

MALTON MUSEUM

MALTON GOES TO MARKET

MEASURING MEDIEVAL MALTON

A Community Project 2017/18



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## MEASURING MEDIEVAL MALTON

### 1.1 Introduction

Measuring Medieval Malton was set up as part of a larger three-year project, Malton Goes to Market, undertaken by Malton Museum with generous grants from the Heritage Lottery Fund and Arts Council England. This project was planned as a community activity and brought together a group of seven people with a variety of backgrounds, ages and skills, under the leadership of Dr Patrick Ottaway. Three others expressed interest but, for practical reasons, were unable to participate.

It has long been recognized that much of the townscape of medieval Malton might still be visible in today's streets, and even in some buildings, and Measuring Medieval Malton was set up to explore this. Dr Ottaway has been doing similar work in York, making him an obvious choice as leader, and the group is grateful to him for agreeing to work with us.

### 1.2 Background

Malton – known as 'New Malton' to differentiate it from the established village of Old Malton which lay east of the fort and castle – was founded as a new town in the late twelfth century on a site to the west of the medieval castle. Foundation involved setting out new streets some of which, based on the evidence of 19<sup>th</sup> century observations (Kitson Clark 1935, p.104-5), used the lines of former Roman roads, and dividing up the land between them into properties, known as burgage plots, for the new citizens to occupy.

The streets which were set out in the twelfth century still exist today, including Market Place, Old Maltongate, Wheelgate and Yorkersgate, and many of the property boundaries which were set out at the same time might still survive, at least in part. Archaeological excavations in York and other medieval towns have shown that the boundaries of the original long, narrow plots change very little, if at all, even over hundreds of years. This is especially the case on the street frontages which are jealously preserved by their owners against encroachment from neighbours. Originally the properties were very carefully measured out because dimensions were related to the rent the tenants paid to the landowner.

We hoped that by taking measurements along the street frontages as they exist today, we might begin to discover and reconstruct the original layout of medieval Malton. We also hoped to discover if the town's medieval surveyors used a particular 'modular' unit of measurement such as the perch of 16 feet 6 inches (5.029m), commonly used elsewhere in medieval England. This is thought to be the first time that such an approach has been applied to the study of a small medieval town.

The greatest changes to the medieval layout of Malton have taken place over the last century and a half, we have tried to set these aside and get back to a townscape more similar to that of medieval times by studying old maps alongside our measurements. The earliest map to show Malton's streets and properties in any detail dates to 1730. Despite the many changes to properties, there has been little archaeological work in Malton, except in the area of the Roman fort and *vicus* at Orchard Field, but we have examined such excavation reports as exist as well as old newspaper articles.

We have taken measurements along Castlegate, Greengate, Newbiggin, Old Maltongate, Spital Street, Wheelgate, Yorkersgate, and in the Market Place and the two smaller streets, Market Street and Finkle Street, leading to and from it. As we worked, explanatory sheets were taken into each property to explain what was going on, and where possible, supplemented by conversation. The measurements have been analysed, compared with a series of maps and written up as individual reports by members of the group. The process has highlighted some of the difficulties encountered by others of, for example, establishing where the division between properties now lies and relating properties on the ground to those drawn on maps. However, despite these difficulties the project has revealed some interesting aspects of medieval Malton, and we plan, in addition to producing this report, to put together a small display in the museum and an evening event to thank the owners/tenants of all the properties measured.

The leader of the group was Dr Patrick Ottaway and the members were (in alphabetical order of surname): Ann Clark, Steve Cooper, Anne-Marie Heuck, Pam James, Susan Milward, David Snowden, Glyn Wild.

### **1.3 Objectives**

No documentary evidence is known to exist relating to the foundation of the Borough of New Malton, and as a consequence nothing is known about how the town was originally laid out in terms of individual burgage plots.

The main aim of this project was to look for evidence that might shed light on the laying out of the town, particularly that which would suggest the use of a standard unit of measurement for the plot widths.

