatment works, bordering then crossing a small patch of Vale of York formation, sand, gravel. Sutton Sand formation silt, sand and gravel to the west is banded with Alne Glaciolacustrine formation silty clay. At the western extent Alluvium is present along the line of Cod Beck.

3.2.2 Topography

The pipeline runs across farmland, mostly arable but with some pastoral fields, the general trend of the pipeline is south east to north west.

From the Bagby Sewage Treatment Works at 50mAOD the pipeline descends downhill to the south west, after crossing the A19 at 30m AOD the pipeline trends to the west gently uphill. The land flattens out as it turns more northerly. Finally, the pipeline turns west and descends from 32m AOD to 30m AOD at Thirsk Sewage Treatment works.

3.2.3 Walkover survey

A walkover survey was undertaken in January 2018 in clear cold conditions by Martyn Cooper and Amanda Marshall from the Mott Macdonald heritage team. The walkover demonstrated that much of the land in the proposed pipeline route is open agricultural fields used for arable farming, however two fields were pastoral.

A field of grassland at the north-western end of the route contained slight linear earthworks (MM23). however no further sites were identified. During the course of the walkover a photographic record was created including:

- Figure 1 showing the view North West across the field south of Spital Hill and west of the A19.
- Figure 2 showing the view West across the field at the north-western extent of the route, including the 19th Century building and the modern barn.

3.2.4 Cartographic evidence

Table 1 below summarises the key cartographic evidence for the area covered by the proposed pipeline. This largely demonstrates that the land has changed very little from the 19th century onwards. Some field boundaries have been removed to create larger fields, however traces of

the original boundaries can be seen in some fields. The construction of two farm buildings in the fields east of the road at the Thirsk end is noticeable between the 1856 and the 1895 maps. These buildings are still extant and the pipeline is currently directed around the larger building and associated yard and modern barn.

Table 1: Bagby and Sowerby cartographic evidence

Date	Map	Location Shown	Description
1843	Sowerby tithe	Sowerby Parish	Tithe Map
1847	Bagby tithe	Bagby Parish	Tithe Map
1856	Yorkshire 87	Sowerby and Thirsk	No change
1895	Yorkshire LXXXVII.SE	Sowerby and Thirsk	Appearance of two farm buildings.
1914	Yorkshire LXXXVII.SE	Sowerby and Thirsk	No Change
1856	Yorkshire 103	Bagby	Fox Farm drawn, opening of fields west of Spital Hill
1914	Yorkshire CIII.NE	Bagby	Change in fields south of Spital Hill
Modern OS	Online OS	Sowerby & Bagby	Fields opened up. Fox Farm renamed Spring House. Appearance of modern barn by older building to north.

Source: North Yorkshire HER and National Libraries of Scotland

3.3 Historic Landscape Character (HLC)

The Historic Landscape Character (HLC) is the result of a survey that reviewed historic maps to provide a summary of historic land use. This information is provided by the North Yorkshire HER.

The HLC shows the overall character has been one of mixed farming with minimal change since the 19th Century. Areas with S shaped boundaries (MM08) and ridge and furrow are still present within the area, denoting medieval farming. Parliamentary enclosure in the Post Medieval period is also evidenced in the area, as are more modern open fields. These are denoted by field boundaries and cropmarks as well as some earthworks, however within the route of the Scheme existing boundaries and field shapes are the only evidence of previous land use

3.4 Designated assets

The villages of Sowerby and Bagby date back to the Medieval period and each contain multiple listed buildings. Only those within 500m of the Pipeline have been included here:

- 172 Front Street a two-storey 19th Century building (MM14) 480m north of the north western extent of the Scheme,
- a garden wall adjoining 172 Front Street (MM15) and
- 71 Front Street (MM16) a three-storey 19th Century building approximately 500m north of the north western extent of the Scheme.

