



YORK ARCHAEOLOGICAL TRUST



YORK CENTRAL BASELINE STUDY

By George Loffman and Mary-Anne Slater

ARCHAEOLOGICAL BASELINE STUDY REPORT

Report Number 2018/8 February 2018

CONTENTS

NON-TECHNICAL SUMMARY	III
KEY PROJECT INFORMATION	III
1 INTRODUCTION	5
2 METHODOLOGY	5
3 LOCATION, GEOLOGY & TOPOGRAPHY	7
4 PLANNING AND LEGISLATIVE FRAMEWORK	7
5 DESIGNATIONS AND CONSTRAINTS	9
6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	11
7 HISTORIC MAP ANALYSIS	20
8 AREAS OF ARCHAEOLOGICAL POTENTIAL	22
9 SUMMARY	22
9 LIST OF SOURCES	24
10 REFERENCES	24
11 APPENDIX 1 GAZETTEER OF SITES	25
12 APPENDIX 2 LISTED BUILDINGS	28
13 APPENDIX 3 FIGURES	40

Plates

Cover: 1858 print by John Storey (after Nathaniel Whittock) - York Art Gallery (study area on left outside City Walls)

Tables

Table 1 Examples of heritage significance	6
Table 2 Summary of archaeological investigations	16
Table 3 Archaeological potential of the York Central Development Area	22
Table 4 Gazetteer of sites used in study	25
Table 5 Gazetteer of Listed Buildings	26
Table 6 Gazetteer of Monuments	27

Figures

Figure 1 Study area location	40
Figure 2 Location map of sites, listed buildings and monuments from gazetteer	41
Figure 3 Archaeological potential of the York Central Development Area	42

Figure 4 1545 map	43
Figure 5 Speed's 1610 map.....	44
Figure 6 Horsley's 1697 map	45
Figure 7 Drake 1736 map.....	46
Figure 8 1853 OS map.....	47
Figure 9 1892 OS map.....	48
Figure 10 1909 OS map.....	49
Figure 11 1931 OS map.....	50
Figure 12 1941 OS map.....	51

Abbreviations

AOD – above Ordnance Datum

BGL – below ground level

YAT – York Archaeological Trust

NON-TECHNICAL SUMMARY

Historical and archaeological data indicate that the area has provided significant archaeological remains. The area of high ground to the south west of the River Ouse appears to have been a focus during the prehistoric period from at least the Neolithic. The western portion of the study area was occupied by one of the major Roman cemeteries of York. In the medieval period the land was occupied by Bishop's Fields with agricultural and possible tile manufacture activity. Military activity in the 17th Century took place on two occasions on Bishop's Field; firstly a royal army camped there in 1640, and secondly parliamentary forces erected a battery during the siege of York in 1644. The coming of the railway in the 19th Century had a transformative impact upon this area of York. The topography continues to be dominated by the Railway Station and associated industries.

Recent archaeological evaluations and watching briefs have shown that although works related to the railway have truncated much of the area, earlier remains do survive in areas where the land had been built up. In particular the survival of Roman remains on the grounds of the Royal York Hotel, and the presence of peat deposits in the south and west of the area that could provide important evidence relating to the prehistoric and Roman occupation of York.

KEY PROJECT INFORMATION

Project Name	York Central Baseline Study
YAT Project No.	6026
Document Number	2018/8
Type of Project	Archaeological Baseline Assessment
Client	Arup
NGR	SE 5920 5190
OASIS Identifier	yorkarch1-307866

REPORT INFORMATION

Version	Produced by		Edited by		Approved by	
	Initials	Date	Initials	Date	Initials	Date
1	GL	30/1/18	IDM	31/01/18	IDM	31/01/18
2	MS	19/02/18	CJ	21/02/18	IDM	21/02/18

Copyright Declaration:

York Archaeological Trust give permission for the material presented within this report to be used by the archives/repository with which it is deposited, in perpetuity, although York Archaeological Trust retains the right to be identified as the author of all project documentation and reports, as specified in the Copyright, Designs and Patents Act 1988 (chapter IV, section 79). The permission will allow the repository to reproduce material, including for use by third parties, with the copyright owner suitably acknowledged.

Disclaimer:

This document has been prepared for the commissioning body and titled project (or named part thereof) and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of the author being obtained. York Archaeological Trust accepts no responsibility or liability for the consequences of this document being used for a purpose other than that for which it was commissioned.

1 INTRODUCTION

York Archaeological Trust was commissioned by Arup to undertake an archaeological baseline assessment of the likely archaeological deposit sequence, and the history, descriptions and significance of the buildings and structures on the site of the proposed York Central Development Area (Figure 1). This was carried out during January and February 2018. The aim of this study is to provide a baseline of information to inform future planning proposals within this area.

2 METHODOLOGY

2.1 Research

The bulk of the data was collected using the York Historic Environment Record (HER), the YAT site gazetteer, the York Royal Commission on Historic Monuments Survey (RCHMY 1, 1962) and the earlier York Central Desk-Based Assessment (Archaeological Services 2005). Additional information was taken from the City of York Council's Heritage Topic Paper (2013) and York Central Audit of Heritage Assets (2013).

A 900m radius search, agreed with the City of York Archaeologist John Oxley, was undertaken of the York HER to focus on the York Central Development Area and the immediate vicinity. These are the sites detailed in Table 2. To fully contextualise the York Central Development Area, a wider study area including York city centre and its surroundings was used for the historical background in Section 6.

A map regression study was also undertaken using information collated from Ordnance Survey and historic maps between the dates of 1545 and 1941.

A search was also made of readily available online resources, details of which are listed in the references below.

2.2 Guidance

This baseline study was written in accordance with ClfA's Standard and Guidance for Historic Environment Desk-Based Assessment (2017).

Significance of heritage assets was determined using Historic England's Conservation Principle Policies and Guidance (2008). The guidance highlights four main values when determining significance:

Historical value: the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative.

Aesthetic value: the ways in which people draw sensory and intellectual stimulation from a place.

Communal value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

Evidential value: the potential of a place to yield evidence about past human activity.

Heritage assets hold meaning for society over and above functional utility. The value of a heritage asset may be derived from many different factors.

Table 1 Examples of heritage significance

Significance	Heritage Asset (examples)	Note
Very High	<p>World Heritage Sites (including nominated sites).</p> <p>Assets of acknowledged international importance.</p> <p>Assets that can contribute significantly to acknowledged international research objectives.</p> <p>Scheduled Monuments (including proposed).</p> <p>Undesignated assets of schedulable quality and importance.</p> <p>Grade I and II* Listed Buildings, Registered Parks & Gardens</p> <p>Other substantial or very legible historic landscapes of note</p>	<p>Substantial harm to, or loss of, these assets should be wholly exceptional</p> <p>Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)</p>
High	<p>Assets that can contribute significantly to acknowledged national research objectives.</p> <p>Conservation Areas</p> <p>Undesignated assets of clear regional or national importance</p> <p>Locally Listed buildings</p> <p>Grade II Listed Buildings, Registered Parks & Gardens</p> <p>Other legible historic landscapes</p>	<p>Substantial harm to, or loss of, these assets should be exceptional (NPPF para 132)</p> <p>Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)</p>
Medium	<p>Undesignated assets that contribute to regional research objectives</p>	<p>Any harm or loss to a heritage assets requires clear and convincing justification</p>
Low	<p>Undesignated Assets of limited value, but with potential to contribute to local research objectives.</p> <p>Assets compromised by poor preservation and/or poor survival of contextual associations.</p> <p>Historic (unlisted) buildings of modest quality in their fabric or historical association.</p> <p>Fragmented historic landscapes</p>	<p>Any harm or loss to a heritage assets requires clear and convincing justification (NPPF para 132 & 152)</p>

Negligible	Assets with very little or no surviving archaeological/heritage interest Buildings of no architectural or historical note Buildings of an intrusive character Areas of known ground disturbance	
Unknown	The importance of the resource (below ground deposits, landscape, setting or historic building) has not been ascertained.	Field evaluation may be required to evaluate potential buried assets (NPPF para 128)

3 LOCATION, GEOLOGY & TOPOGRAPHY

The study area is located to the south-west of the River Ouse and west of the medieval city of York. The red line boundary for the study area (Figure 1) stretches north west / south east from the rear of the present railway station to Water End bridge, with a narrow corridor along Leeman Road to where it meets Station Road. The north eastern extent of the area reaches the River Ouse, and stretches to the south west towards Holgate Road. The study area covers an area of approximately 57 hectares centred on NGR SE 5920 5190.

The underlying bedrock is sandstone from the Sherwood group formed approximately 229 to 271 million years ago in the Permian and Triassic periods. Above this, superficial deposits of glacial moraine are present consisting of clay, sand and gravel. These were formed during the last Ice Age as glaciers moved over the landscape and deposited moraine till combined with gravel and sand from seasonal and post glacial outwash (www.bgs.ac.uk – accessed 24/01/2018).

The study area is presently occupied by infrastructure related to the railway industry including railway lines, warehouses, car parks as well as the site of the National Railway Museum. The north western end of the study area is occupied by Holgate Beck. Along the northern and southern boundaries of the York Central Development Area are the residential areas off Leeman Road and the A59.

4 PLANNING AND LEGISLATIVE FRAMEWORK

4.1 National Policy

In March 2012 the Government published the National Planning Policy Framework (NPPF) in an effort to make the overall planning system less complex and more accessible. In this document Chapter 12 titled “Conserving and enhancing the historic environment” deals with archaeological and historic issues. This section supersedes the previous planning legislation, Planning Policy Statement 5: “Planning for the Historic Environment” (PPS5). However, in a revision note published by English Heritage in June 2012 it is stated that “the PPS5 Practice Guide remains a valid and Government endorsed document pending the results of a review of guidance supporting national planning policy”. It also states that “the policies in the NPPF are very similar and the intent is the same, so the Practice Guide remains almost entirely relevant and useful in the application of the NPPF”.

The relevant paragraphs of NPPF Chapter 12 are 126 – 141.

4.2 Regional and Local Policy

City of York Council is currently working towards a new Local Plan that is fully compliant with NPPF and other relevant statutes.

The City of York Local Plan pre-publication (Reg 18 consultation) Heritage Impact Appraisal (2017) and Annex A Final Changes to Policies (2017) have designated the York Central Area as Site Ref ST5 and identified a number of principles of development, as well as negative impacts likely as a result of developing in this location.

4.3 Policy SS4: York Central

"York Central (ST5) will enable the creation of a new piece of the city; with exemplar mixed-use development including a world class urban quarter forming part of the city centre. This will include; a new central business district, expanded and new cultural and visitor facilities, residential uses and a new vibrant residential community."

"Development within the York Central site will be permitted in accordance with the principles of development set out below." The relevant sections v-vi are included below.

v) Create a distinctive new place of outstanding quality and design which complements the existing historic urban fabric of the city and respects those elements which contribute to the distinctive historic character of the city and assimilates into its setting and surrounding communities.

vi) Conserve and enhance the special character and/or appearance of the adjacent Central Historic Core Conservation Area and St Paul's Square/Holgate Road Conservation Area.

4.3.1 Strong Urban Form

"Inappropriate development on this site may compromise the views to and from the area - in particular of the Minster and City Walls as well as impact on the setting of some of the listed buildings. The policy promotes development creating a new place of outstanding quality and design which complements and enhances the existing historic urban fabric of the city, respects those elements which contribute to the distinctive historic character of the city, and assimilates into its setting and surrounding communities. Views appraisal should inform forthcoming SPD and master-planning to mitigate potential harm. There is also the potential for this policy to have a positive impact on strong urban form, creating a new part of the city representing the best in contemporary design."

4.3.2 Compactness

"Inappropriate development may obscure views of city landmarks such as the Minster or significant elements of the railway infrastructure from within the site and further afield. The policy promotes development creating a new place of outstanding quality and design which complements and enhances the existing historic urban fabric of the city, respects those elements which contribute to the distinctive historic character of the city, and assimilates into its setting and surrounding communities. Views and site appraisal should inform forthcoming SPD and master-planning to mitigate potential harm. There is also the potential for this policy

to have a significant positive impact on compactness offering a mixed use development opportunity within the heart of the City."

4.3.3 *Landmark Monuments*

"Development may subsume or seek to demolish significant buildings which would have a negative impact on the character of the area. Potential for significant negative impact from development on the setting of listed buildings or may impact upon the clustering of the monuments in this area. Policy acknowledges the potential for harm and is clear that future development of the site must safeguard those elements which contribute to the distinctive historic character of the city. This is likely to mitigate against potential harm. Policy seeks outstanding quality in new design, which is likely to deliver a scheme which adds to the diversity of existing buildings and significant historic structures."

4.3.4 *Architectural Character*

"Poor architectural design and craftsmanship on this site would be detrimental to the high quality of buildings in York city centre. It may also impact on the setting of the Central and St. Paul's Square Conservation Areas, and on the setting of the grouping of railway heritage assets. Note that scale of development proposed has changed from min 410 dwellings/80,000 sqm B1a to 1,250 dwgs/61,000sqm B1a in the Plan period. Policy seeks outstanding quality in new design. Must ensure that urban design principles are established to guide an appropriate scale, massing and height of development on site. "

4.3.5 *Archaeological Complexity*

"The HIA (SITES) recognises the potential for significant harm to surviving archaeological deposits, and to extant heritage assets if area not fully understood. No policy reference to archaeological investigation or mitigating measures – this should be addressed. Desk-based assessment has been completed ahead of further archaeological investigation. A WSI was agreed for trenching in c.2008 but has yet to be implemented. "

4.3.6 *Landscape and Setting*

"No likely impacts identified."

5 DESIGNATIONS AND CONSTRAINTS

5.1 Archaeology and heritage designations

York is one of five cities that has been designated an Area of Archaeological Importance (AAI) under Part 2 of the 1979 Ancient Monuments and Archaeological Areas Act. The eastern part of the study area lies within York's (AAI) City Centre area. The historic nature of this area is discussed in Section 6 below.

