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LAND AT 12-14 HAWTHORN GROVE,  
YORK.

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AN ARCHAEOLOGICAL DESK BASED ASSESSMENT  
OSA REPORT No: OSA18DT06.

July 2018.

**OSA**

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**Report Details.**

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**REPORT NO:** OSA18DT06

**SITE NAME:** Land at 12-14 Hawthorn Grove, York

**NATIONAL GRID REFERENCE:** SE 6115 5245

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## 1.0 Abstract.

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*On-Site Archaeology was commissioned by RHW Developments to carry out an archaeological desk-based assessment in support of an application for planning permission to redevelop a plot of land at 12-14 Hawthorn Grove, York.*

*The site is located approximately 550m to the northeast of the historic core of York, on the southeast side of Hawthorn Grove, at its junction with Glen Road.*

*This assessment of the archaeological potential of the site has indicated that the site may contain features of Roman, medieval and post-medieval/early modern date.*

*Roman archaeological evidence within this area has been limited to scattered remains of inhumations and cremations. The majority of these were discovered in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. Modern archaeological investigations have failed to identify intact Roman funerary remains. During the medieval period the site lay within a broader agricultural landscape and this situation continued into the post-medieval period. Features of medieval to post-medieval date are likely to be limited to agricultural field boundaries, together with ploughsoils and possibly truncated ridge and furrow. From the 19<sup>th</sup> century features associated with the brickmaking industry may be present and it is possible that this industry may also be reflected in evidence for earlier periods. The site was first developed in the very late 19<sup>th</sup> or early 20<sup>th</sup> century. Most recently the site has been used as a car dealership. The use of the site during the 20<sup>th</sup> century is likely to have lead to a degree of truncation of earlier deposits.*

*The site is unlikely to contain archaeological remains of such significance to prevent the proposed development from being granted planning permission. Groundworks required for the proposed development will impact upon archaeological remains if these are present. Given the archaeological potential of the site, the planning permission may include a condition for a programme of archaeological work. The requirement for, and scale of, any archaeological fieldwork associated with this development will need to be agreed with City of York Council Archaeologist.*