Pudding Pie Hill (MM02) is a Scheduled Bronze Age bowl barrow lying 450m to the north of the Scheme where it meets South Moor Lane east of Thirsk Sewage Treatment works. It was excavated in 1855 by Lady Frankland Russel, wife of prominent local politician and land owner Sir Robert Frankland Russel. Both cremation and inhumation burials recovered during this

excavation have been suggested as being Saxon. The monument itself has been suggested as a medieval Motte rather than a Bronze Age barrow, although this theory has little evidence to support it. Further Listed buildings are present in the wider area most notably approximately 800m to the north of Thirsk sewage treatment works at Sowerby (MM06) and 600m north east of Bagby sewage treatment works at Bagby (MM07). As well as 800m south east along the A19 at Griffin Farm.

3.5 Non-designated assets

3.5.1 Prehistoric

There is substantial evidence for prehistoric activity in the wider area around the scheme. Aside from the aforementioned Pudding Pie Hill (MM02), a find spot (MM01), approximately 700m South East of Thirsk Sewage Treatment Works, is noted within the HER.

This find spot includes artefacts from a wide range of periods, including a flint scraper, a stone mace and a lead weight, and a Beehive Quern. It can be assumed these originally came from multiple locations.

Starting at approximately 430m north west of the Thirsk Sewage treatment works, a geophysical survey by On Site Archaeology in 2016 (MM22), revealed a potential ploughed out round barrow, as well as several linear features.

In the wider area, a programme of trial trenching by On Site Archaeology (MM21) in 2012, north west of the study area, revealed an Iron Age Square barrow, a pit alignment and boundary features, as well as potential settlement evidence in the form of Post hole scatters.

3.5.2 Roman

The Roman period is represented by two roads, one running north west to south east, along the line of the modern A19 (MM03), and Saxty way (MM04) running roughly east to west, 900 m north of Thirsk treatment works. The A19 crosses the Scheme from north west to south east towards the Scheme's eastern end.

A rectilinear cropmark (MM05), intersects with the route of the Scheme where it meets South Moor Lane, has a suggested dating between the Roman and Post Medieval periods.

3.5.3 Medieval

Bagby (MM07) appears in the Domesday book, as Bagbei and is recorded as having 12 households in a 1301 lay subsidy. The village lies 600m to the northeast of the eastern end of the Scheme.

Medieval settlement evidence for Sowerby (MM06) can also be found in the Domesday book, recorded as Sorebi. Sowerby is also recorded in the 1301 lay subsidy as having 26 households. The heart of the village lies approximately 800m north of the north-western extent of the Scheme.

Considered alongside the map evidence this demonstrates settlement lies outside of the Schemes boundary, and the land within the route of the Scheme can be seen as the agricultural hinterland of these villages.

A watch tower (MM09) outside the Study Area at Sowerby was constructed around the same as time Thirsk castle was built, thought to be 1092. This lay approximately 700m from Thirsk Sewage Treatment works.

St Leonards Hospital for the sick and poor, on the modern-day site of Spital Hill (MM10), was recorded in 1200 and had been demolished by 1535. Between 12 and 13 burials were reportedly found before 1859. It is stated in Victoria County History that the outline could still be seen in 1913, the current house dates back until at least the 19th Century suggesting the remains and potentially the associated cemetery lie elsewhere on the hill. The scheme skirts around the south and west of the land associated with Spital Hill (**Figure 1**), with the current house being 60m from the Scheme at its closest point.

3.5.4 Post-medieval

Town End Bridge (MM11) is a 17th Century Pack horse bridge formerly Grade II listed and shows the former line of a road to the west of South Moor Lane, which runs north west to Sowerby and south east through the Scheme. The bridge lies approximately 160m to the North of the Thirsk sewage treatment works, it was delisted in 2003.

The current line of the road dates back to at least the 19th Century, it is unclear as to the line of the 17th Century road and whether it entered the Scheme, it is likely that, if the road ran through the Scheme it aligns with the current road.