An operations notice must be completed and returned to the Design, Conservation and Sustainable Development team before any work can start in an Area of Archaeological Importance, including: disturbance of ground; tipping on the ground; flooding of the ground.

It is an offence to carry out work in an AAI without an operations notice or within 6 weeks of submitting the notice.

It is an offence to use a metal detector within an AAI.

5.2 Conservation Areas

The York Central Historic Core Conservation Area is one of the largest and most complex in England with 24 character areas forming the whole of the conservation area. Each one is considered in a separate character statement. The eastern part of the site is within Character Area Twenty Two: Railway Area. This area takes in the old and the current railway areas, covering an area both inside and outside the city walls up to the river Ouse to the north. The southern boundary of the study area borders Conservation Area Four: St Pauls Square/Holgate Road. This area encompasses York's only formally laid out square, St Paul's, which dates from the 1850s, as well as formal urban properties of a similar date which grew up on the road linking York with the hamlet of Holgate and the village of Acomb.

5.3 Scheduled Monuments

There are no scheduled monuments located within the boundary of the study area. However located 180m to the east of the boundary are the York City Walls. They are a listed scheduled monument and comprised the medieval defences of the historic core of York (List entry number 1259262).

5.3 Listed Buildings

There are four listed buildings within the boundary of the study area, all associated with the Railway Station. The Railway Station itself is a Grade II* listed building (DYO404), and the former North Eastern Railway Good Station, Weigh Office, and gate piers and gates to York Goods Station are all Grade II listed buildings (DYO1653, DYO1654, and DYO1655).

There are two listed buildings on the boundary of the site, associated with York's War Memorial Garden (DYO907, DYO908), as well as numerous other listed buildings surrounding the site.

5.4 Local Listings

Local Listings are not afforded the same protection as statutory listed buildings. However they aim to show important buildings usually nominated by local people and thus are usually discussed during the planning process.

The Heritage Protection White Paper, published in March 2007, endorses and recommends the production of Local Lists, indicating that "local designation provides a means for local communities to identify and to protect the buildings, sites and spaces that matter to them. It helps to build a sense of local identity and distinctiveness, a sense of history, place and belonging".

The Development Control Local Plan for York of 2005 contains a commitment by the Council to "develop and approve policy which will be supported by Supplementary Planning Guidance for a Local List". The commitment has been carried forward into the evolving Core Issues document of the Local Development Framework which will eventually replace the Local Plan.

The Iron Foundries, terrace houses on Carleton Street and Carlisle Street, Railway Stables, the Bullnose Building, Upper St Paul's Play Area, Alliance House and the Canteen Building are all on the Local List.

5.4 Battlefield Sites, Historic Parks and Gardens

There are no registered battlefield sites or registered Historic Parks and Gardens within the study area.

6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Non-designated heritage assets from prehistoric to modern have been recorded within the York Central Development Area and represent successive phases of settlement, cemetery and industrial activity. These are discussed below by period.

Prehistoric Period

There is some evidence that York may have been a regional focus for activity from the Neolithic period, particularly in the area to the south west of the Ouse. York is located at the western end of the York glacial moraine, a ridge of high ground running east-west across the Vale of York. This would have provided an important communication route through the low lying waterlogged areas within the Vale, and links the foothills of the Pennines and the chalklands of the Yorkshire Wolds, two important areas of prehistoric activity in Britain.

Evidence for prehistoric occupation in York was recorded in excavations at Heslington East (2009/48). Neolithic activity was indicated by a stone axe within a pit feature as well as residual lithics. Bronze Age activity consisted of a series of large pits focused near a springhead.

Stray finds from the York area indicate that prehistoric remains have likely been disturbed by the extensive occupation within the city. Polished stone axes have been found at the Mount, Holgate, Dringhouses, Dunnington, Haxby, Stamford Bridge, Newton-on-Ouse and Aldwark. Perforated mace heads have been found in York and Strensall (Benson 1911 5).

Within the boundaries of the study area near the outlet of Holgate beck, a number of Neolithic to Early Bronze Age implements were found in 1868 (Benson 1911 5, Gazetteer No 9 & 24). These included flaked stone axes, backed knives, arrowheads and scrapers, and have become known as the 'York Hoard'.

A Neolithic stone axe and pottery dating from the Late Neolithic/Bronze Age was found within peat deposits at St Pauls Green, Holgate (Antoni & Hunter-Mann 1999, Gazetteer No 7), just to the south of the study area boundary. These rare finds for York seem to indicate that the areas of higher ground to the south west of the Ouse may have been important locations from the Neolithic period.

There is minimal evidence for Iron Age occupation within York; however a crouched burial uncovered below the Roman burials during the construction of the Railway Station in the 19th Century may be of Iron Age date (RCHMY 1962, Gazetteer No 27).

Roman period

The study area is located to the west and just outside of the Roman civil settlement or *colonia* located on the south side of the river Ouse. This was an important area of settlement from the late 1st Century AD onwards, following the founding of the legionary fortress on the opposite side of the Ouse. Growth of the civilian settlement was particularly rapid in the late 2nd Century, represented by the construction of new buildings and streets. To the south-west of

the Ouse these included a substantial bath-house at 1-9 Micklegate, a high status building- possibly another bath house at Station Road and temples to Mithras and Serapis (Ottaway 2011). The main Roman road from *Calcaria*/Tadcaster to the Legionary fortress also runs through the *colonia* in the Micklegate area.

In the early 3rd Century York was given the honorific status of *colonia*. This term has been used to describe the settlement on the south west side of the Ouse. However there is no reason to suppose that the settled areas on the north east of the Ouse did not also enjoy the designation as a *colonia*. In the 3rd and 4th Centuries the civilian settlement appears to have undergone a period of prosperity, with the expansion of town houses, some with mosaic floors. A gradual decline in population and the deterioration of standing buildings and streets seems to have occurred from the mid 4th Century (Ottaway 2011).

Roads

The closest approach roads to the study area are Road 10 running south west and linking the legionary fortress to *Calcaria* Roman Tadcaster, and Road 9 from the north west linking York and Aldborough (Gazetteer No 25).

Remains of a Roman road, designated 8 (RCHMY 1962 79) were found during works near the Royal Station Hotel in 1874. Only a 30 yard stretch was uncovered, and appeared to be a minor road approaching the *colonia* from the north west. The projected line of this road could pass through the northern part of the study area.

Burials

In Roman settlements it was customary to bury the dead outside of the civilian settlement and particularly along roadways. As the study area is located just outside the main civilian settlement it follows that much of the Roman material is related to inhumation burials.

One of the major Roman cemeteries of Roman York was uncovered by works in the 19th Century on the construction of the present York Railway station and ancillary buildings. The railway cemetery is shown as stretching from south west of Station Road and the Cholera Burial Ground to the present location of the National Railway Museum (RCHMY 192 78, Gazetteer No 27). In the Roman period the cemetery also extended up to Road 10, the main Roman Road to Tadcaster. This part of the cemetery was covered over by the later expansion of the *colonia* to the line of the medieval wall.

Anglo-Scandinavian period

Following the withdrawal of Roman administration at the end of the 4th century, there are no documentary references to York before the early 7th Century. Therefore there is a paucity of information on the immediate post-Roman period. There is little structural evidence from archaeological excavations for this period, but that which has been revealed suggests that the settlement was situated further downstream than the Roman city. Material remains are largely confined to deposits of 'dark earths'. However evidence for a large timber building built upon the remains of a previous Roman building has been found at Queens Hotel (YAT 1988-9/17). Also an important Anglian cremation cemetery was discovered in the 19th Century at Dalton Terrace (Tweddle et al 1999 167-170) approximately 500m to the south of the study area. Cremation urns have also been found to the north-east of the Roman city (Archaeological Services 2005).

In 866 a Viking army entered the York region and in 876 Halfdan made Eoforwic, now named Jorvik, the capital of the Viking Kingdom of York. The Roman city was fully re-occupied and expanded, with defences built on the north-eastern side of the settlement and a programme of urban planning undertaken (Archaeological Services 2005). Part of this programme of urban planning may have included Micklegate, to the east of York Central, one of the major thoroughfares into York in the Anglo-Scandinavian and medieval periods (RCHMY 3 1972). The Micklegate road was of particular significance as it leads to the Ouse Bridge, the only bridge over the Ouse in the medieval period.

No archaeological remains are known from this part of York dating to the Anglo-Scandinavian period, although a carved jet pendant was discovered in the Railway Station area in 1877 (Archaeological Services 2005). The pendant was shaped into a coiled snake, which has parallels with other Viking artefacts, and is thought to date from the 10th century.

Medieval period

The study area is located to the west of the medieval settlement, and is outside of the medieval walled city. During the medieval period it was occupied by land known as Bishop's Fields. This appears to have been an area of fields, which may relate to an endowment granted by King Edwin in the 7th century. After converting to Christianity, Edwin helped establish and construct the first York Minster, granting lands to the Minster. The Bishop's Fields area is thought to have been part of that grant (Tillot 1961: 4).

The earliest recorded reference to Bishop's Fields is in 1374-75, contained within a document listing the boundaries of York. The study area is referred to as '*le Bysshopfeld*' and the name is frequently referenced in documents outlining the Liberties of York (Archaeological Services 2005). In 1380 there is a reference to the Archbishop's granary in Bishop's Fields, located opposite Tofts tower, which is tower number 13 in the medieval city walls, positioned at the angle of Queen Street and at the top of Toft Green. The position of the granary is not known. During the medieval period the Bishop's Fields were part of the parish of St. Mary Bishophill Junior and records indicate that the fields appear to have remained mainly agricultural in nature, with the exception of 14th century documentary evidence for tile-making in Bishop's Fields (Tillot 1961: 89). There is also a mention of the presence of a tile house in 1374/5 (Raine 1955: 312).

Between 1533 and 1535 the city lodged a legal protest against the Archbishop, claiming rights of pasture in the Bishop's Fields (Tillot 1961: 500). This indicates that the citizens of York had no rights on this large area of land at this time (Percy 1973: 91). The legal protest was unsuccessful: only three grounds (Lathe Flat, Haver Closes and Brecken Hill) within the fields occur in later references to pasturage, and Bishop's Fields were not part of the city's 18th century average (Tillot 1961: 500).

Post-medieval period

Bishop's Fields remained agricultural land throughout the post-medieval period, with little domestic or industrial activity. During the 17th Century, military activity occurred on the site of Bishop's Field on two separate occasions. In 1640 the Royal army was forced back to York by the advance of Scottish forces, and made camp on Bishop's Field for several weeks (Tillot 1961: 187). York City had to petition against their continued presence before they were dispersed. During the Civil Wars of 1642-1651, York City was loyal to Charles I. The city was

besieged by Parliamentary forces in the summer of 1644, during which time artillery batteries were erected at Bishop's Field to fire upon York's defences (Tillot 1961: 190). The position of the artillery batteries, and any associated earthworks, are not known, although they must have been relatively close to the city walls, and therefore may lie within the eastern part of the York Central site.

Throughout the 18th-19th centuries, York functioned predominantly as a provincial town and a resort for the gentry (Archaeological Services 2005). The development of the railways in the latter half of the 19th century had a significant influence upon the growth and topography of York, developing the city into a thriving industrial core. York was an important centre, not only as the halfway point between London and Edinburgh, but also for railway administration, becoming the headquarters of the North Eastern Railway between 1854-1924 (Tillot 1961: 478). The York and North Midland Company was founded in 1835, with George Hudson as chairman, and began constructing the city's first railway line from Normanton.

A temporary wooden station was initially constructed along Queen Street, intended for short-term use until what is now known as the Old Station could be built. This temporary station was later used as a workshop, and still stands as a Grade II listed building (Archaeological Services 2005). Construction of the Old Station began in 1839, situated within the city walls near Tanner Row. This required a major programme of works, including infilling the city ditch, levelling the rampart and building an arch into the city walls.

A second railway line was constructed by the Great North of England Company in 1841 (Tillot 1961: 478). This line connected York to Darlington and cut across the Bishop's Fields area, although there are no existing records detailing whether any archaeology was encountered during these works. The line of the track forms what is now the southern boundary of the York Central Development Area. A further short line was added to this track later in 1846, when a line turning to the south to meet the York and North Midland railway north of Holgate Bridge was added, creating the railway junction known as the 'York Triangle' (Archaeological Services 2005). From the mid-19th century onwards, the continued development of the railway industry saw further tracks constructed for depot lines across Bishop's Fields.

The facilities at the Old Station were soon put under strain by increasing traffic. Modifications were made to the layout of the station including the construction of three additional platforms and the drilling of a second arch through the City Walls. Despite these modifications, the lack of space within the city walls led to the construction of a new railway station in 1877 outside the city walls (Tillot 1961: 472). This project resulted in a large programme of alterations to this area of York, including two further arches in the city walls and landscaping of the entire area. The two new arches in the city walls provided access to the station from Thief Lane, which became Station Road and Station Avenue. The continuation of Thief Lane into Bishop's Fields was improved and provided access to the new coal and lime depots that were situated there. This street was renamed Leeman Road in 1885.

Modern period

The early 20th century saw the area of Bishop's Fields increasingly developed by works associated with railway and other industries. The North Eastern Railway took over the premises of the former Phoenix and Albion iron foundries in 1905 and adapted them for permanent way and signalling workshops. Development increased around the Leeman Road

area in the first decade of the 20th century. The York Engineering Works expanded westwards, and the railway lines serving the works were removed (Archaeological Services 2005). The tracks for the Goods Station were expanded to serve the station and a new concrete depot which was constructed to the south of Leeman Road. Former agricultural land opposite Carlisle Street and Carleton Street was developed to create the North York Stack Yard.