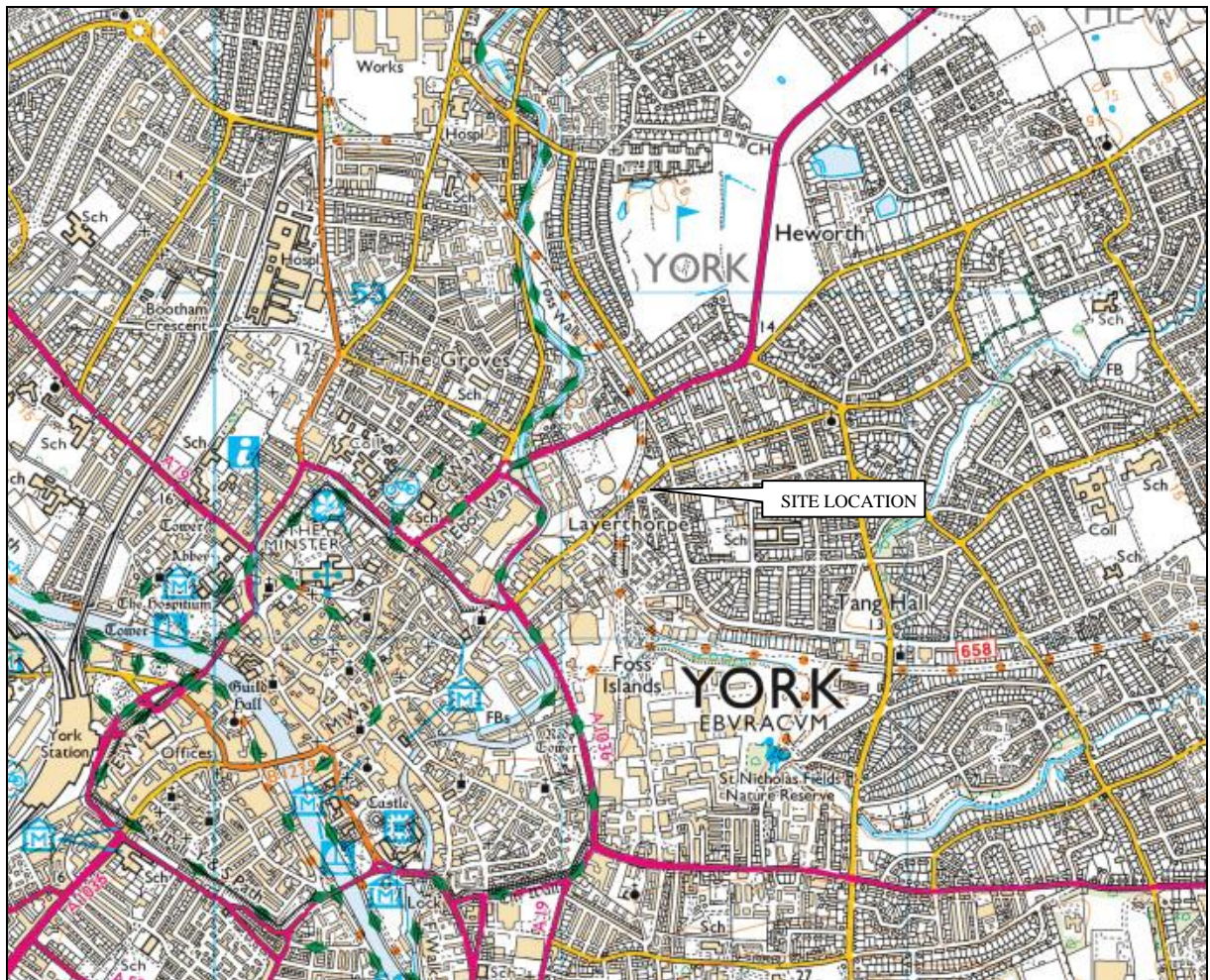


Figure 1. Site location (NGR SE 6115 5245).

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## 2.0 Introduction.

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This desk-based assessment has been undertaken to provide background information to support a planning application to be submitted to the City of York Council for the redevelopment of a site at 12-14 Hawthorn Grove, York. (Figure 1). The historical and archaeological significance of the study area was assessed using a variety of sources including cartographic evidence; the Historic Environment Record (HER) of the City of York Council; and published archaeological and historical reports.

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## 3.0 Methodology.

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Initially the City of York HER was the subject of a search for any sites of historic or archaeological importance in the general vicinity of the site and the information gathered was assessed. Various relevant web-based resources were consulted.

Site research notes are currently stored with On-Site Archaeology.

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## 4.0 Site Location, Topography and Geology.

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The site lies approximately 550m to the northeast of the historic core of York, on the southeast side of Hawthorn Grove, at its junction with Glen Road, centred at National Grid Reference SE 6115 5245. The site is currently occupied by commercial premises, comprising a car dealership, the buildings of which cover the full footprint of the site (Plates 1 and 2). Although clearly heavily modified during the later 20<sup>th</sup> century elements of the building may date from the late 1940s when the first garage was established (Plate 3). Immediately to the east of the site are residential properties constructed in the early 20<sup>th</sup> century.

The site is located on drift deposits of the Alne Glaciolacustrine Formation comprising clay and silt. This overlies a solid geology of Sherwood Sandstone (<http://mapapps.bgs.ac.uk/geologyofbritain/home>).



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## 5.0 Gazetteer of Sites and Artefacts.

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The following sections list the sites and artefacts of archaeological or historical potential that are recorded in the various sources consulted.

The locations of the recorded sites are plotted on Figure 2. The first sections deal with designated heritage assets (Scheduled Monuments and Listed Buildings), whilst the second section includes non-designated assets included within the City of York Historic Environment Record.

### 5.1 *Designated Heritage Assets*

There are no Scheduled Monuments within the immediate vicinity of the site. The closest Scheduled Monument comprises the City Walls, which are situated approximately 550m to the southwest of the site. A single prominent Listed Building lies in the vicinity of the site the location of which is shown in green on Figure 2. Numerous other listed buildings are present to the west, within the historic core of the city, to the south along Lawrence Street and to the north and east, along Heworth Green. These are not visible from the site due to the existing built environment.

1 Chimney at Works and services Depot of York City Council, Foss Islands Road  
Grade II Listed Building (List Entry Number 1257848). Refuse destructor chimney. c1890. Red brick in English bond and English garden-wall bond; cream brick necking; ashlar base. Tapering octagonal shaft with moulded base on moulded plinth; corbelled brick necking beneath moulded cornice and flat cap. Although this is a prominent monument due to its height only the very top is visible from the site, beyond adjacent residential properties (Plate 4).

### 5.2 *Non-Designated Assets*

The following section includes data on monuments and events obtained through a search of archaeological information in the vicinity of the site. They are drawn principally from the City of York Historic Environment Record and from selected other sources (where available CoYC HER reference numbers are included). The data presented here has been allocated gazetteer number starting at 2 to avoid confusion with the Listed Building data presented above. The locations of these data points are shown on Figure 2 in yellow.