#### *A Note on Units of Measurement*

In the early medieval period the division of land was often based on a measurement called the perch, the word deriving from the Latin *pertica*, meaning measuring rod. However, there were local variations in the length of a perch, ranging from 9 feet (2.743 metres) to 20 feet (6.096 metres) (Crummy 1979). One variant which was 16 ½ feet (16 feet 6 inches, 5.029 metres) in length could have been in use as early as the 7<sup>th</sup> century at Yeavinger (Ferne 1991) and was evidently used at Winchester in the late 9<sup>th</sup> to early 10<sup>th</sup> century (Crummy 1979).

A statute called The Composition of Yards and Perches (*Compositio Ulnarum et Perticarum*), dating from between 1266 and 1305, specified the standard length of the perch to be 16 ½ feet, although it is possible that this standard for the length could date back as far as 1197 when standard weights and measures were distributed to royal officials in all boroughs (Sheppard 1974).

### **1.4 Methodology**

There is a long tradition of medieval town plan analysis, largely based on the use of maps, which has sought to identify the blocks of land, often referred to as plan units, used when the town was laid out and when it subsequently expanded. Terry Slater has made extensive studies of many English towns, including Hedon (Slater 1984), based on map evidence. Others (for example Crummy 1979) have taken this a step further and sought to apply a metrological approach, using measurements taken from maps to identify the individual plots laid out with the plan units. Villages in Yorkshire were analysed in this way by Sheppard (Sheppard 1974).

The Malton study is based on methods developed by Patrick Ottaway in an unpublished survey of York which involved assessment of map evidence and measurement on the ground of street

frontages in the historic core and suburbs of the city. This demonstrated the use of an 18 feet perch in parts of York that were laid out in the Viking Age, before the mid-to-late 10th century, and the use of a standard 16 ½ feet perch thereafter. Under the direction of Dr Ottaway we applied the same methods he had used in York to see what we might find out about the original burgrave plot layout in Malton.

Measurements were taken in feet and inches using a 100 ft tape measure. Widths of roads were generally measured using a laser measurer, which had to be done late in the day because it proved impossible to see the laser spot in full daylight.

The streets that were selected for investigation were those known or suspected to have a long history. Hence we covered streets that lie within the circuit of the old town wall, along with Castlegate (which might have lain partially within the town wall), Spital Street and Newbiggin. We did not cover streets that were created in the 19<sup>th</sup> century; specifically New Street, Railway Street, St Michael Street and Saville Street.

We found that working in teams of four was quite effective: one person for each end of the measuring tape and a third person to identify each property and write down the measurements, whilst the fourth person visited each shop to explain what we were doing and to leave a leaflet containing further information. Any of the team could also engage with interested passers-by.

Each team tackled one side of a street at a time, armed with a printout of a modern map that showed property numbers - this was useful for ensuring correct identification of each property. Care had to be taken because it was not uncommon to encounter alleys that were not marked on the map or alleys that were marked on the map but for which no trace could be seen on the modern frontage.

Starting at one end of the street we progressed along, measuring the width of each individual property in turn. Where there were alleyways, those were recorded separately. It might be thought that property boundaries would be obvious along the street frontage, but that was frequently not the case. In some instances the modern shop fronts have removed the divisions between formerly separate properties, and it was not uncommon to find that the dividing line between properties at the ground floor level did not continue vertically through the upper stories, as one property oversailed another. Such difficulties were dealt with on a case-by-case basis, but priority was always given to the evidence at street level. In some cases the position of a drainpipe was taken to indicate the boundary between two properties when other evidence was lacking or was ambiguous.

The data were subsequently entered into spreadsheets where the measurements were converted from feet and inches to just inches in order better to facilitate detailed analysis. Then the process could begin of checking for property widths that appeared to be consistent with the 16 ½ feet perch. Starting with the width measurement of the first property, it was checked to see if it came to within +/- 9 inches of either a whole number of perches or a whole number of perches plus a fraction of one third, one half or two thirds of a perch. These fractions are the ones most commonly observed in York.

The tolerance of +/- 9 inches had been found to work well for York, allowing as it does for some inaccuracy in the measurement when the plots were originally laid out, for minor changes that have occurred over time and for any uncertainty as to the exact position of the boundary between properties on the modern street frontage.

If the width did not match to within +/- 9 inches of a perch multiple or fraction then the width of the next property or alley was added in and the combined width checked in the same way. In most cases a match could be found without having to aggregate more than 3 measurements.