In 1923 the North Eastern Railway became part of a new London & North Eastern Railway (LNER), which resulted in a programme of enlarging the passenger station and modernising the workshops. In keeping with the railway heritage in this part of York, a railway museum was opened in 1928 which later became the National Railway Museum. The museum utilised the former locomotive works at Queen Street, which had closed in 1905, and displayed several famous locomotive engines.

Expansion westwards into the undeveloped lands of Bishop's Fields continued throughout the 1930s. The engineering works expanded, filling in the area to the west of Carlisle Street and Carleton Street and the northwards angle of Leeman Road. New railway tracks were built to serve the expanded works. Further engineering works were constructed against the northern boundary of the York Central Development Area and a new street of terrace houses was built on the northern side of the main line tracks. South of Leeman Road, a series of warehouses were built on the old football pitch, as well as an area of allotments. By the end of the 1930s, there is little undeveloped space left within the York Central Development Area.

The area around the station and associated industrial structures was a strategic target for German bombing raids during World War II. An image contained in the York library shows a photograph taken by a Luftwaffe plane, with the area around the railway carefully highlighted as a target. The station was heavily bombed during the Baedeker Raids by German bombers in 1942. The Railway Station was heavily damaged and the incoming Kings Cross to Edinburgh train was hit and set alight as it arrived at Platform 9. In another raid the Station Masters Booking Office and the Parcel Office were destroyed and the Refreshments Room was damaged. The engine sheds to the north of Leeman Road also suffered a direct hit, which caused extensive damage to the building and two engines. The shed was out of action for several weeks. The raids were part of a series of airstrikes aimed at important cultural and historical centres in the country, with the aim of destroying civilian morale and disrupting industry (Archaeological Service 2005).

Following the nationalisation of the railways, the latter half of the 20th century saw a considerable scaling-down of workshop and train-support facilities in York and a withdrawal from most classes of goods traffic, including the sundries traffic which required an urban goods station. In 1975, the Railway Museum was superseded by the National Railway Museum which was initially situated in the former York North engine shed and later taking on also the York goods station and horse stable, together with part of the former Albion Foundry.

To the south of the study area was the site of the former Holgate Road Carriageworks, this opened in 1884 and continued to manufacture carriages until its closure in 1996.

Summary of archaeological investigations

Below is a summary of the relevant archaeological investigations that have been carried out within the study area (Table 2, Figure 2). Many of these are evaluations and watching briefs carried out ahead of development on the railway and associated activities. They suggest that much of the area has been heavily impacted by the construction of the railway in the 1870s. There were however, areas where earlier material survives particularly where the ground levels were built up rather than levelled prior to the 1870s construction work.

Table 2 Summary of archaeological investigations

Number	Site Name	Date	
1	Land off Leeman Road, York	1998	In January 1998 a watching brief was undertaken adjacent to the National Railway Museum on Leeman Road. No deposits of archaeological interest were uncovered during the project. Deposits present were mainly associated with significant landscaping during the construction of the railway in the 19 th century.
2	Former Foxton's Garage, Leeman Road	1998	In January 1998 four trenches and four boreholes were evaluated at the site of the former Foxton's Garage, Leeman Road. The earliest deposits encountered appeared to be redeposited material associated with the construction of the railway in the 19 th century.
3	IECC Compound, York Railway Station	1999	In 1999 an evaluation and watching brief was carried out at the site of a proposed extension to the York IECC building. No archaeological features were encountered during the works and the area appears to have been extensively disturbed through post medieval and modern activity. Residual finds of human bone, Roman pottery and Roman grave furnishings indicate the existence of earlier deposits.
4	Railway cutting 1874	1874	Painted wall plaster, tiles and a 'large fragment' of tessellated pavement were found during work on a railway cutting.
5	Foxton's Garage, Leeman Road	2000	In March/April 2000, MAP excavated two trenches within the interior of Foxton's Garage. Trench 7 uncovered natural deposits at 5.85m AOD. Cut into the uppermost natural deposits were Roman pits at a maximum height of 6.99m AOD. These were sealed by 19 th century dump deposits.

Number	Site Name	Date	
6	Former Concrete works, Leeman Road, York	2000	During June 2000 York Archaeological Trust carried out a watching brief on the site of the former concrete works, Leeman Road. Modern levelling deposits were encountered.
7	Bishops Fields Development, Leeman Road, York	2001	A watching brief at Bishop's Fields encountered natural deposits at 13.80m AOD, close to the present ground surface alongside Leeman Road. In the other areas of the site the made ground was too deep for works to reach natural deposits. No archaeological deposits were present.
8	Riverside Apartments, Leeman Road	2001	No information about watching brief recorded in HER or online.
9	Observations during Construction of North East Railway Gasworks	1868	A hoard of Bronze Age flint tools and weapons were found during construction of gas works close to the confluence of Holgate Beck and the River Ouse.
10	Platform 11 footbridge York Station	2004	In 2004 a watching brief was undertaken at the proposed extension of a footbridge to Platform 11 at the Railway Station. No archaeological deposits were present.
11	St. Paul's Green, Holgate	1999	Between April and May 1999 York Archaeological Trust carried out a watching brief on a housing development at St Paul's Green, Holgate. Unusually well preserved peat deposits were uncovered in the southern part of the site, as well as evidence for prehistoric occupation. The finds included a stone axe, pottery dating to late Neolithic/early Bronze Age and pot boilers. The top of these deposits sloped from 11.76m AOD to approximately 10.8m AOD down to the south-west. The peat deposits were further investigated through a programme of borehole interventions. The peat deposits appear to be extensive but irregular with two concentrations, one in the area designated as public open space and the other beneath the Roman levelling deposits. It appears that the peat is threatened by drying out as the result of disturbance by drain trenching.
12	ABB site Poppleton	1995	A watching brief was carried out in August 1995 at

Number	Site Name	Date	
	Road		ABB, Poppleton Road, York. This found dump deposits probably laid to raise the ground level. No archaeological remains were uncovered.
13	York Triangle, York Railway Station	2011	During November 1998 an evaluation of a proposed turntable at York Triangle was undertaken. The trenches revealed natural boulder clay at 10.46-11.11m AOD overlain by modern dumping and made ground deposits. Any archaeological deposits that may have been present appear to have been truncated by 19 th -20 th century landscaping for the railway.
14	SIEMENS Traincare Facility, Leeman Road	2006	Throughout 2006 a watching brief on works at the new Siemens Traincare Facility revealed build up deposits overlying natural deposits. No archaeological deposits were present.
15	National Railway Museum (New Motive Power Depot), Leeman Road	1998	In June-July 1998 a watching brief was undertaken on groundworks associated with the construction of the new Motive Power Depot and the National Railway Museum. The trenches mainly revealed modern rubble deposits underneath the concrete slab of the original motive power depot. In one trench a deposit of river silt was found at 1m BGL. Within a few of the trenches the modern features were above, or truncated, a thick levelling layer of redeposited clay. The levelling layer was interpreted as landscaping associated with 19 th century railway works. Underneath the redeposited clay were laminated sands and gravels and boulder clay; natural glacial deposits. The top of these deposits were at a depth of 2m BGL.
16	Royal York Hotel, York.	1998	An archaeological evaluation was carried out within the grounds of the Royal York Hotel in 1998. Trenches 2 and 3 contained no archaeological features, but a soil deposit in Trench 3 may represent an accumulation of material in this area during the Roman period. In Trench 1 natural boulder clay was present at 12.67m AOD. Above this, at 12.84m AOD, was a deposit that produced 2 nd century Roman pottery. Truncating that deposit were features containing Roman pottery, the top of the features were

Number	Site Name	Date	
			12.87m AOD. Above the Roman material were build up layers dating to the medieval or post-medieval period, to a height of 13.94m AOD.
17	Geotechnical investigations: York Central, archaeological monitoring	2006	<p>A watching brief was undertaken on a series of 181 window samples and boreholes by Archaeological Services. The boreholes were undertaken across the York Central development site, which includes the study area and additional areas including the railway station and the NCP car park to the south.</p> <p>The southern and south western side of the area was considered to have a low potential for archaeological deposits. In the far western area laminated alluvial deposits were encountered which have been interpreted as evidence for a palaeochannel, possibly representing a prehistoric meander of the River Ouse. Above this no archaeological deposits were present.</p> <p>The area of high ground on which the present Leeman road is situated was substantially truncated during the construction of the railway. There was evidence for surviving soil deposits closer to the roadway, and in particular within a borehole on the eastern side of the National Railway Museum at 1.6m BGL. This may represent Roman deposits related to the cemetery revealed in the 19th century railway construction.</p> <p>Peat deposits were encountered in eight separate locations of various thicknesses, at depths of between 8.42m AOD and 11.91m AOD. These are more likely to represent peat forming within kettleholes or depressions rather than a continuous layer of peat. Given that similar deposits to the south were associated with Neolithic, Bronze Age and Roman remains (YAT 1999/73), these buried deposits offer considerable archaeological potential.</p>
18	Royal York Hotel Extension	2015	In 2015 an evaluation of land at the Royal York Hotel was undertaken. Within Trench 1 the earliest deposit encountered was subsoil at 12.62m AOD. This contained Roman pottery, CBM and animal bone. Three pits containing Roman pottery, CBM,

Number	Site Name	Date	
			<p>animal bone and oyster shell truncated the subsoil deposit.</p> <p>Trench 2 was excavated to a maximum depth of 13.44m AOD without encountering natural deposits. Above this were two deposits which may have been the same as the subsoil layer in Trench 1. Above this were tipping deposits and mortar deposits possibly associated with the construction of the hotel in the 1870's. These were sealed by soil deposits probably related to earth moving and landscaping in the 19th and 20th century.</p>

7 HISTORIC MAP ANALYSIS

Cartographic evidence shows that the study area was situated on open fields called Bishop's Fields from 1545 to 1736 (Figures 4-7). The earliest cartographic evidence for the study area dates from 1545 and depicts 'The Bisshop Felds' as a large blank area to the west of the city walls (Figure 4). No further information is shown for this area, although it is highly likely that it was mainly undeveloped agricultural land. A large ditch is shown on the external side of the city walls, which is unlikely to be within the York Central Development Area. Speed's map of 1610 only shows a small patch of the eastern part of the development area (Figure 5). Greater detail is shown on this map, with individual buildings illustrated. Outside the city walls close to the River Ouse are a range of three or four buildings in a row and a further building opposite them. The buildings are not labelled so it is unclear whether they are domestic or industrial. No further detail is shown for Bishop's Fields.

Horsley's map of the *City of Yorke* (1697) shows the eastern half of the York Central Development Area (Figure 6). The study area is labelled as 'Bishops Fields' and is comprised of numerous fields situated to the west of the city walls. No great detail is shown for this area, and no structures are depicted within the majority of the area. There are two white rectangles immediately outside the city walls, close to the river, which may represent buildings. No information is given about them.

In Drake's map of 1736 only the eastern part of the study area is present (Figure 7). The area of Bishop's Fields is unlabelled and still undeveloped agricultural fields, with no structures present. The south-western corner of York is still contained within the city walls, with a large area still the open space of Friars Gardens.

The 1853 Ordnance Survey map illustrates the massive impact the railway industry had on this part of York (Figure 8). The development of the previously agricultural Bishop's Fields can be clearly seen, with railway lines and landscaping affecting the area. The York-Scarborough line is shown cutting across Bishop's Fields, with Thief Lane running north west/south east across the study area. A cricket ground and an area of gardens or allotments are situated to the north of Thief Lane. The majority of the study area is still undeveloped agricultural land. The Old

Station is shown within the walls of the city, and the railway lines are visible cutting through the city walls and rampart. A coal depot is indicated outside the city walls with tracks running to the south west to meet the main line.

By the 1892 Ordnance Survey map the expansion of the railway industry is apparent (Figure 9). The present Railway Station has been constructed outside of the city walls; however the Old Station is still visible in the Toft Green area. Expansion westwards into the Bishop's Fields area has progressed, with little undeveloped space left within the York Central Development Area. A coal yard and a Goods Shed are located immediately to the west of the main Station building. The site of the present National Railway Museum building is occupied by an Engine Shed. The southern and western part of the study area is occupied by extensive rail lines. An area of undeveloped land is present in the centre of the study area, with a football pitch located in the centre. At the western end of Leeman Road is located the Phoenix and Albion Iron Works. To the north of the Iron Works are terraced houses built to house the railway workers. Rows of terraced houses have also been constructed to the south, between the Railway Station and Holgate Road. Holgate Beck runs north into the River Ouse and is crossed by Brick Kiln Bridge that may be a reference to previous industry within the area. The Station Hotel has been built along Station Road. Thief Lane has now been developed, with a foot and road tunnel built at the track crossing at Marble Arch, and renamed Leeman Road and follows the line of its present course.

The 1909 edition of the Ordnance Survey map shows the increasing development of the railway industry into the Bishop's Fields area, especially around the Leeman Road area (Figure 10). The North Eastern Railway took over the premises of the former Phoenix and Albion iron foundries in 1905 and adapted them for permanent way and signalling workshops. The York Engineering Works expanded westwards, and the railway lines serving the works were removed. The tracks for the Goods Station were expanded to serve the station and a new concrete depot which was constructed to the south of Leeman Road. Former agricultural land opposite Carlisle Street and Carleton Street was developed to create the North York Stack Yard.

On the 1932 Ordnance Survey map (Figure 11) an engineer's works is shown to the west of the Iron Works which is now linked by railway lines to the rail network. The area to the west of Carlisle Street and Carleton Street and the northwards angle of Leeman Road has been filled in. An area of allotment gardens is present to the east of the Iron Works. The terraced housing associated with the Iron Works has now expanded to the south.

The result of continued development throughout the 1930s can be seen on the 1941 Ordnance Survey map (Figure 12). Very little undeveloped space remains within the York Central Development Area, with a patch of land around Holgate Beck and another in the centre of the study area being the only open spaces left.