Many of the fields within the study area, and in the surrounding area, are Post medieval in nature. Some fields show evidence of being subject to parliamentary enclosure in the 18th/19th Centuries. During this period the land within the Scheme continued to be used for both arable and pastoral farming.

Evidence of field boundaries can be seen as crop marks in several locations around the scheme including MM12. Other agricultural evidence includes a possible trackway or boundary MM13 marked by a slight hollow running north east to south west.

3.5.5 Modern

There are no modern assets within the route of the Scheme. The Protected Military remains of a crashed Halifax bomber (MM17) lie 410m northwest of Thirsk sewage treatment plant. The plane was on a training mission so no related ordnance is expected.

Much of the land is open arable farmland with some smaller pastoral fields towards the eastern end of the Scheme.

3.5.6 Unknown

Several sites are listed on the HER search as unknown in date, these mostly relate to cropmarks thought to comprise field boundaries and trackways.

An area of possible enclosures MM20 lies 500 m to the north west of Thirsk sewage treatment works, no form has been stated for the enclosures.

Further cropmarks include a parallel double ditched linear feature (MM21) with two 90-degree rounded corners, forming a possible boundary or trackway. A small ditched enclosure MM22 with right-angled corners, and a further double ditched feature with a small rectangular enclosure. These lie directly south of the north-western extent of the Scheme and are suggestive of an Iron age or Medieval date.

4 Archaeological potential and impact assessment

4.1 Prehistoric

While there is very limited potential for early prehistoric evidence in this area, there is an increasing presence of later prehistoric sites.

Directly to the south of the north-western extent of the scheme, before crossing Cod Beck, cropmark evidence is suggestive of Iron Age enclosures (MM21, MM22). It is possible they continue into the Scheme's footprint.

The findspot (MM01) noted in the HER to the west of the Scheme shows clear evidence of Bronze Age and Iron Age activity in the area as well as a potential for a Neolithic presence. It is not noted how these finds were recovered or their exact locations, therefore it is possible for further findspots to lie within the route of the Scheme.

The recent excavations (MM18) and Geophysical survey (MM19) north west of the Scheme demonstrate clear evidence of Bronze Age and Iron Age occupation including an increasing number of funerary monuments. While these are on the edge or beyond the Study Area, there are no archaeological investigations closer to the Scheme to determine whether there is continuation into this area.

Along with the presence of the Bronze Age bowl barrow (MM02) to the north of the site the HER data shows clear evidence of prehistoric activity within and around the Study Area.

Despite the distance between the known prehistoric assets and the Scheme the potential for Prehistoric buried remains at the northern extent of the Scheme is **Moderate**. Beyond the east-west section from South Moor Lane the prehistoric potential is **unknown** due to the lack of investigation in the area. Roman

The pipeline route will be drilled under the Roman road running north west to south east, along the course of the A19 (MM03), any typical Roman roadside features, such as settlement or cemetery sites may be impacted by the works.. If present these remains could lie in the fields to either side of the A19 towards the eastern end of the Scheme. There is little recorded archaeological excavation around the A19 in this area.

At the northern extent of the Scheme, east of South Moor Lane, the possible Roman rectilinear cropmark features (MM05) extend into the Scheme and could have related features and findspots. There is a **low to moderate** potential for Roman remains across the Scheme.

4.2 Medieval

Saxon inhumations recovered from Pudding Pie Hill are likely to be related to the beginnings of Sowerby, and it is more likely that evidence from this period will be found west of the monument rather than to the south towards the Scheme.

The Scheme skirts around the grounds of Spital Hill, noted as the Medieval hospital of St Leonards and its associated Cemetery (MM10). The exact location of the hospital and the cemetery is unknown, but they are assumed to be within the grounds associated with the current building and therefore outside the boundaries of the Scheme. However associated

features and findspots could lie within the route, As such there is **moderate** potential in this part of the Scheme for associated findspots and features.