In cases where a whole run of measurements proved hard to match against the 16 ½ feet perch they were then tested against the 18 feet perch. For this longer perch size, checks were also made against fractions of one quarter and three quarters. These fractions have also been observed to occur commonly in York.

It was accepted that there would be some individual properties or runs of properties which would not provide a match against either perch length.

A parallel line of investigation involved the comparison of historic and modern maps of Malton to try to identify long boundaries that could have persisted from the original layout of the town until the present day. Where such boundaries appear to be extant we were able to use our measurements to check whether the distances between those boundaries correspond to a perch multiple/fraction.

## **1.5 Historic Background and Topography**

Malton lies in the south-west corner of the Vale of Pickering. To the west are the Howardian Hills and to the east, the north-western edge of the Yorkshire Wolds. The two are separated by the Kirkham Gorge with the River Derwent running through it. At one end of this gorge are the small towns of Malton and Norton; the village of Old Malton lies a little further north-east. Much of the settlement lies above the 100 foot contour and coincides with outcrops of Oolitic Limestone which have provided an important source of building stone, although the centre of Malton is located in a trough and lies on a gravel deposit (Robinson 1978, p.1).

### ***Pre-medieval (before early 5<sup>th</sup> century)***

Malton lies in an area of extensive prehistoric settlement, but it was the defensive qualities of the Orchard Field site on high land above the north bank of the potentially navigable River Derwent, together with plentiful supplies of stone for building and clay for pottery, that led to the establishment of the Roman fort under Governor Agricola during the second half of the first century AD. It was eventually supported by a large civilian settlement both around the fort and across the river in Norton. The site remained occupied and was further developed throughout the four centuries of Roman occupation. Roads from the fort led west, east and south linking Malton and Norton with other Roman sites (Ottaway 2013, Illus.5.18).

### ***Medieval (early 5<sup>th</sup> century to early 16<sup>th</sup> century)***

Evidence suggests there was a Romano-British settlement at Old Malton (Robinson 1978, Nos 39-43), and that Anglian and Viking settlers may have preferred this site away from the Roman fort and *vicus*. Fragments of 9th-century crosses at Old Malton are evidence of Christian worship, and Domesday Book (1086) records a church and mill.

Ivo de Vescy, who had come from Normandy with William the Conqueror, built the first castle, probably of timber, next to the ruins of the Roman fort and possibly used the Roman earthworks as the bailey (Rushton 2003, p.45). The castle was later granted, by King Henry I, to Eustace Fitzjohn (Hudleston 1962, p.40). In 1138 it was besieged and destroyed by the king's men following the war against the Scots. It had been rebuilt in stone by the time Richard the Lionheart visited the castle in



1189, and other visitors included Edward II, in 1307, and Robert the Bruce in 1322 when he occupied and subsequently wrecked it (Robinson 1978, p.14).

Although there may have been earlier settlements along what is now Castlegate and in the Market Place, as St Michael's and St Leonard's churches may be the chapels referred to in the charter of the Gilbertine Priory, founded by Eustace Fitzjohn in about 1150, as already belonging to (Old) Malton church (Robinson 1978, p.13), Eustace Fitzjohn is credited with the creation of New Malton as a planned town, in the period 1154-73 (Beresford 1967, p.517), around the existing network of Roman roads and on land that was part of Old Malton's fields. It was a walled and possibly moated town with an open space around St Michael's Church for a market. The walls ran behind the properties on Market Street, Market Place and Greengate, but are difficult to establish on the south side of the town. Four gates in the walls were in the keeping of the burgesses.

Eustace, like others at the time, founded the new town to make money and its layout of long narrow plots maximised the number that could be established and rented out. The protection afforded by the castle, together with the advantages of the established road and river connections, enabled the trade-dependent town to flourish in the 12<sup>th</sup> and 13<sup>th</sup> centuries. Its ability to attract trade and industry is attested by the presence of weavers during Henry II's reign, together with goldsmiths, masons and mercers. The first reference to a market is in 1283 and a fair in 1295 (Robinson 1978, p.14-15). Malton also had the advantage of the absence of a nearby rival town and it became a major outlet for wheat, barley, wool, horses and other livestock (Brears 2017, p.1).