The historic map analysis has demonstrated the rapid growth of the south-west corner of York from the mid-19th century with the development of the railway industry. Prior to this, the York Central Development Area had remained relatively undeveloped agricultural land from at least the mid-16th century.

8 AREAS OF ARCHAEOLOGICAL POTENTIAL

An analysis of the archaeological potential of the York Central Development Area can be seen in Figure 3. The table below sums up the potential and significance, based on previous archaeological discoveries and the level of truncation present.

Table 3 Archaeological potential of the York Central Development Area

Potential	Reasons
High 1	Despite high levels of truncation and made ground recorded during various investigations, there is still the high potential for significant remains of the Roman cemetery to be present in this area. Part of Roman Road 8 was found at Station Road, which may extend into this area.
High 2	The relatively limited amount of development, and therefore potentially little truncation, that has occurred in this area means that there is still high potential for significant Roman remains in this area. The full extent of the Roman cemetery is unknown, and it may continue in this direction. The line of Roman Road 9 is also meant to cross the southern edge of this area.
High 3	This patch of land around Holgate Beck on the western boundary of the study area has been identified as another area of high potential. Little development has occurred in this area, but previous works have found Neolithic-Bronze Age flint hoards of high significance. Prehistoric activity is rare in York, and this higher area of ground to the west of the city may have seen settlement activity in the prehistoric period.
Medium	The central core of the York Central Development Area has been identified as medium potential for significant archaeological deposits. Landscaping and development from the mid-19 th century has resulted in most of the area being truncated. Borehole data has indicated that some archaeological deposits do survive despite this, especially in the Leeman Road area.
Low	Most of the low potential area is covered by train tracks. Little of archaeological significance has been found in this area and it is thought to be beyond the western limit of the Roman cemetery.

9 SUMMARY

This baseline assessment has found that there is evidence for archaeological activity from the prehistoric to modern periods within the York Central Development Area.

The study area has been heavily impacted by the 19th century construction of the Railway Station and associated groundwork and industrial activity. Evidence from watching briefs and evaluations suggest that in many areas earlier remains have been disturbed or removed by the levelling and preparation of land for construction. However, pockets of undisturbed ground

are still present and some archaeological deposits may have been protected by large dumps of made ground laid to level the natural topography in the 19th century.

The southwest of the River Ouse was a focus for prehistoric activity, with stray finds including a number of Neolithic to Early Bronze Age flints found near Holgate Beck and St Pauls Green, Holgate. Prehistoric finds from York are rare, and these flints indicate that the areas of higher ground to the south-west of the River Ouse may have been a favourable area for prehistoric activity. Despite modern truncation of the study area, there is still a **high** potential for significant prehistoric remains to be present. The southern part of the study area is known to contain peat deposits that have the potential to provide environmental information as well as prehistoric artefacts.

There is some evidence for the survival of Roman remains within pockets of land that have been minimally disturbed by later activity. This seems most likely in the northeast and southeast parts of the study area. Roman deposits are likely to relate to the large cemetery situated between Leeman Road and Blossom Street and The Mount. There is a **high** probability of significant Roman remains in these areas of land that have been relatively undisturbed by 19th-20th century landscaping.

There is little evidence for any significant archaeological activity in the study area for the Anglo-Scandinavian, medieval and early post-medieval periods. Records indicate that the study area was undeveloped agricultural land throughout this time, known as the Bishop's Fields. There is a **low** potential for archaeological remains from these periods.

During the 19th and 20th centuries the developing railway industry greatly changed the landscape of the study area. There are extensive remains within this area that relate to the early history of the nation's railways, which are of local and national importance. Accordingly there is a **high** potential for significant 19th-20th century archaeological remains.

9 LIST OF SOURCES

<https://www.exploreyork.org.uk/>

<http://mapapps.bgs.ac.uk/geologyofbritain/home.html?>

York Archaeological Trust. Archive Gazetteer. www.yorkarchaeology.co.uk/gaz/index.htm

10 REFERENCES

Antoni, B & Hunter-Mann, K., 1999. St Paul's Green, Holgate : Report on an Archaeological Watching Brief and Borehole Survey. YAT 1999/73

Archaeological Services, 2005. York Central, York, North Yorkshire Archaeological Desk-Based Assessment. University of Durham.

Benson, G., 1911. *An Account of the City and County of the City of York*. Vol 1

Bishop, M.C & Fraser, R., 1997. Land to the rear of York Railway Station. NAA Report 97/62.

CIfA, 2017. Standard and Guidance for Historic Environment Desk-Based Assessment.

City of York Council, 2013. City of York Heritage Topic Paper Update.

Evans, D., 2000. Steelflex and NRM site, Leeman Road, York : Report on an Archaeological Desk Based Assessment. Report No 13.

Fawcett, B., Ives, J. and Sinclair, A., 2013. York Central: Audit of Heritage Assets.

Historic England. 2015. The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning: 3.

Ottaway, P., 1992. Roman Road Works- Service But No Smile. *Interim*, Volume 17-3, 7-14.

Ottaway, P., 2011. *Archaeology in the Environs of Roman York: Excavations 1976-2005*. The Archaeology of York. CBA

Percy, J.W. (ed), 1973. York Memorandum Book, Vol III. Northumberland Press. Gateshead.

RCHMY1 1962. *An Inventory of the Historical Monuments of the City of York, Volume 1 Eburacum Roman York*.

RCHMY3 1972. *An Inventory of the Historical Monuments of the City of York, Volume III: Buildings South-west of the Ouse*.

Raine, A., 1955. *Mediaeval York: A topographical survey based on original source*. London.

Speed, G., 2004. Land at Leeman Road, York : Archaeological Desk Based Assessment. NAA 04/105

Tillott, P.M., ed 1961. *Victoria County History of York, The City of York*.

Tweddle, D., Moulden, J., and Logan, E., 1999. *Anglian York: A Survey of the Evidence, The Archaeology of York 7/2*.

11 APPENDIX 1 GAZETTEER OF SITES

Table 4 Gazetteer of sites used in study

Number	Site Name	Date	Reference
1	Land off Leeman Road, York	1998	Brinklow, D., 1998. Watching brief on land off Leeman Road, York. YAT Report 1998/3
2	Former Foxton's Garage, Leeman Road	1998	Unpublished document: YAT. 1998. Former Foxton's Garage, Leeman Road
3	IECC Compound, York Railway Station	1999	Unpublished document: FAS. 1999. IECC Compound, York Railway Station.
4	Railway cutting 1874	1874	Monograph: RCHME. 1962. Inventory of the Historical Monuments in the City of York, Volume 1 Eburacum. 63
5	Foxton's Garage, Leeman Road	2000	Unpublished document: MAP. 2000. Foxtons Garage Leeman Road.
6	Former Concrete works, Leeman Road, York	2000	Unpublished document: YAT. 2000/53. Former Concrete Works Leeman Road.
7	Bishops Fields Development, Leeman Road, York	2001	Unpublished document: YAT. 2001/11. Bishop Fields Development Leeman Road York.
8	Riverside Apartments, Leeman Road	2001	Unpublished document: MAP. 2001. Riverside Apartment Leeman Road.
9	Observations during Construction of North East Railway Gasworks	1868	Monograph: RCHME. 1972. RCHME City of York Volume III South-west of the Ouse. ppxxxviixxxix
10	Platform 11 footbridge York Station	2004	Unpublished document: YAT. 2004/38. Platform 11 Footbridge York Station.

Number	Site Name	Date	Reference
11	St. Paul's Green, Holgate	1999	Unpublished document: YAT. 1999/73. St Paul's Square Holgate.
12	ABB site Poppleton Road	1995	Unpublished document: YAT. 1995. ABB site Poppleton Road.
13	York Triangle, York Railway Station	2011	Unpublished document: NAA. 2011. Proposed Turntable site at York Triangle.
14	SIEMENS Traincare Facility	2006	Unpublished document: NAA. 2006. Siemens Traincare facility Leeman Road.
15	National Railway Museum (New Motive Power Depot), Leeman Road	1998	Unpublished document: YAT. 1998. National Railway Museum, Leeman Road.
16	Royal York Hotel, York.	1998	Unpublished document: OSA. 1998EV10. Royal York Hotel, Station Road Evaluation.
17	Geotechnical investigations: York Central, archaeological monitoring	2006	Unpublished document: Archaeological Services University of Durham. 2006. Geotechnical investigations: York Central.
18	Royal York Hotel Extension	2015	Unpublished document: OSA. 2015EV30. Royal York Hotel Extension Report on an Archaeological Evaluation.

Table 5 Gazetteer of Listed Buildings

Number	Name	Designation ID	Grade
19	Former North Eastern Railway Goods Station	DYO1653	II
20	Former Weigh Office	DYO1654	II

Number	Name	Designation ID	Grade
21	Gatepiers and Gates to York Goods Station	DYO1655	II
22	York City Memorial in War Memorial Garden.	DYO907	II*
23	Gates and Gate Piers in War Memorial Garden	DYO908	II

Table 6 Gazetteer of Monuments

Number	Name	Monument ID	Monument date
24	Assemblage of Neolithic flint axes, one greenstone axe, and other flint objects (the "York Hoard")	MYO3890	Neolithic/Bronze Age
25	Roman Road Eburacum to Isurium	MYO2175	Roman
26	Ridge and Furrow York City	MYO3497	Unknown date
27	York Railway Station Roman Cemetery	MYO2010	Roman

12 APPENDIX 2 LISTED BUILDINGS

12.1 RAILWAY STATION, YORK

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: RAILWAY STATION

List entry Number: 1256554

Location

RAILWAY STATION, STATION ROAD

The building may lie within the boundary of more than one authority.

County:

District: York

District Type: Unitary Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II*

Date first listed: 01-Jul-1968

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 464767

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

YORK

SE5951NE STATION ROAD 1112-1/15/1000 (West side) 01/07/68 Railway Station

GV II*

Formerly known as: The New Station STATION PLACE. Railway station. 1872-77: original platforms extended to north and south, western platform and Tea Room added, Platform Signal Box and bookshop constructed 1900-09; western platform refurbished and new footbridge built 1938-39; damaged by bomb in 1942, repaired 1947; new Signal Box 1951; all windscreens except one replaced in 1972; major refurbishment in 1977. Original architects were Thomas Prosser, Benjamin Burley and William Peachey. MATERIALS: station and train shed of yellow Scarborough brick in Flemish and English garden-wall bonds with moulded ashlar plinth, plinth band and dressings; roof carried on wrought-iron trusses supported on cast-iron columns. 1930s platform buildings of colour-washed stucco; new Signal Box of orange brick in stretcher bond, header bond on curved corners, with artificial stone dressings; footbridge iron framed with iron railings; Platform signal box and Tea Room of timber. Roofs generally glazed, with some slate, and glazed windscreens; extension platforms covered with corrugated steel sheeting. Stacks are brick, some with moulded stone cornices. PLAN: station consists of aisled train shed with former ticket hall and concourse on eastern side, and portico further east: to west, extension platform with service buildings and new Signal Box built against train shed western wall. EXTERIOR: portico is of 1 storey with clerestory and 9 bays behind cantilevered glazed awning. Arcaded front is of keyed segmental arches on pilaster piers with moulded stone impostes and hoodmoulds. Centre bay is open; flanking bays closed by balustrades of bulbous stone balusters and brick piers, the upper part with glazed timber screens. Moulded eaves cornice surmounted by balustraded parapet. Station clock on S-shaped projecting bracket incorporating the arms of the North Eastern Railway Co. to left of centre. Former ticket hall front within portico: 1 storey and clerestory; 12 bays, 4 centre bays breaking forward. 4 segment-arched openings in centre have pilaster jambs with moulded stone plinth bands and impostes; spandrels at the head are sunk panelled beneath clerestory lights in semicircular keyed brick arches with stone hoodmoulds. Openings on each side, some squat 6-pane sash windows, some altered to C20 doors, have stepped brick panels with segmental heads, some glazed, in clerestory. Train shed elevations: 1 storey and clerestory; blind arcades of round-arched recesses between 3-stage buttresses with moulded stone offsets: clerestory above plain stone band is pierced in each bay by an oculus. Moulded stone eaves cornice, badly decayed in places. At each end are massive square terminal piers with moulded bracket cornices and cross pedimented caps. On western side, New Signal Box is of 3 storeys, 13 bays. The main part is articulated in brick pilasters each with oversize triple keyblock of artificial stone at the head. Windows are metal framed top-opening or pivoting lights. Tea Room Square front: 2 storeys and attic; 6-bay quoined front arranged 2:2:2; centre bays on ground floor project to form 1-storey canted bay window, balustraded at first floor: to left is lower 2-storey 2-bay block. Ground floor openings to main part are arcaded in tall keyed round arches with hoodmoulds between pilaster piers with moulded capitals, those to bay window crocketed. Windows are recessed, of 2 lights, 5 panes high, with blind round heads, over moulded stone sills: centre bay window is altered to makeshift door. All first floor

windows are segment-headed 2-light casements over moulded stone sills and swagged stone aprons, set in cambered arches with garlanded keyblocks. Moulded eaves cornice beneath balustrade of bulbous stone balusters, brick piers and moulded stone coping. Central attic flanked by volutes encloses swagged arms of the NER. Block to left has recessed round-headed sash windows on ground floor, cambered arched sashes on first floor, all 4-paned. Tea Rooms extending through train shed wall on both sides has 2-storey 4-bay spine block between 1-storey parallel ranges. 1-storey fronts have bowed and canted bay windows with square latticed transomed casements incorporating good Art Nouveau glass. Panelled parapet over bracketed eaves string. Bow windows to Square front have domed caps surmounted by tall finials. Original train shed windscreen of tiered arcaded lights survives at end of eastern aisle between Tea Rooms and station hotel. INTERIOR: former ticket hall has roof of 7 hammer beam trusses springing from corbel brackets and stiffened with ornate tie rods. Segment arched opening with garlanded keyblock leads to concourse, between segment-arched doorways with semicircular fanlights. In clerestory over each arch are semicircular panels of brick or stone with stone voussoirs, keyblocks and hoodmoulds. Concourse enclosed on three sides by 2-storey ranges except where bomb damaged. Central opening is segment-arched with pilaster responds and moulded impost. Canted corner bays have doorways with pilasters jambs with foliate capitals beneath semicircular brick arches set with stone voussoirs, and hoodmoulds with volute keyblocks. Ground floor openings, originally round headed 4-pane sash windows now mostly altered, are round-arched and recessed and tied with moulded impost band. Above moulded cornice, upper floor openings are blind sunk panels in moulded surrounds across main range, 4-pane sashes beneath keyed cambered arches in side ranges.