2 Roman Road 4 (MYO4191, indicated as a dashed blue line on Figure 2).

RCHME (1962, p.1-2) records the line of a Roman Road. **Road 3**, approaching York from the northeast, possibly from Malton, DERVENTIO, may, in modern topographical terms, have crossed the city boundary with Stockton Lane. The early 18th-century road from Malton following the line of the present Stockton Lane was believed by F. Drake (*Eboracum* (1736) to follow the course of a Roman road. This is a likely line but awaits proof. Within the city it would pass south of Stockton Lane, with a change of alignment near Whitby Avenue, to

converge on the Lane near its junction with Heworth Green. Here in Stockton Lane a cobbled causeway was found 2 ft. to 3 ft. deep in 1926; but it was only 9 ft. wide. Heworth Green, aligned on where the northeast gate of the fortress stood, represents the Roman line. After crossing Monk Bridge, the modern road, Monkgate, bears south to Monk Bar. Three finds of the Roman road, listed below, though not exactly sited, are described in terms consistent with their being on the continuation of the line of Heworth Green. G. Benson (1911) records a buried road 6 ft. deep in Monkgate, F. Drake a firm stone causeway 8 ft. deep north of Monkgate, C. Wellbeloved (1842) a paved road near the northeast gate of the fortress. The finds, if they all belong to the same road, can only be reconciled with a line from the northeast gate converging on Monkgate near Monk Bridge.

### 3 St. Mary's Church, Layerthorpe (MYO2287).

The first certain documentary reference to St Mary's Church, Layerthorpe dates from 1331, although a priest of "Leirthorp" was witness to a charter of 1184-9. The latest will requesting burial at the church dates to 1510, whilst the church itself was formally closed in 1549 and the parish united with St Cuthbert's in 1586. The church foundations were uncovered in 1920 and a photographic record was made. By the 1980s remains of the church and its graveyard appear to have been predominantly removed, with only occasional fragments of disarticulated bone being present (Wilson & Mee, 1998, p.120).

### 4 Roman inhumations (Eburacum II d ii/iii/iv).

RCHME (1962, p.71) record a number of isolated inhumation burials in the Peaseholme Green /Layerthorpe area. II NE Region. d. (ii) Tile tomb, found a few years before 1806 near Layerthorpe postern, of IXth Legion tiles. (iii) Coffin, of lead, 4 ft. 10 ins. long by 11 ins. broad, in the Yorkshire Museum. It was found 7 ft. below ground-level in a brickyard, now a light industrial site, east of Foss Islands Road and south of Layerthorpe, and enclosed a wooden coffin containing a skeleton. (iv) Coffin, of stone, found near the site of (iii). Other unspecified Roman objects and pottery were found near both (iii) and (iv), including a squat two-handled flagon of red ware now in the Yorkshire Museum.

### 5 Foss Island Branch Railway (MYO3507 indicated as a green line on Figure 2).

The Foss Islands branch was opened in 1879. After it had bought the Foss Navigation in 1853, the corporation sought, without success, to persuade the N.E.R. To build a branch line across the Foss Islands district to Walmgate Bar. The services of such a line were increasingly needed both for the cattle market and by industrial undertakings on the eastern side of the city, and the scheme was eventually authorized in 1874. The 1¾-mile line was opened in December 1879, running from the Y.N.M.'s Scarborough line north of the city to an extensive goods station near Walmgate Bar.

### 6 Roman cremation cemetery (Eburacum II b).

RCHME (1962, p.70-71) records the presence of a cremation cemetery. A small cremation cemetery, about 300 yds. south of that at Heworth Green, on the old windmill site at the junction of Glen Road and Harcourt Street, was disturbed in 1926. Two vessels from here are now in the Yorkshire Museum. H. 2348, a carinated red bowl, badly fired, with reeded rim, of

the late 1st or early 2nd century; H. 2362, a single-handled flagon with long narrow neck in fine hard cream fabric with traces of red colouring, 2nd-century.

7 Ridge and Furrow. (MYO2391).

The HER records the presence of a block of ridge and furrow, visible on an aerial photograph taken in the 1930s.

8 Archaeological Evaluation at Britannia Car Park, Heworth Green (SYO1428).

An archaeological evaluation was carried out in 2000 by FAS Ltd. Whilst much of the site had been disturbed by deposits and structure associated with the 19<sup>th</sup> century gasworks some earlier features were present. These included two medieval boundary ditches which were believed to form the southeastern limits of a medieval hospital complex, and a substantial curving ditch of possible Civil War date. In places natural boulder clay was revealed at a depth of 1.30m below the modern ground surface. (FAS, 2000).