#### ***Post-medieval (early 16<sup>th</sup> century to present day)***

By the 16<sup>th</sup> century the castle had gone and many of the trades Malton had relied on such as the wool industry were in decline. The Eure family had started to take control of Malton in 1544 when the castle site was inherited by Lord William Eure who was also made a Baron. In 1569 Ralph Eure built a new house on the site of the castle and in 1604 he replaced it with a grand Jacobean mansion. This was dismantled in 1674 following a dispute between his two grand-daughters, leaving only the Lodge, the former gatehouse, visible today (Hudleston 1962, p.121).

Perhaps because Malton was only ever moderately-prosperous, it was able to weather the dissolution of the Priory and the problems experienced by York and many other major cities as a result of the decline of the wool market and rise of the cloth trade in the fifteenth and sixteenth centuries. It was probably its function as a regional market centre which enabled it to do this, and to continue to prosper until the early seventeenth century when the burgesses lost their privileges and when the civil war took its toll on the royal garrison stationed at Malton (Robinson 1978, p.17).

In 1697 Celia Fiennes, a visitor to the town, referred to Malton as '*pretty large town built of stone but poor*' and the thriving market is not mentioned (Robinson 1978, p.17) although in the late 17<sup>th</sup> century it was considered to have the greatest horse fair in England.

The town was revived partly as a market centre for the improved agricultural lands of the Wolds and partly as a result of the Derwent Navigation Act of 1702, which meant that it was located at the head of a navigable river by 1724 linking the town with Hull and Leeds. It became the main bread basket and larder for much of central Yorkshire, feeding the factory workers, mill hands and coal miners of its industrial heartland (Brears 2017, p.1). The river transportation of corn, butter and other local products from Malton to Leeds and Hull, and the import of, among other commodities, groceries, coal, and woollen cloth ensured the town's prosperity into the 1840s



(Rushton 2003, p.247). Brewing became one of the main industries and most of Malton's numerous inns and its predominance in agricultural marketing and banking date from this time.

This 18th-century revival in Malton's fortunes was reflected in new Georgian-style buildings, many of which are still prominent today. Malton's Spa became popular and the town developed as an important centre for horse racing and breeding, attracting wealthy gentry to its racecourse at Langton on the other side of the river (Maitland 2012, p.6-10).

The Borough of Malton was purchased by Thomas Watson Wentworth in 1713 and his son, the 1st Marquess of Rockingham, inherited the family's interests in 1723. In 1730, two years after he was created Baron Malton, a fine map of the town was drawn, and in 1732 a survey was made of the properties in the town and who leased them. In 1739 Wentworth acquired York House and, the following year, the building now known as the Talbot, which incorporated the adjacent hunting lodge of the Strickland family, and opened it as a hotel for those attending the races. The Town Hall, situated in the Market Place, was commissioned in 1749 by the 1st Marquess. The building was first used as a butter market, butter being the main marketable product for many farmers of the day. The town hall was extended and changed at various intervals over subsequent years. In 1760 the estate passed to Earl Fitzwilliam (Maitland 2012, pp.1, 9)