North of central arch is a ceramic tiled map of the NE Railway network in moulded tile frame. Fourth side of concourse partly blocked by 2-storey Platform Signal Box and bookshop. Bookshop has sliding shop doors on concourse side. First floor glazed with 6-pane horizontal sliding sashes over moulded sunk panels. Moulded bracketed eaves cornice. On concourse side is a clock in pedimented timber surround beneath voluted panel enclosing a roundel. On platform side, massive clock on openwork S-shaped bracket incorporating foliage, white roses and the City of York arms projects over footbridge. Train shed is aisled in arcades of segmental arches springing from Composite columns also supporting transverse segment-arched trusses, the outer ends of which are carried on pilasters attached to outer walls: arch spandrels filled with heraldry set in foliage trails incorporating the Yorkshire rose. Inner side of walls arcaded as outside. Brackets projecting from two columns and incorporating foliated NER monogram now support television screens. North and south extensions are roofed with braced trusses on twin colonnades of slim Corinthian columns: canopies are valanced. (Bartholomew City Guides: Hutchinson J and Palliser DM: York: Edinburgh: 1980-: 246-7).

Listing NGR: SE5959751712

Selected Sources

Books and journals

Hutchinson, J, Palliser, D M, 'Bartholomew City Guides' in York, (1980), 246-247

National Grid Reference: SE 59597 51712

12.2 FORMER NORTH EASTERN RAILWAY GOODS STATION

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: FORMER NORTH EASTERN RAILWAY GOODS STATION

List entry Number: 1407453

Location

Leeman Road (South East, Off)

The building may lie within the boundary of more than one authority.

County:

District: York

District Type: Unitary Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 08-Apr-2003

Date of most recent amendment: Not applicable to this List entry.

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

Former Goods Station, now railway museum. 1875-77 with minor late C20 alterations. Designed by Benjamin Burleigh for the Great Northern Railway Co. 2-storey office block with single-storey goods sheds behind. Red brick with white brick and ashlar dressings. Slate roofs to office block and steel sheeting to sheds. Office block has blue and white brick impost band, projecting first-floor cill band and deeply moulded brick cornice. Main north-east facade has 9 windows with a 2-storey, 2-window, central entrance projection. Central round-headed

doorway with deeply moulded brick doorcase and double doors with octagonal panels and a tall, 2-light, fanlight. This entrance is approached up a double flight of steps with an ornate iron balustrade. Above are 2 segmental-headed sash windows. Either side are 4 round-headed windows with keystones, those to left with margin-light windows and those to right with sashes; above are 4 smaller segmental-headed sashes each with a moulded lower panel. Side facades have 4 windows each, with similar fenestration. Goods sheds have giant brick pilasters and deeply moulded brick cornice. Either side of the office block is a single wide segmental arch with ashlar impost blocks, keystones and hood mould. Sides have 11 bays defined by pilasters with two symmetrically placed entrance arches at bays 4 and 8. Rear facade has 4 main gables with various large and small segmental entrance arches, small central single projection with slate roof and irregular fenestration.

Selected Sources

None.

National Grid Reference: SE5935951842

12.3 FORMER WEIGH OFFICE, LEEMAN ROAD

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: FORMER WEIGH OFFICE

List entry Number: 1407456

Location

Former Weigh Office, Leeman Road

The building may lie within the boundary of more than one authority.

County:

District: York

District Type: Unitary Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 08-Apr-2003

Date of most recent amendment: Not applicable to this List entry.

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

Former Weigh Office, now office. 1875, with minor C20 alterations. Red brick with ashlar dressings. Asphalt and slate roofs. Brick plinth. Ashlar cill band and linked ashlar lintels. Moulded ashlar eaves cornice. Single storey. North-west entrance front has central doorway with 4-panel door and clock above. Either side are single narrow sash windows. South-west front has an early C20 single 7-light casement window with sliding sashes overlooking the metal weighing machine buried below ground. North-east front has two plate-glass sash windows. The rear has a small pitched-roofed addition with plate glass sash windows and a single 4-panel door.

Selected Sources

None.

National Grid Reference: SE5944051856

12.4 GATEPIERS AND GATES TO YORK GOODS STATION, LEEMAN ROAD

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: GATEPIERS AND GATES TO YORK GOODS STATION

List entry Number: 1407468

Location

Gatepiers and Gates to York Goods Station, Leeman Road

The building may lie within the boundary of more than one authority.

County:

District: York

District Type: Unitary Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 08-Apr-2003

Date of most recent amendment: Not applicable to this List entry.

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

Gatepiers and gates. 1875. Designed by Benjamin Burleigh - architect to the North Eastern Railway Co. Painted and rendered brick and stone. Two tall octagonal gatepiers with chamfered bases and moulded pyramidal tops. Each pier has a battered and curved curbing stone on the front corner. These piers retain their hinges though the iron gates have been removed. Two outer piers define pedestrian entrances on either side. Shorter than the main piers, they are also octagonal with chamfered bases and pyramidal caps. The surviving iron gates have major and minor spears. These gates originally formed the main entrance to the York Goods Station.

Selected Sources

None.

National Grid Reference: SE5947051866

12.5 YORK CITY WAR MEMORIAL IN THE WAR MEMORIAL GARDEN, LEEMAN ROAD

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: York City War Memorial in the War Memorial Garden

List entry Number: 1257512

Location

Leeman Road, York, YO1 6FZ

The building may lie within the boundary of more than one authority.

County:

District: York

District Type: Unitary Authority

Parish: Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II*

Date first listed: 10-Sep-1970

Date of most recent amendment: 28-Oct-2015

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 463792

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

First World War memorial by Sir Edwin Landseer Lutyens, 1925, with later inscriptions.

Reasons for Designation

York City War Memorial, situated in the War Memorial Garden on Leeman Road, is listed at Grade II* for the following principal reasons: * Historic interest: as an eloquent witness to the tragic impacts of world events on this community, and the sacrifices it made in the conflicts of the C20; * Architect: by the nationally renowned architect Sir Edwin Landseer Lutyens (1869-1944), who designed 58 war memorials at home and abroad including the Cenotaph in Whitehall; * Design quality: a simple yet elegant cross; * Group value: with gate piers and gates (together listed Grade II) that enclose the war memorial garden also designed by Lutyens, and within sight of the North Eastern Railway Company War Memorial (Grade II*) similarly by Lutyens.

History

The great wave of memorial building after the First World War resulted in thousands of commemorative monuments being raised both at home and on the battlefield. Lutyens was the most outstanding designer to work in this field. This is one of 15 War Crosses designed by Lutyens, sharing a broadly similar design. The earliest to be erected was at Miserden, Gloucestershire, in 1920; York was the latest. The memorial, commemorating 1,162 servicemen from York who died fighting during the First World War, had a controversial history that meant that six years elapsed between the opening of a memorial fund in August 1919 and the unveiling of the memorial on 25 June 1925. Various ideas such as a new City Hall and a nursing home had been considered before a public meeting on 14 January 1920 decided that there should be a permanent memorial rather than a building with a community use.

After a plan for a memorial garden with an archway and cenotaph had been prepared by the City Engineer it was agreed to appoint Lutyens, who had recently been appointed to design a memorial in the city for the North Eastern Railway Company (NER). He was given a budget of

£2,000 and visited York on 12 August 1920 to review nine potential sites, accompanied by the Lord Mayor and City Engineer.

The architect's preferred site was a former cholera burial ground outside the city walls but the committee chose his alternative – in the moat inside the City Wall near Lendal Bridge. His submitted scheme was for a Stone of Remembrance (which he had designed for the Imperial (now Commonwealth) War Graves Commission) raised upon a high platform. It was approved by the War Memorial Committee on 24 June 1920 and at a public meeting on 25 November.

Despite such endorsement the memorial became enveloped in the controversy surrounding the North Eastern Railway Company Memorial which was also close to the city walls and within sight of the intended City Memorial location. There was also a feeling that the former (which had a budget of £20,000) would overshadow the latter. The opposition was led by the York Archaeological Society (YAS) and the Yorkshire Architectural and York Archaeological Society (YAYAS).

The proximity to the city walls meant that the construction of both memorials required the consent of the Ancient Monuments Board, which was duly given following a meeting at the NER offices on 8 July 1922. However, there was growing local disquiet about the location of the City Memorial and, aware that YAYAS had called a public meeting about the matter on 3 May 1923, the War Memorial Committee announced that it was prepared to reconsider the matter. Lutyens' assistant, AJ Thomas, visited York on 3 August to look at an alternative site called Walkers Paddock on Leeman Road, which had originally been suggested by a member of the public in 1921 and which, in a twist of fate, was owned by the NER.

The site was duly approved and donated to the city by the railway company. Lutyens prepared a revised scheme for a cross and Stone of Remembrance but the lowest tender cost of £2,446 11s 8d was considerably in excess of the £1,100 in the Memorial Fund. It was therefore decided to omit the Stone and for the Council to undertake the work using its own staff. The memorial was unveiled by the Duke of York, and dedicated by the Archbishop of York, on 25 June 1925 at a ceremony attended by great crowds. Earlier that day the Duchess of York had unveiled the Five Sisters Window in York Minster, as a memorial to 1,450 women "of the Empire" who had died during the First World War.

Despite the concerns over costs there was £400 remaining in the Fund following the memorial's completion and Lutyens was commissioned to design pillars and entrance gates for the Memorial Garden within which the City memorial stands. An inscription to commemorate the fallen of the Second World War was added at a later date.

Sir Edwin Lutyens OM RA (1869-1944) was the leading English architect of his generation. Before the First World War his reputation rested on his country houses and his work at New Delhi, but during and after the war he became the pre-eminent architect for war memorials in England, France and the British Empire. While the Cenotaph in Whitehall (London) had the most influence on other war memorials, the Thiepval Arch was the most influential on other forms of architecture. He designed the Stone of Remembrance which was placed in all

Imperial War Graves Commission cemeteries and some cemeteries in England, including some with which he was not otherwise associated.

Details

MATERIALS: Portland stone.

DESCRIPTION: the memorial stands in the War Memorial Gardens, overlooking the River Ouse and St Mary's Abbey to the north. It comprises the War Cross design by Sir Edwin Lutyens, a slender tapering cross c10m tall. The lozenge-sectioned shaft and short cross arms are linked to the base by stop chamfers and torus moulding. The base consists of four stepped rectangular blocks of unequal heights standing upon a square, undercut platform which, in turn, stands upon two further square blocks and two square, shallow steps.

The dedicatory inscription is carved into the south face of the largest block of the base, reading TO/ THE CITIZENS/ OF/ YORK/ 1914 – 1918/ 1939 – 1945. On the opposite face is carved THEIR NAME/ LIVETH/ FOR EVERMORE.

This List entry has been amended to add the source for War Memorials Online. This source was not used in the compilation of this List entry but is added here as a guide for further reading, 1 February 2017.

Selected Sources

Books and Journals

Skelton, T, Gliddon, G, Lutyens and the Great War, (2008), 59-63
Websites

War Memorials Online, accessed 1 February 2017

From <https://www.warmemorialsonline.org.uk/memorial/93395>

War Memorials Register, accessed 01/09/2015

from <http://www.iwm.org.uk/memorials/item/memorial/30915>

Other

"Royal Visit to York", Yorkshire Post and Leeds Intelligencer, 24 June 1925, p8.

National Grid Reference: SE5983751919

12.6 GATES AND GATE PIERS TO WAR MEMORIAL GARDEN, LEEMAN ROAD

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: GATES AND GATE PIERS TO WAR MEMORIAL GARDEN

List entry Number: 1257514

Location

GATES AND GATE PIERS TO WAR MEMORIAL GARDEN, LEEMAN ROAD

The building may lie within the boundary of more than one authority.

County:

District: York

District Type: Unitary Authority

Parish:

National Park: Not applicable to this List entry.

Grade: II

Date first listed: 24-Jun-1983

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 463794

Asset Groupings

This list entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

This list entry was subject to a Minor Amendment on 11/02/2016

SE5951NE 1112-1/15/543

YORK, LEEMAN ROAD (North side), Gates and gate piers to War Memorial Garden

24/06/83

GV II

Gates and pair of gate piers. c1924 in a C18 style. Designed by Sir Edwin Lutyens. Limestone and wrought-iron. Piers of square plan with cornices and ball finials. Ironwork painted with black and gold paint. To each side of the gates there are ironwork panels with finials, linked by an overthrow with the City shield of arms placed centrally. The gates are placed on an axis with and facing the City War Memorial (qv). (Murray H: Heraldry and the Buildings of York: York: 1985: 12-13).