Where the Scheme passes through fields of Medieval origin these are likely to be part of an agricultural hinterland related to the villages of Bagby and Sowerby as demonstrated by the presence of the 's curved' hedges and ridge and furrow in the Study Area. Cropmarks of field boundaries in the Study Area add to the definition of the medieval agricultural landscape. the overall potential is considered **moderate**.

4.3 Post-Medieval

The post medieval period is mostly represented in the study area by settlement and farming practices, including the enclosure of some fields. The mapping demonstrates the presence of two small buildings in fields to the west of South Moor Lane which are still standing, these are likely to be for storage and should have no associated features. The Scheme is diverted around the hard standing and modern barn associated with the larger of the two buildings (**Figure 2**), and passes through the field to the north of the smaller building, avoiding any potential impact.

Farming practices of this period are demonstrated by existing boundaries and cropmarks in the Study Area, however in some areas modern farming practices have enlarged fields. Within the Scheme this is notable to the south and west of Spital Hill, however the former boundaries may be present sporadically along the route.

Settlement activity is represented in the villages of Sowerby (MM06) and Bagby (MM07) which lie outside the boundaries of the Scheme. Overall there is a **high** potential for Post Medieval buried remains.

4.4 Modern

No significant modern assets have been identified within the route of the Scheme therefore there is a **low** potential for modern buried remains.

4.5 Impact Assessment

The information gathered for this assessment has revealed low to moderate and moderate potential for archaeological assets from the later Prehistoric, Roman and Medieval periods, as well as a high potential for Post Medieval assets.

Evidence including cropmarks, and map evidence, as well as the proximity of assets such as the Roman road at the A19 and the medieval hospital on the site of Spital Hill, demonstrate the existence of and potential for archaeological features along the course of the Scheme. While ploughing may have disturbed archaeological deposits, it is likely that preservation across the Scheme will be high due to the lack of significant development along its course. Therefore, the excavations to install the pipeline have the potential to truncate and remove, or otherwise disturb any archaeological remains present. The loss of archaeological remains would constitute significant impact in line with the NPPF (2012).

5 Conclusions and recommendations

5.1 Overview

This Desk Based Assessment has identified a number of assets within the direct vicinity of the Scheme, including potential Roman assets at the northern end of the Scheme, as well as Roman, Medieval and Post Medieval assets/potential assets around Spital Hill and the A19.

In the area surrounding the northern end of the Scheme there is an emerging later prehistoric landscape. With the general arable nature of land use in this area, it is likely that any extant features such as barrows will have been ploughed out.

Due to the paucity of modern intrusive investigation in this area, it leaves cropmarks as the main evidence for features of prehistoric, Roman and early medieval land use within the Study area. As such it must be assumed a potential presence of Roman or later land use at the northern extent of the scheme, with a further possibility of prehistoric features in this area.

The mapping has shown that several disused medieval/post medieval field boundaries will be crossed by the pipeline. One such boundary can be expected at the northern end of the Scheme running north - south. In one instance the pipeline is likely to follow a boundary however, boring is planned for this section of the Scheme and any impact will be minimal. While the field boundaries on their own are of minimal importance, they tend to coincide with areas of other interest.

The pipeline route where it skirts to the south and east of Spital Hill from the A19 has moderate potential for Medieval buried remains, and multiple Medieval/Post Medieval field boundaries should be present. The area on either side of the A19 has potential for Roman buried remains.

5.2 Recommendations

Further consultation with the North Yorkshire Archaeology Team is required on the detailed scheme proposals as archaeological evaluation in the form of geophysics and intrusive investigation may be necessary to inform the potential archaeological mitigation strategy.

The plan to bore the pipe from east of South Moor Lane to Thirsk treatment works will avoid an area of upstanding earthworks noted during the walk over and associated with further earthworks on the HER.