9 Desk-Based assessment, Horwell Coal Yard, Mansfield Street (SYO1732).

A Historic Environment Desk-based Assessment was carried out by AOC Archaeology in 2015. The assessment concluded that there was low potential for evidence of prehistoric, Roman and early medieval activity to be present. The site lies close to the former medieval church of St. Mary's Layerthorpe so associated burials may be present. There is a high potential for the site to contain remains dating from the 19<sup>th</sup> century. (AOC, 2015).

10 Watching Brief at Foss Islands Retail Park (SYO894).

Thirteen test pits and four boreholes were observed and recorded by YAT in 2004. The western part of the site revealed deposits likely to represent waterlain sediments within the Kings Fishpool. Further waterlain sediments recorded to the northeast appear to relate to Tang Hall Beck. All other deposits appear to relate to post-medieval to modern land fill (YAT, 2005).

11 Watching Brief at Council Depot, Foss Islands Road (SYO1019).

A series of test pits and boreholes were observed and recorded by YAT in 2006. The southwestern part of the site contained up to 6m thickness of laminated organic silts representing the infilling of the Kings Fishpool. To the northeast natural clays were encountered at depths of approximately 2.5m below ground level. These were directly overlain by deposits dating from the 19<sup>th</sup> century and later. (YAT, 2006).

12 Watching Brief at Council Depot Foss Islands Road (SYO593)

A series of test pits were observed and recorded by YAT in 1999. These suggest that the natural slopes down from east to west. Localised steeper changes in the level of natural may be the result of 19<sup>th</sup> century clay extraction pits associated with the brick making industry. One of the test pits contained Roman pottery and tile suggesting the localised survival of

earlier stratigraphy or features. Thick deposits of later 19<sup>th</sup> and 20<sup>th</sup> century dump deposits were recorded across the site. (YAT, 1999).

13 Watching brief at Hallfield Road (SYO1962).

A watching brief was carried out by YAT during groundworks associated with the construction of new students accommodation in 2014. Within the northern part of site natural clay was recorded at a depth of c. 1m below ground level. Occasional stretches of brick wall were observed close to Hallfield Road, but otherwise the only deposits recorded comprised modern levelling dumps. Further to the south the natural was deeper, at 1.5m, again being sealed by modern dumps. (YAT, 2014).

14 Watching Brief at Former VW Garage, Layerthorpe (SYO811).

A watching brief was carried out by YAT during groundworks associated with a residential development in 2002. This revealed natural clay at a depth of c. 1.2m below the modern ground surface. The only features recorded dated to the 19<sup>th</sup> century and included a backfilled cellar, a well and ceramic drains. No earlier deposits were encountered. (YAT, 2002a).

15 Evaluation at Heworth Green. (SYO512)

In 2003 Oxford Archaeology North carried out an evaluation, consisting of the excavation of nine trial trenches, at the site of the former Transco depot at Heworth Green. Archaeological remains were encountered within the northern part of the site. These included a small group of features that may relate to the use of the site as a Roman burial ground. A group of pottery fragments recovered from these features has indicated a late first-early second century date for this activity, which coincides with the dates ascribed to other Roman burials in the vicinity. Medieval activity on the site was represented by two shallow ditches and an isolated posthole, which are likely to represent agricultural practices. The site had evidently been landscaped during recent times with the deposition of a considerable depth of rubble, which has elevated the ground surface by up to 1m. (OAN, 2003).

16 Watching Brief on James Street Link Road (SYO613)

A series of test pits and boreholes were observed and recorded by FAS in 1999. The investigation suggested that a small pocket of deposits of potential palaeo-environmental interest associated with Tang Hall Beck may survive. Similar deposits recorded at Layerthorpe Bridge suggest that the James Street deposits date from the medieval period to the 19<sup>th</sup> century. (FAS, 2000a)

17 Watching Brief at Richmond Street.

Between 2009 and 2011 an archaeological watching brief was carried out by On-Site Archaeology during the construction of replacement and additional affordable housing. In places the natural clay was recorded within 0.30m of the modern ground surface, although it was typically revealed at a depth of c.1m. The earliest archaeological feature detected during the investigation was a boundary or drainage ditch possibly dated to 13th to 15th century.