Listing NGR: SE5983051887

Selected Sources

Books and Journals

Murray, H , Heraldry and the Buildings of York, (1985), 12-13

National Grid Reference: SE 59830 51887

13 APPENDIX 3 FIGURES

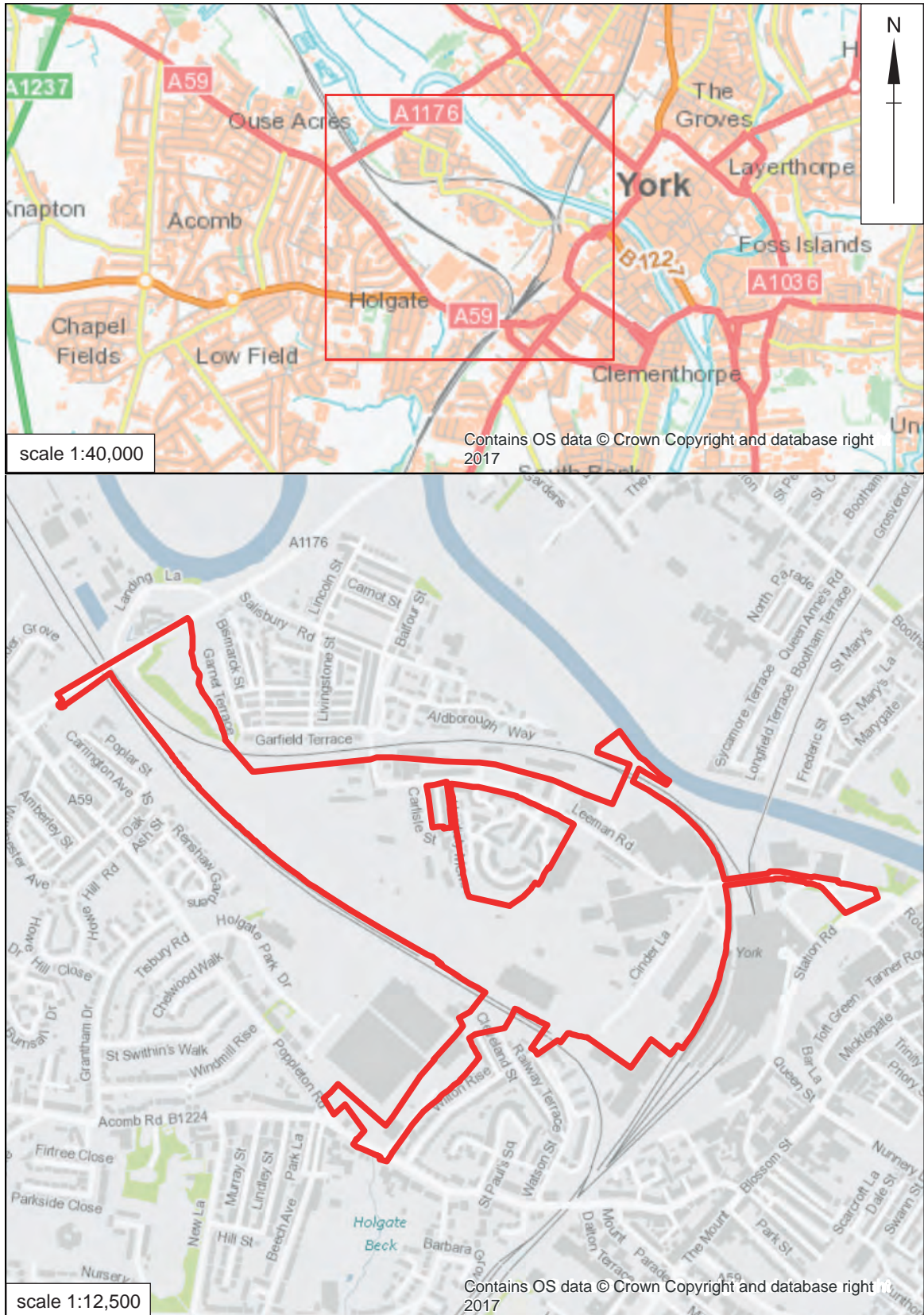


Figure 1 Study area location

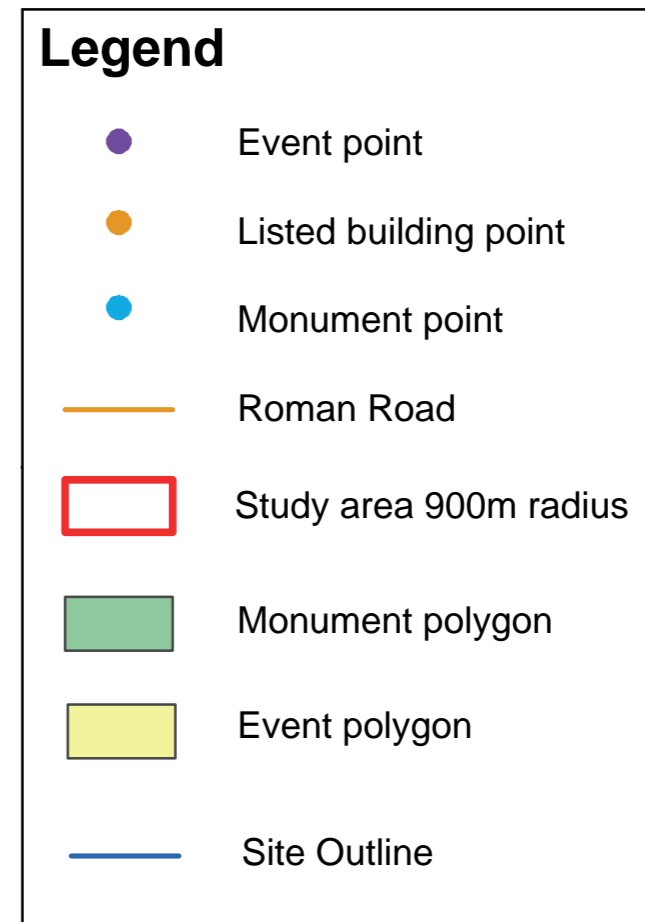
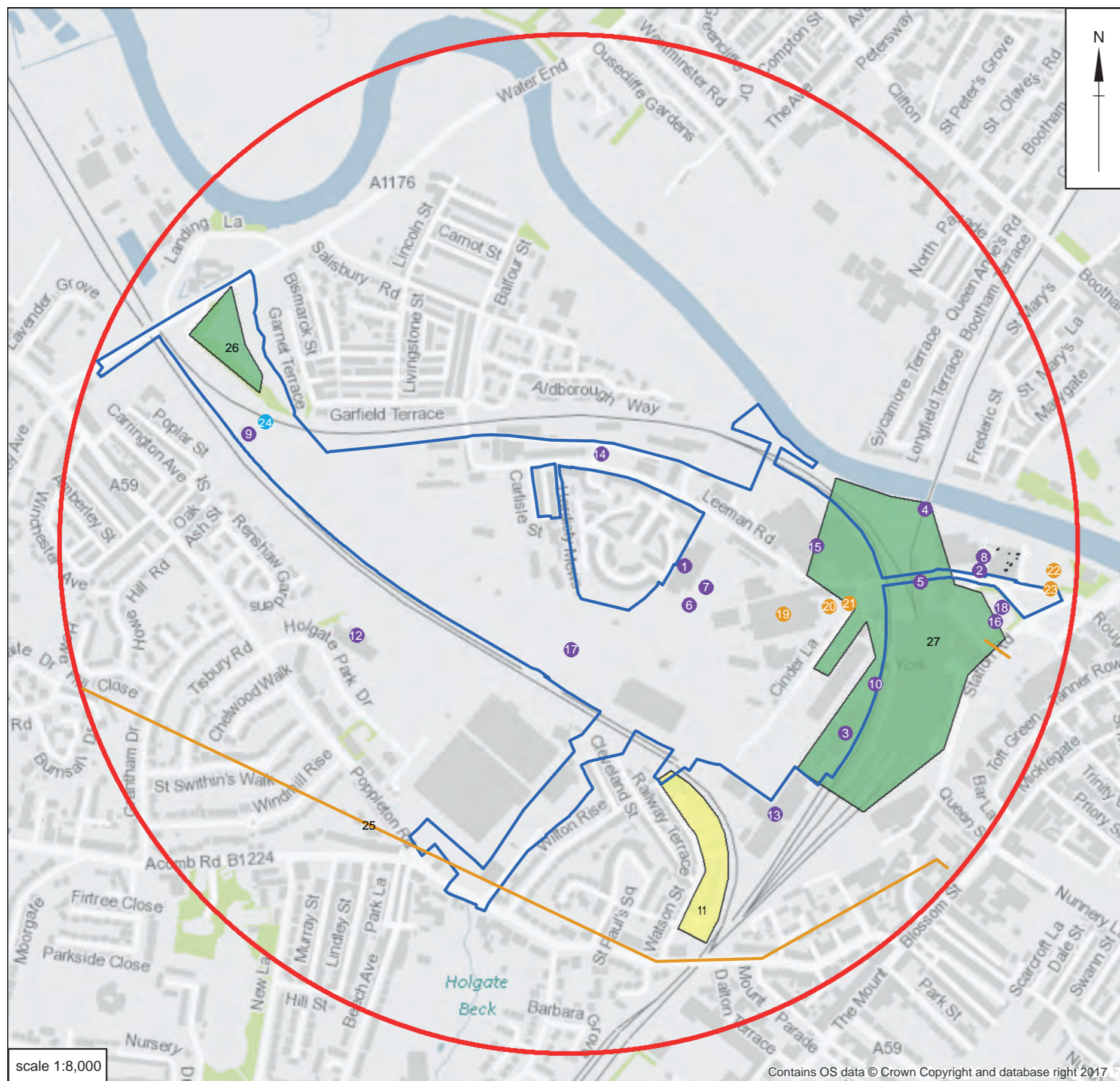