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6.1 Legislation

National Planning Policy Framework (2012). Accessed 24/01/2018
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Appendices

- A. Gazetteer
- B. Historic Environment Record data figures
- C. Walkover images

Appendix A

Table 2: Gazetteer

MM Number	Name	Period	Designation	NHLE Reference	HER Reference
MM01	Findspot at Sandholme lane, Sowerby	Prehist	n/a	n/a	MNY23738
MM02	Pudding Pie Hill	BA	n/a	n/a	MNY418
MM03	A19	Roman	n/a	n/a	MNY190
MM04	Saxty Way	Roman	n/a	n/a	MNY301
MM05	Rectilinear Cropmark	Roman?	n/a	n/a	MNY4485
MM06	Sowerby	Med	n/a	n/a	MNY390
MM07	Bagby	Med	n/a	n/a	MNY 459
MM08	S curved Hedges	Med	n/a	n/a	HNY22467
MM09	Tower, Sowerby	Med	n/a	n/a	MNY394
MM10	Spital Hill	Med	n/a	n/a	MNY12364
MM11	Town End Bridge	C17th	DeSched II	n/a	MNY395
MM12	Ditch, Sowerby	PM?	n/a	n/a	MNY431
MM13	Possible Trackway, east of Griffin Farm	PM?	n/a	n/a	MNY25015
MM14	Garden wall adjoining number 172 to south	C19th	II	1151350	MNY416
MM15	172 Front street	C19th	II	1151349	MNY414
MM16	71 Front street	C19th	II	1189055	MNY415
MM17	Aircraft crash site, Halifax, Serial number L9609, near Thirsk	Mod	n/a	n/a	MNY26694
MM18	Report on Archaeological Evaluation by Trial Trenching	2012	n/a	n/a	ENY6068
MM19	Sowerby Sports Village, Thirsk. Report on an Archaeological Evaluation (Geophysics).	2016	n/a	n/a	ENY8017
MM20	Ditched Enclosure, Sowerby	Unknown	n/a	n/a	MNY426
MM21	Trackway, Sowerby	Unknown	n/a	n/a	MNY4497
MM22	Ditched Enclosure, Sowerby	Unknown	n/a	n/a	MNY4498