This ditch appeared to have been replaced by a later ditch of a 15th to 16th century date. Later post-medieval activity dated to the 17th to 18th century was represented by pits, an alluvium deposit, demolition/levelling layers and possibly a former soil horizon. Later 19th to 20th century activity was represented by demolition/levelling layers and garden soils. (OSA, 2012).

18      Watching Brief at 1 Mill Lane, Heworth (SYO838).

A watching brief was carried out by On-Site Archaeology in 2004 at 1 Mill Lane, Heworth Green. The excavation revealed a series of modern clay layers capping a shallow medieval soil horizon situated just above the natural, which was encountered at a depth of 1.4m below the modern ground surface. (OSA, 2004).

19      Watching Brief at Little Hallfield Road (SYO1194)

A watching brief was carried out by NAA in 2004 during service trenching at Little Hallfield Road. The trenching was of limited scale and only revealed garden soil overlain by recent tarmac and hardcore. (NAA, 2004).

20      Watching Brief at 9 Glen Road, Heworth (SYO1833).

A watching brief was carried out by On-Site Archaeology in 2016 at 9 Glen Road, Heworth. Natural clay was revealed at a depth of 0.30m below the modern ground surface. The only feature recorded was a probably early modern cess pit. (OSA, 2016).



Figure 2. Locations of sites and events mentioned in the gazetteer. Site location in red.

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## 6.0 Archaeological and Historical Background.

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### 6.1 *The Prehistoric Period (to the 1<sup>st</sup> Century AD)*

No records of prehistoric activity have been recorded in the search area. Probably the most significant remains of this period in the wider vicinity of the site have been recovered from a series of investigations carried out at Huntington Moor South (Monks Cross), approximately 2km to the northeast of the site. These excavations have revealed dispersed features dating from the Neolithic, Bronze Age and possibly into the Iron Age, including pits, enclosures and a probable pit alignment (YAT, 2012). To the south of the site a Bronze Age cremation urn was discovered during a watching brief carried out at the junction of Lawrence Street and Leake Street in 2006 (YAT, 2007). However, none of the archaeological investigations carried out in the vicinity of the site have encountered any evidence for prehistoric activity.

### 6.2 *The Roman Period (1st to the 5th centuries AD)*

The site lies in an area with some potential to contain archaeological remains dating to the Roman period. To the north, approximately following the line of Heworth Green, is one of the main roads leaving the Roman fortress (Road 4). The site lies around 250m to the south of this road line.

No evidence has been found to suggest that extra-mural settlement extended along the Roman road into this area. It appears to have been utilised for a dispersed cemetery. The majority of the evidence for Roman burials in this area was discovered during the 19<sup>th</sup> and early 20<sup>th</sup> century in the form of urned cremations and coffined inhumations. The significance of the Glen Road Roman cremation cemetery is recognised by the designation of the area as an Area of Archaeological Importance within the Ancient Monuments and Archaeological Area Act of 1979. The Area of Archaeological Importance is located approximately 100m to the east of the site considered by this assessment. The discovery of scattered residual cremated bone in 2004 at Heworth Croft (FAS, 2004) may indicate that the cremation cemetery was more extensive than has been assumed, but has suffered substantial truncation during the medieval period. Other features revealed during the same programme of investigation were also noted as being truncated by ploughing. The evaluation carried out at the former Transco depot on Heworth Green in 2003 (see 15 above) also recovered plough truncated remains of Roman date, that may relate to funerary activity. None of the more recent archaeological investigations carried out in the immediate vicinity of the site have discovered evidence for intact Roman burials.

### 6.3 *Early Medieval periods (5th to 11th centuries AD)*

No archaeological evidence thought to date to the Anglo-Saxon and Anglo-Scandinavian periods has been recorded in the vicinity of the study area. Some evidence for early medieval ribbon development has been found alongside roads exiting York, such as along Lawrence Street, but none is suggested along Layerthorpe in Addyman (2015).