Figure 2 Location of sites, listed buildings and monuments from gazetteer

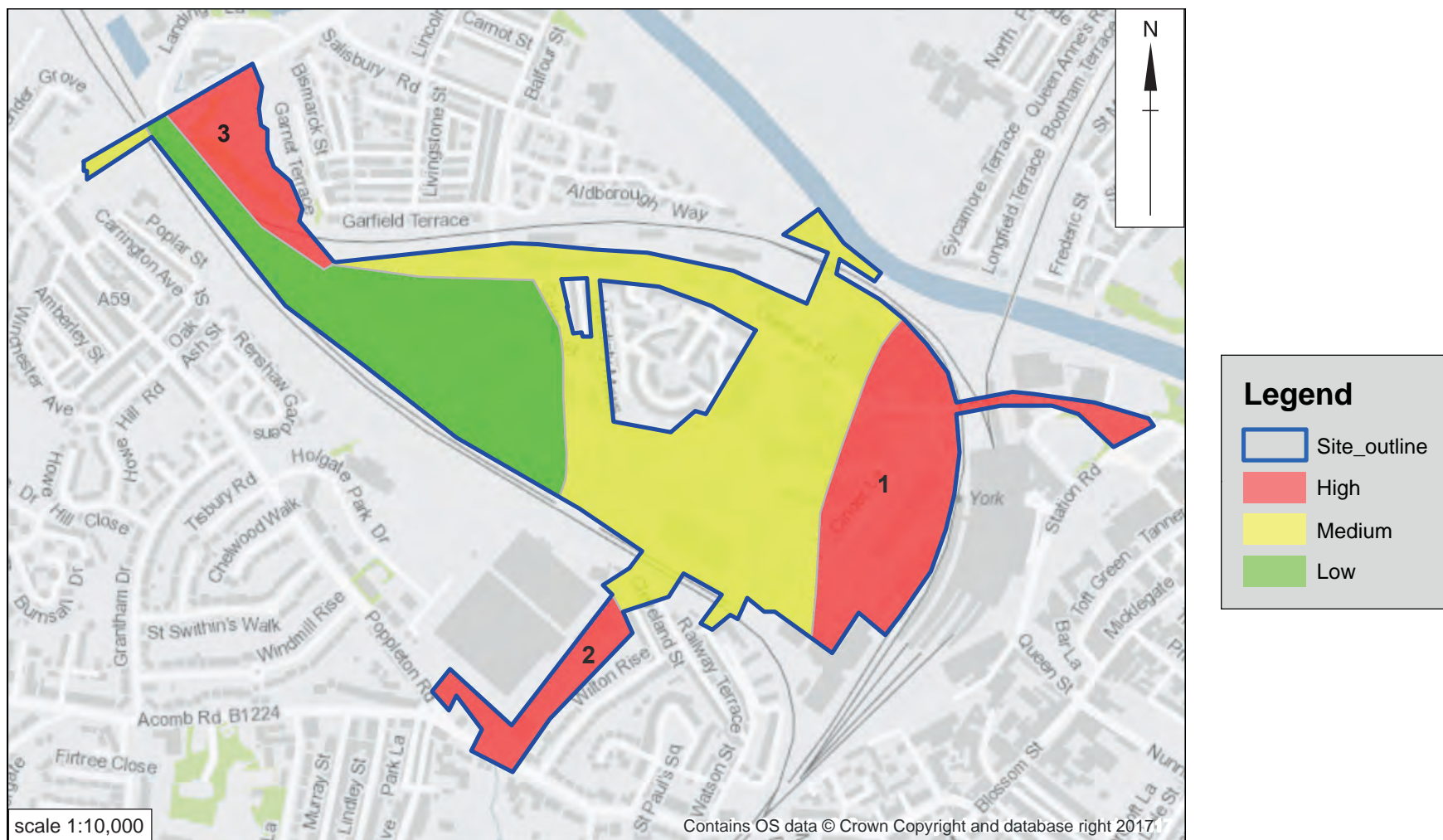


Figure 3 Archaeological potential of the York Central Development Area

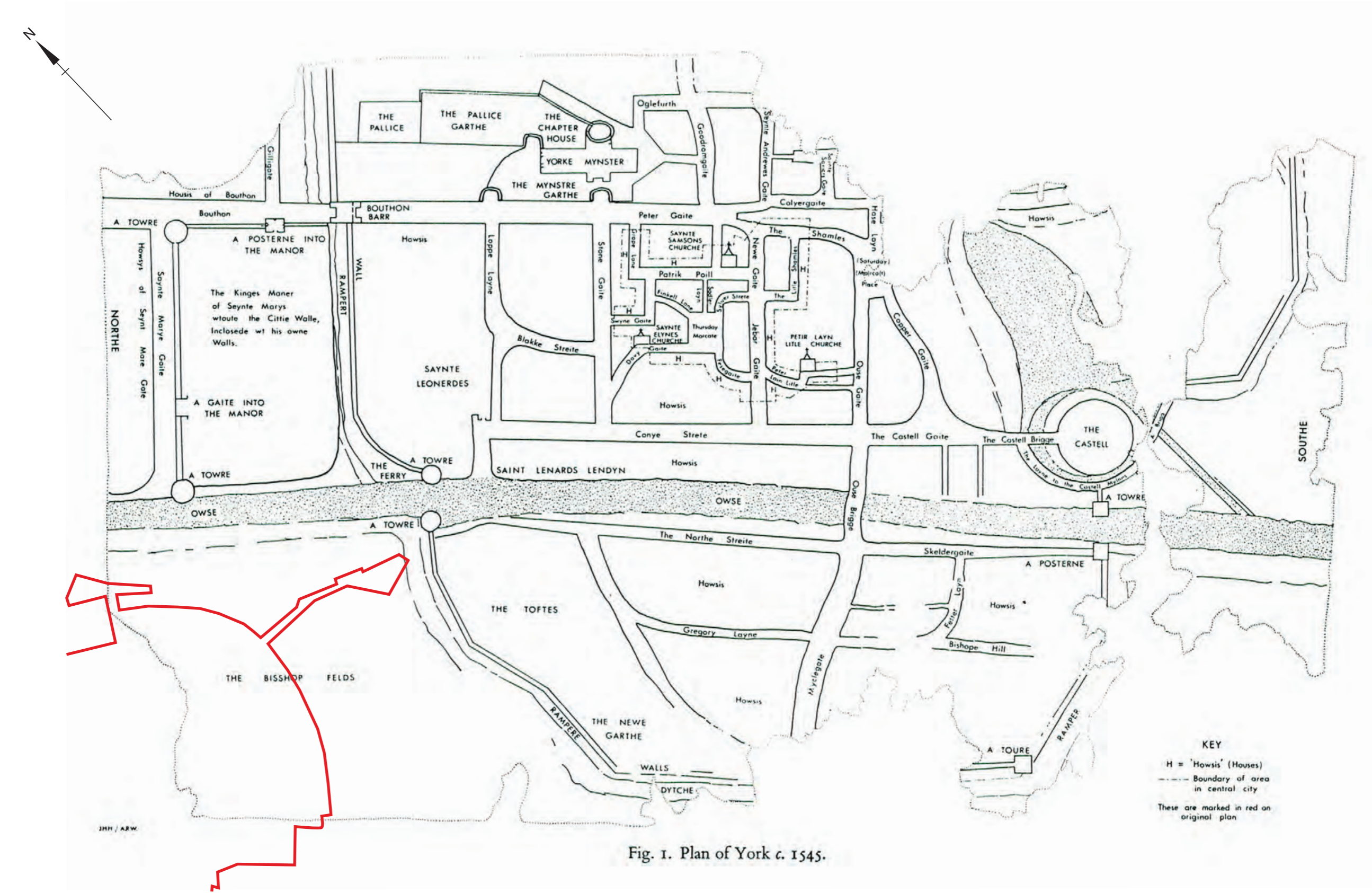
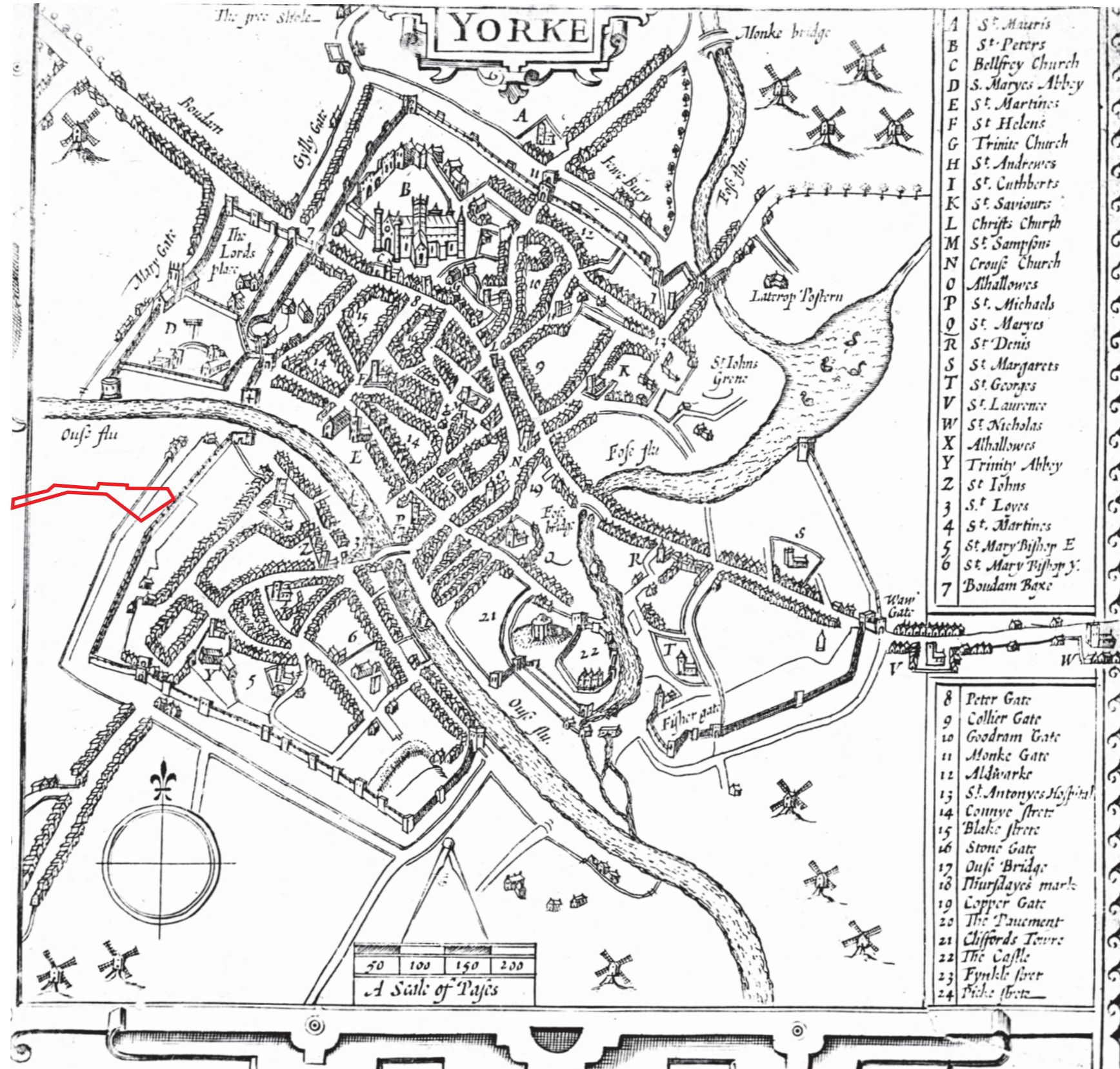


Fig. 1. Plan of York c. 1545.