Figure 1: Looking North West from the A19 towards Spital Hill



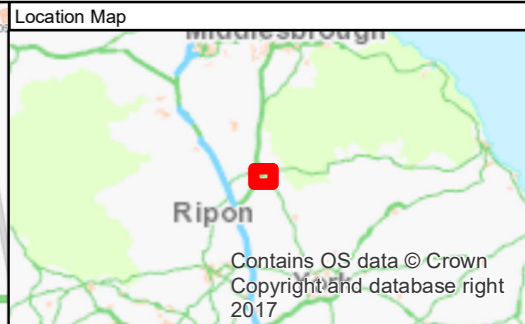
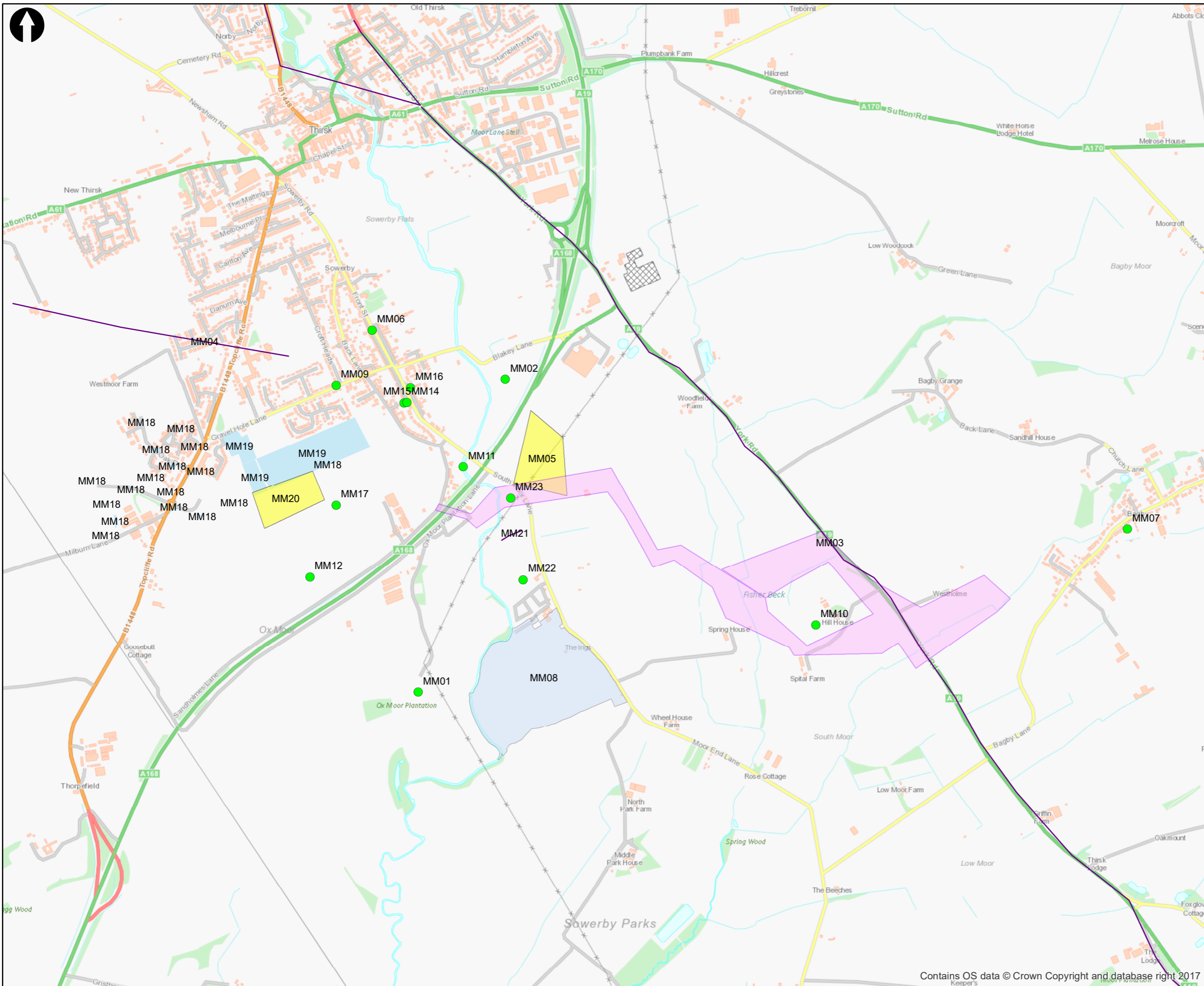
Source: Mott MacDonald

Figure 2: Looking West towards 19th Century Barn at northern end of Scheme.



Source: Mott MacDonald





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Key to Symbols

- Monument_point
- Monument_line
- Proposed Route
- Monument region
- HLC Region
- Events_region

Notes

All HER data from North Yorkshire HER
The southern route is the current preferred route around Spital Hill

P1	31/01/18	MC	First Draft	RC	XX
Rev	Date	Drawn	Description	Ch'k'd	App'd

M M
MOTT MACDONALD

Mott MacDonald House
 35 Newhall Street
 Birmingham, B3 3PU
 United Kingdom
 T +44 (0)121 234 1500
 W mottmac.com

Client
Yorkshire Water

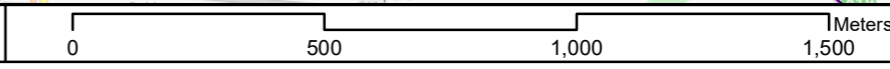
Title
Selected Historical Environment Record Data

Designed		Eng Check	
Drawn		Coordination	
GIS Check		Approved	

Scale at A3	Status	Rev	Security
1:15,000	PRE	P1	STD

Drawing Number
Appendix B

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