#### **6.4    *The Medieval Period (11th to the mid 16th centuries AD)***

Several of the records included in the gazetteer relate to evidence for medieval activity. To the southwest of the site lay St Mary's church, Layerthorpe (3). Relatively little is known about this church, the earliest certain documentary reference dates to 1331, although the presence of a priest in Layerthorpe in the later 12<sup>th</sup> century may indicate that it was considerably earlier. The church went out of use during the course of the 16<sup>th</sup> century. Whilst the foundations were revealed in the 1920s more recent investigation seem to indicate that these have now been removed. Further to the north was a second ecclesiastical institution, the medieval leper hospital of St Leonard's. Two medieval ditches revealed during an archaeological investigation on the site of a car park adjacent to Heworth Green (8) have been interpreted as forming the southern boundary of this hospital complex. Another major topographical feature in this area during the medieval period was the Kings Fishpool. The King's Fishpool was artificially formed by the damming of the River Foss, in the late 11<sup>th</sup> century as part of the castle and city defences. Deposits indicating the presence of the pool have been found in a number of investigations within the study area (10, 11, 12). The site considered by this report clearly lay well beyond the limits of the fishpool. All of the other medieval evidence illustrates the agricultural character of the area during the medieval period. These include ridge and furrow recorded on aerial photographs (7), ditches forming associated field boundaries (15, 17) and ploughsoils (15, 18), revealed during archaeological investigations.

#### **6.5    *The Post-Medieval to Modern Periods (mid 16<sup>th</sup> to 21<sup>st</sup> centuries)***

The predominant agricultural landuse continued from the medieval period through the majority of the post-medieval. This is indicated by the earlier historic maps presented in section 7 below.

A substantial ditch recorded in an archaeological investigation to the north of Layerthorpe (8) was interpreted as potentially being related to the Siege of York during the English Civil War.

From the 19<sup>th</sup> century the character of this area of York begins to change with increased urban expansion and industrialisation. Features that are likely to relate to housing are often revealed during archaeological investigations, including wall foundations, cellars, drains and pits (14, 17, 20). The site was not developed until the very end of the 19<sup>th</sup> or first few years of the 20<sup>th</sup> century at the earliest. Industrialisation is reflected by the only listed building in the study area, the 1890 destructor chimney (1), the Foss Island Branch Railway (5) and probable 19<sup>th</sup> century brick extraction pits (12), located to the south of the site.

The earliest 19<sup>th</sup> century record of brickmaking in the Layerthorpe area dates to 1802, when a John Morley took the Hall Field brickfield, located to the southwest of the site (Garside-Neville, undated). However, the clays in this area had almost certainly been exploited for brickmaking during the Roman, medieval and post-medieval periods and it is possible that evidence for clay extraction from these earlier period survives.



## 7.0 Cartographic Evidence.

The earliest map illustrated is the John Speed map of 1611 (Figure 3). This shows the location of the site within undeveloped fields to the northeast of the Kings Fishpool and south of Layerthorpe. A similar situation is shown on the maps produced by Horsley in 1694 (Figure 4), and the Thomas Jefferys' map, published posthumously in 1775 (Figure 5).

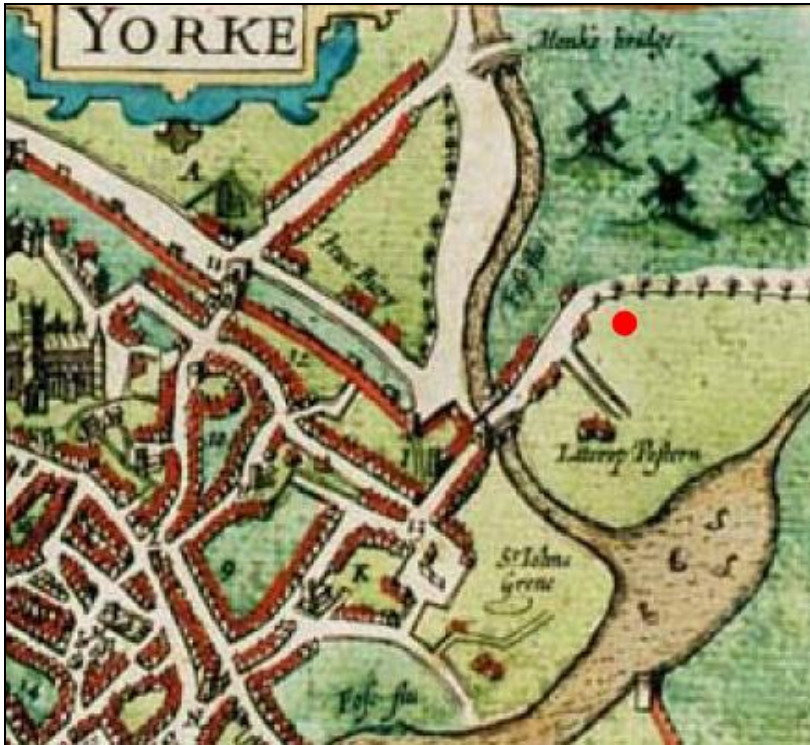


Figure 3. An extract from Speed, 1611, approximate site location shown in red. (Not to scale).