Key
Study area

Figure 4 1545 Plan of York



Key
Study area /

Figure 5 Speed's 1610 Map

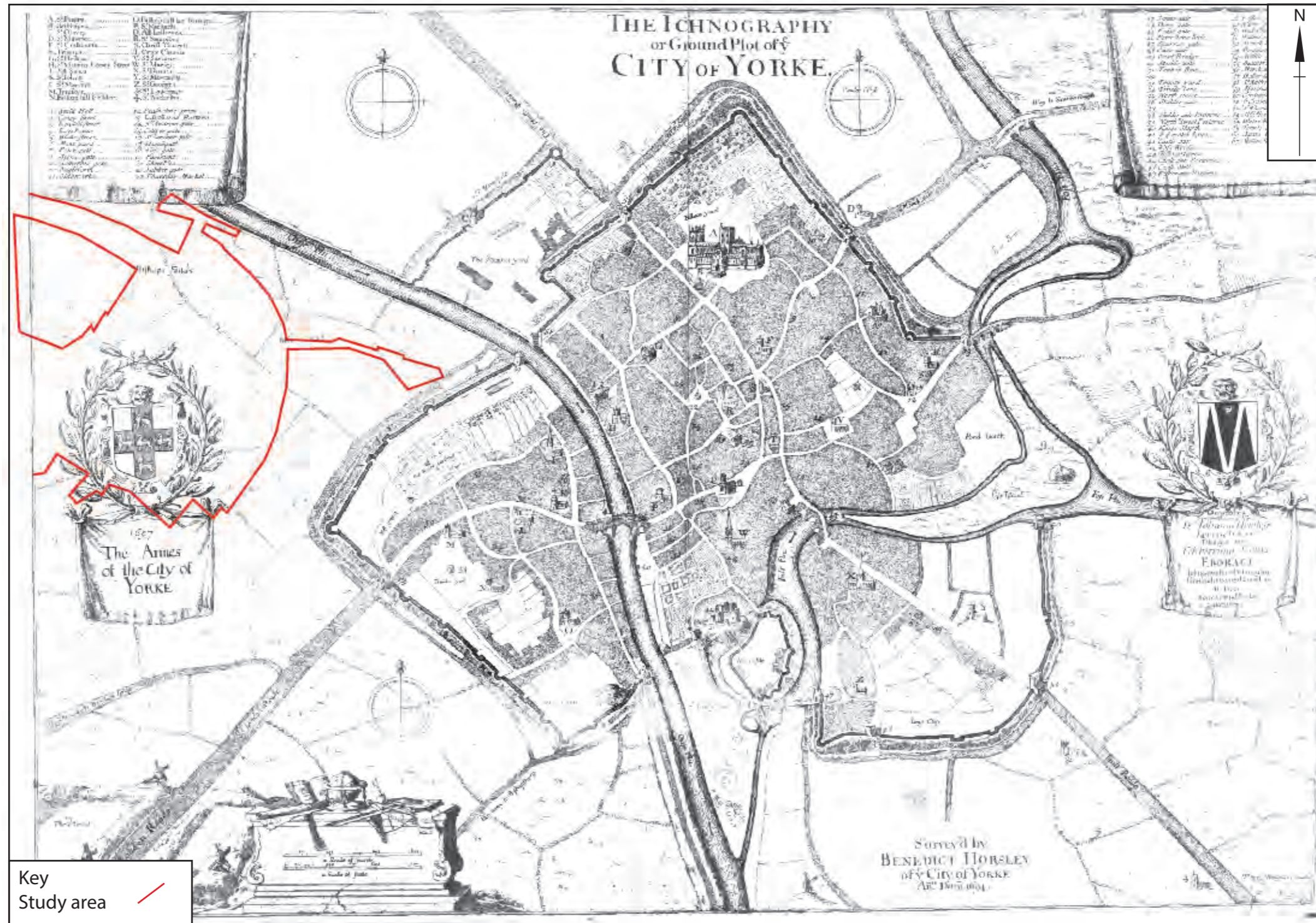


Figure 6 Horsley 1697 map

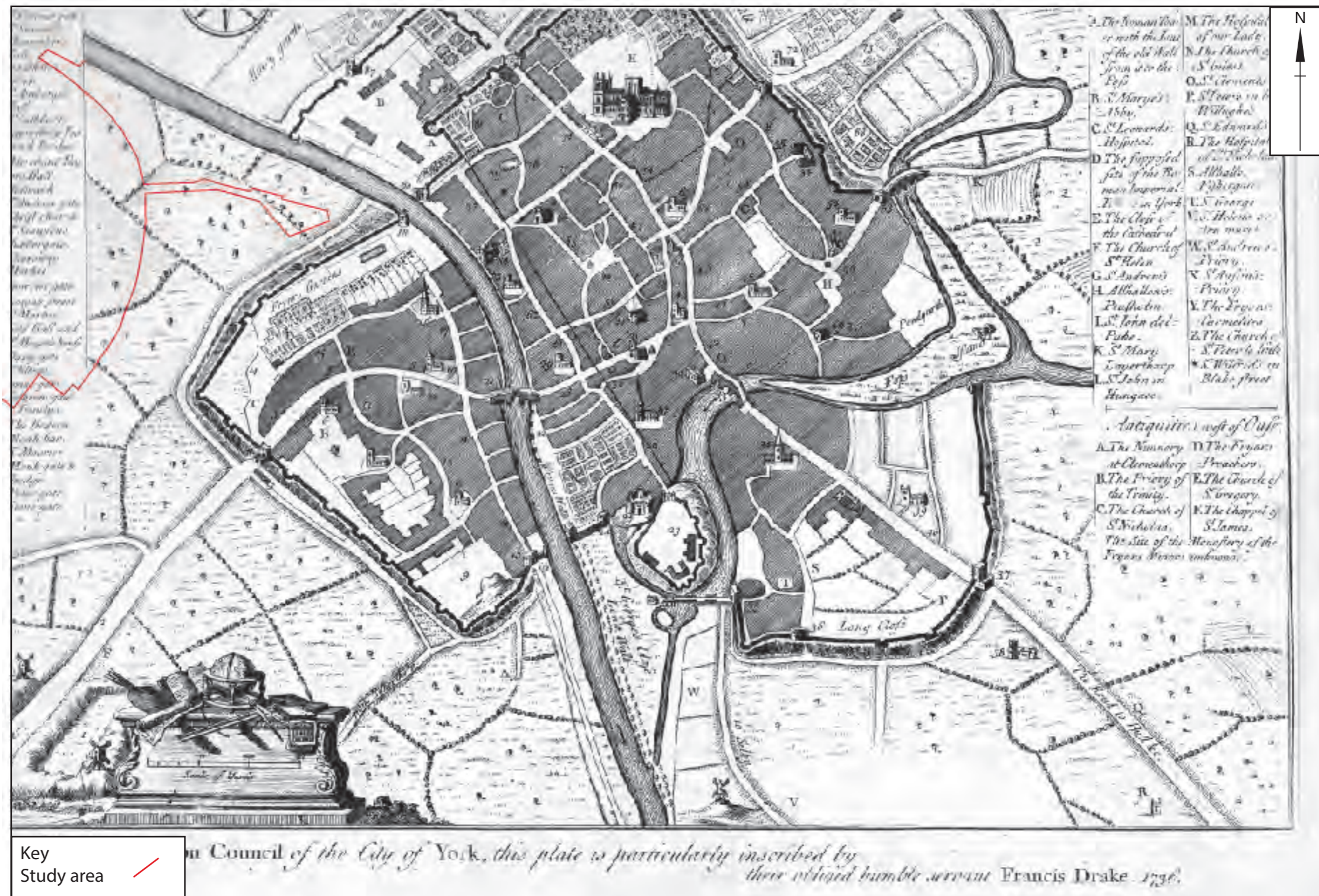


Figure 7 Drake's 1736 map

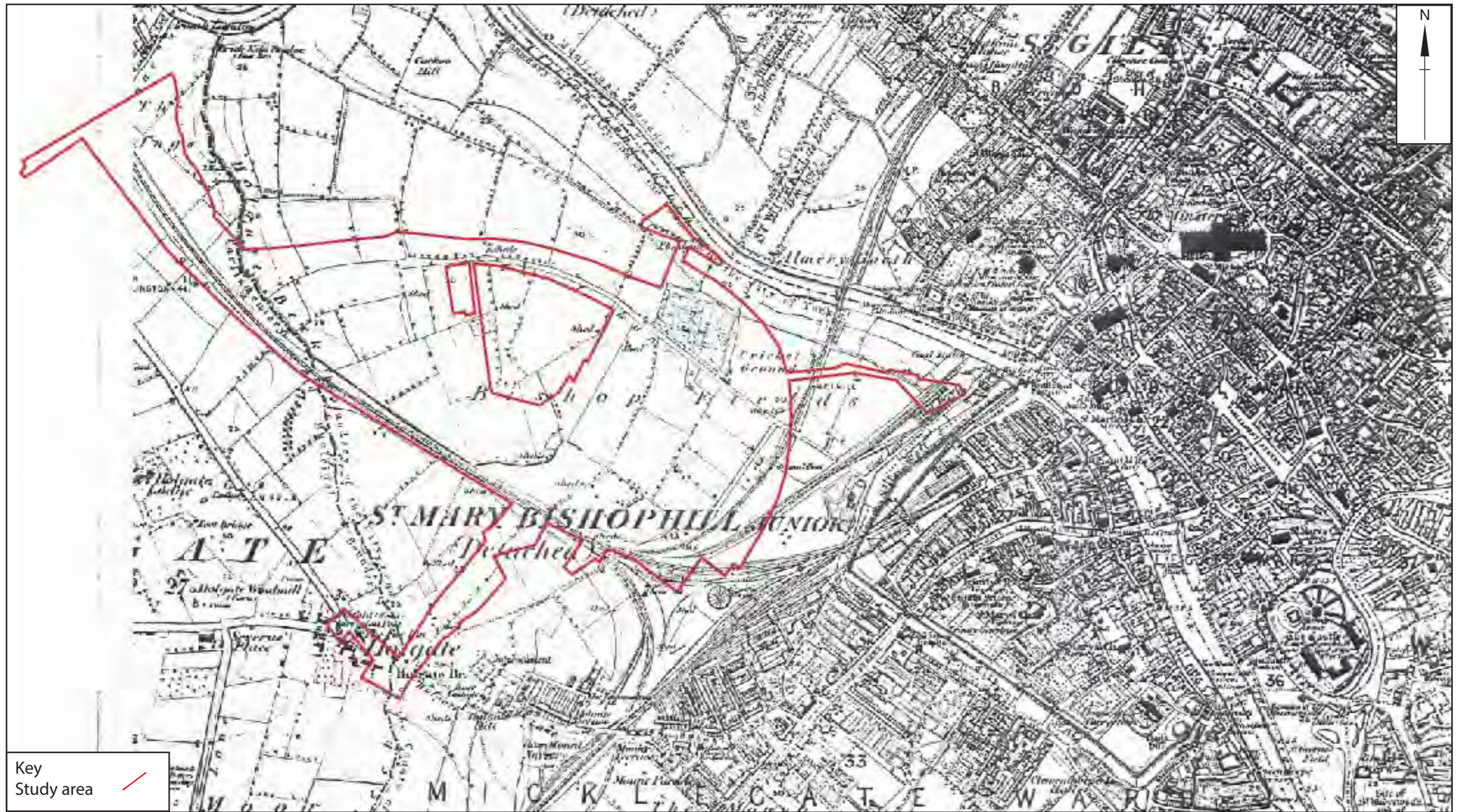


Figure 8 1853 OS map

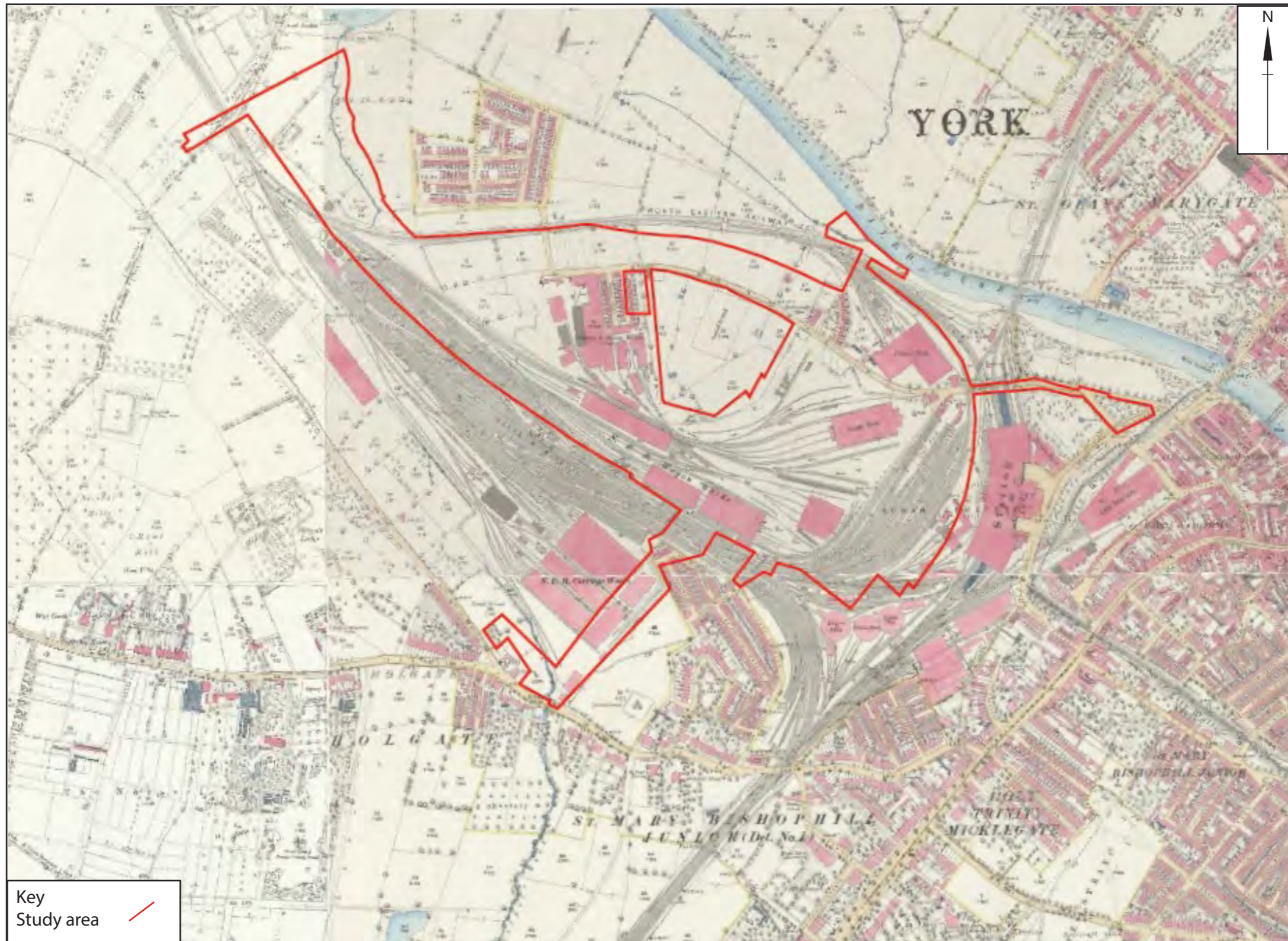


Figure 9 1892 OS map

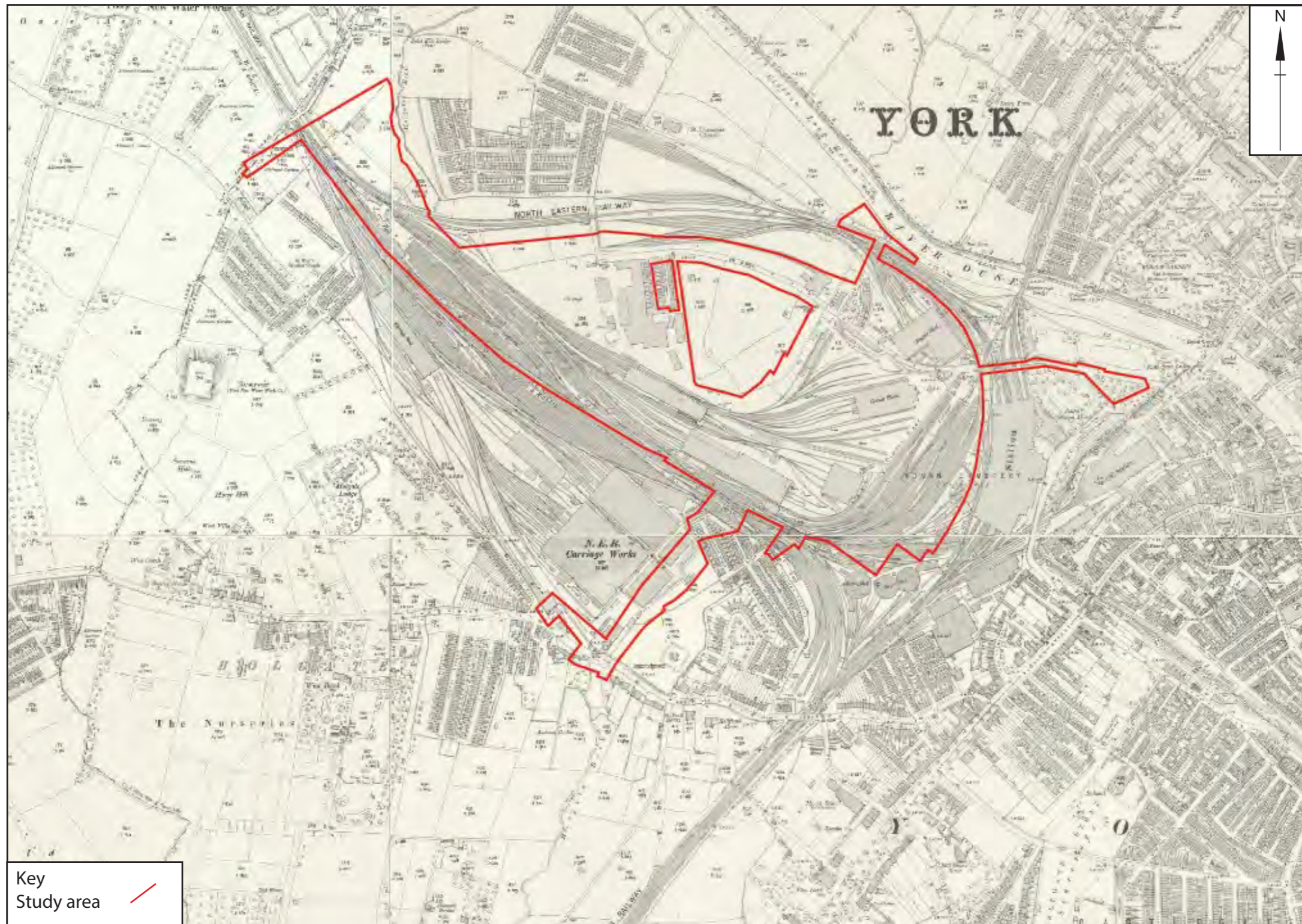


Figure 10 1909 OS map



Figure 11 1932 OS map



Figure 12 1941 OS map



YORK ARCHAEOLOGICAL TRUST

York Archaeological Trust undertakes a wide range of urban and rural archaeological consultancies, surveys, evaluations, assessments and excavations for commercial, academic and charitable clients. We manage projects, provide professional advice and fieldwork to ensure a high quality, cost effective archaeological and heritage service. Our staff have a considerable depth and variety of professional experience and an international reputation for research, development and maximising the public, educational and commercial benefits of archaeology. Based in York, Sheffield, Nottingham and Glasgow the Trust's services are available throughout Britain and beyond.



© York Archaeological Trust

York Archaeological Trust, Cuthbert Morrell House, 47 Aldwark, York YO1 7BX

Phone: +44 (0)1904 663000 Fax: +44 (0)1904 663024

Email: archaeology@yorkat.co.uk Website: <http://www.yorkarchaeology.co.uk>

© 2018 York Archaeological Trust for Excavation and Research Limited
 Registered Office: 47 Aldwark, York YO1 7BX
 A Company Limited by Guarantee. Registered in England No. 1430801
 A registered Charity in England & Wales (No. 509060) and Scotland (No. SCO42846)