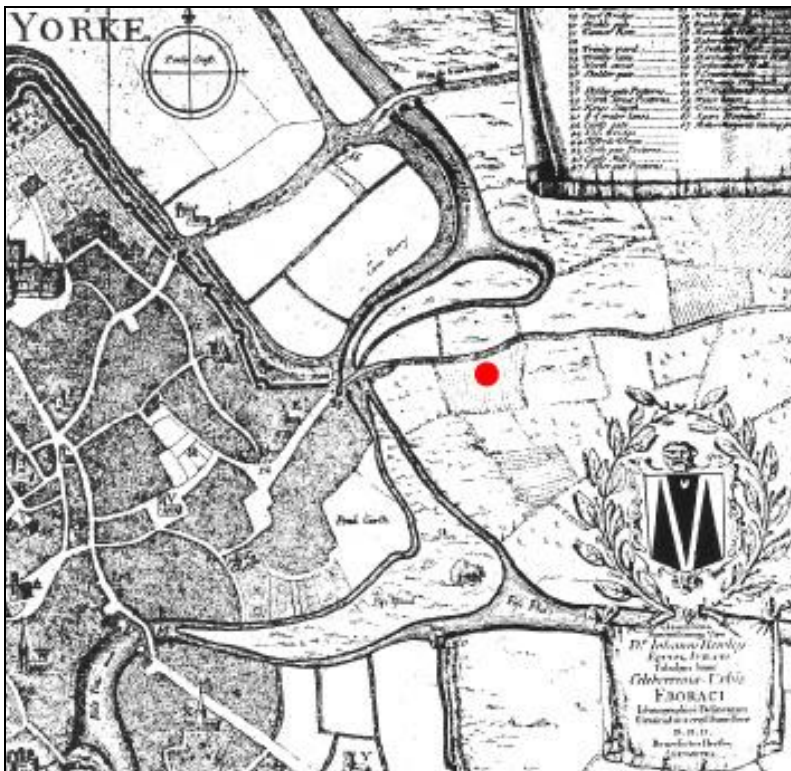
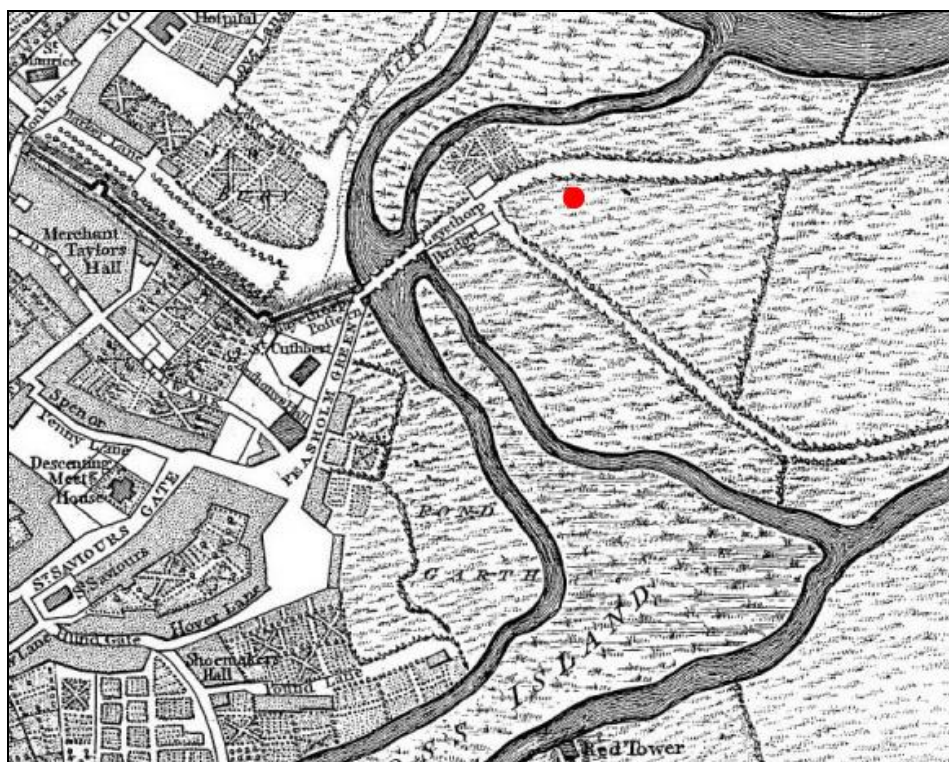


Figure 4. An extract from Horsley, 1694, approximate site location shown in red. (Not to scale).



From the mid 19<sup>th</sup> century a much higher degree of cartographic detail is available, through the published Ordnance Survey maps. The Ordnance Survey Map of 1852 (Figure 6) shows the site as undeveloped at the junction of Layerthorpe and a footpath which formed the forerunner of Glen Road. The suburban expansion of the city into this area is evident both to the west along Layerthorpe and to the northeast, to the east of Mill Lane. Within the immediate vicinity of the site one of the few structures is the windmill to the east. Further urban expansion and industrialisation of the area is illustrated by the 1892 edition of the Ordnance Survey (Figure 7). To west of the site the Foss Islands Branch railway has been constructed (in 1879), whilst in fields to the south evidence for the brick industry is present. However, the site itself had remained undeveloped. By 1910 (Figure 8) the character of the area has further changed with the construction of additional streets and the apparent abandonment of the brick works, that are represented by the shrunk remainder of former clay pits. This is the earliest map to show Glen Road and Harcourt Street, which appear to be under construction at this date, on the site of the former windmill and also shows development within the limits of the site itself. The final map illustrated is the 1937 edition of the Ordnance Survey (Figure 9). This shows significant changes within the surrounding area, which by this date had been heavily developed. The southern, eastern and western sides of the site contained buildings but the northern frontage and centre were unoccupied.





Figure 6. Ordnance Survey 1852, site area shown in red.



Figure 7. Ordnance Survey 1892, site area shown in red.



Figure 8. Ordnance Survey 1910, site area shown in red.



Figure 9. Ordnance Survey 1937, site area shown in red.

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## 8.0 Discussion.

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This assessment of the archaeological potential of the site has indicated that the site may contain features of Roman, medieval and post-medieval/early modern date.

Roman archaeological evidence within this area has been limited to scattered remains of inhumations and cremations. The majority of these were discovered in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The significance of the Glen Road Roman cremation cemetery is recognised by the designation of the area as an Area of Archaeological Importance within the Ancient Monuments and Archaeological Area Act of 1979. The Area of Archaeological Importance is located approximately 100m to the east of the site considered by this assessment. However, modern archaeological investigations have failed to identify intact Roman funerary remains. During the medieval period the site lay within a broader agricultural landscape and this situation continued into the post-medieval period. Features of medieval to post-medieval date are likely to be limited to agricultural field boundaries, together with ploughsoils and possibly truncated ridge and furrow. From the 19<sup>th</sup> century features associated with the brickmaking industry may be present and it is possible that this industry may also be reflected in evidence for earlier periods. The site was not developed until very late in the 19<sup>th</sup> or early years of the 20<sup>th</sup> century. The garage business was established in 1948, although the current buildings appear to be of a later 20<sup>th</sup> century construction. The use of the site during the 20<sup>th</sup> century is likely to have lead to a degree of truncation of earlier deposits, but to necessarily their complete destruction.

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## 9.0 Archaeological Implications.

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This assessment of the archaeological potential of the site has indicated that the site may contain features of Roman, medieval and post-medieval/early modern date. 20<sup>th</sup> century development of the site is likely to have lead to truncation of archaeological remains, but not necessarily their complete destruction.

Groundworks required for any proposed development are likely to impact upon archaeological remains if these are present. The nature of the potential archaeology and the probable degree of disturbance caused by previous landuse indicate that there would be no archaeological reason to prevent development of the site. However, given the archaeological potential of the site, the planning permission may include a condition for a programme of archaeological work. The requirement for, and scale of, any archaeological fieldwork associated with this development will need to be agreed with City of York Council Archaeologist.

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## 10.0 List of Sources.

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## 11.0 Institutions Consulted.

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City of York Historic Environment Record

City of York Library

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## 12.0 Web-Based Resources.

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Archaeological Data Service website [www.ads.ahds.ac.uk/catalogue/search/map.cfm](http://www.ads.ahds.ac.uk/catalogue/search/map.cfm).

Access to Archives [www.a2a.org.uk](http://www.a2a.org.uk)

National Heritage List for England (NHLE) [www.historicengland.org.uk/listing/the-list](http://www.historicengland.org.uk/listing/the-list)

York Archaeological Trust. Archive Gazetteer. [www.yorkarchaeology.co.uk/gaz/index.htm](http://www.yorkarchaeology.co.uk/gaz/index.htm)



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## 13.0 The Plates.

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*Plate 1. View of site looking north.*



*Plate 2. View of site looking southwest.*





Plate 3. Detail of the west end of site showing potential element of 1940s building.



Plate 4. Top of the listed 19<sup>th</sup> century chimney from the site.