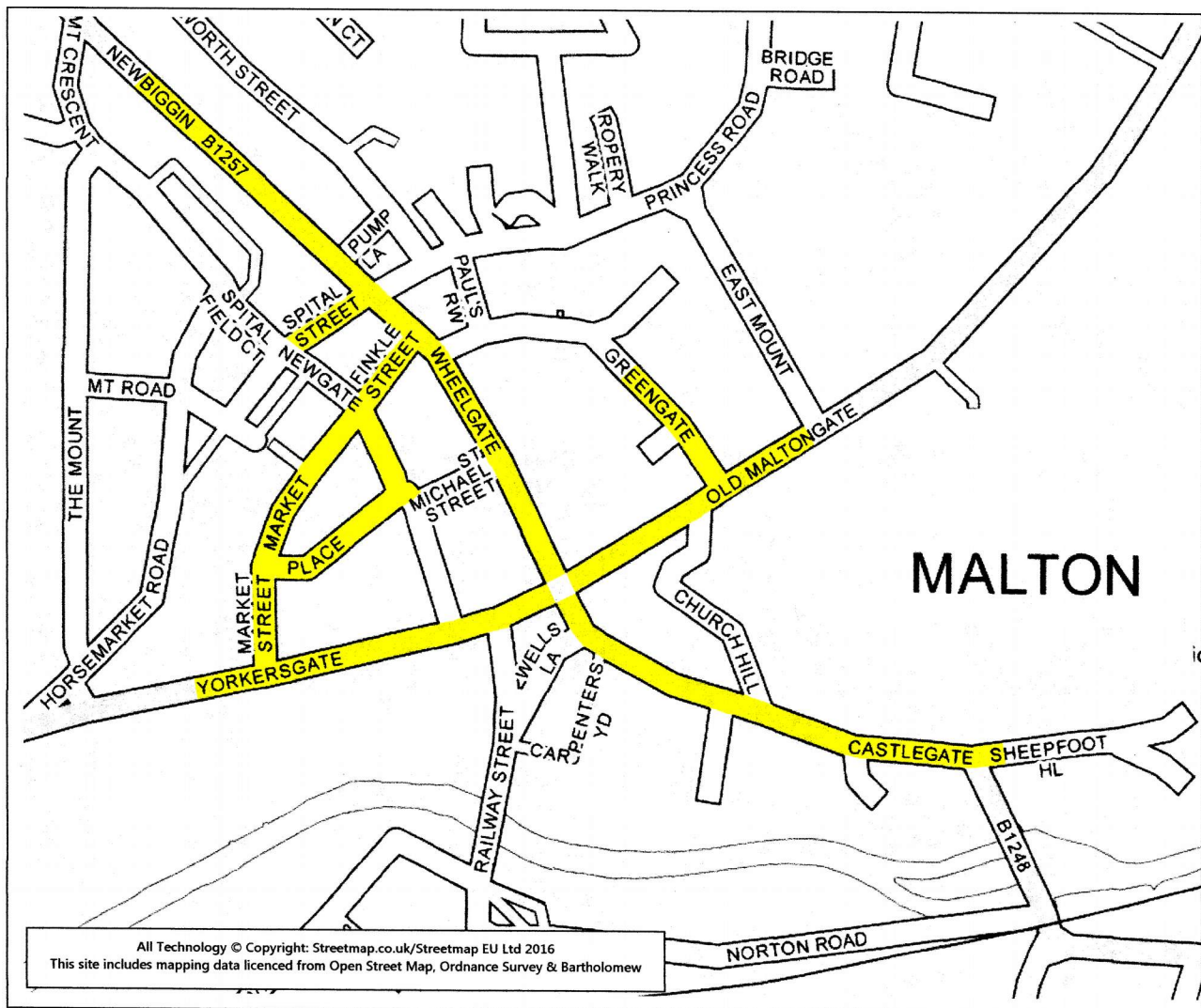
In his tour through Great Britain between 1726-8 the author, Daniel Defoe, commented that *'The town is well-built and inhabited, and has two well-supplied weekly markets, which are held by prescription; for it is not incorporated. It is the best market in the county for horses, cattle, and provisions; and is noted for utensils in husbandry. It has likewise three handsome parish churches, and a good stone bridge over the Derwent and sends two Members to Parliament. Near this town is a well, whose water is said to have the same virtue as that of Scarborough'* (Stone 2007).

However the development of the railway from the 1840s heralded the decline of the river trade and this had an important impact on the river frontages, residential, commercial and public buildings of the town. In 1870 a new iron bridge was built across the Derwent to carry the railway track to the Malton Biscuit Factory. Maps surveyed in 1801 and 1809 by Ralph Burton for the Right Honourable Earl Fitzwilliam give a picture of the town shortly before these changes occurred.

From the middle of the 20<sup>th</sup> century the expansion of road transport, along with other economic changes, removed the town's function as a major regional wholesale supplier (Brears 2017, p.1) although it continued to be an important centre for the local and surrounding rural community. Following the turmoil of two World Wars the main industries continued to be farming and related industries and horse racing, and the cattle market was enlarged (Hudleston 1962, p.193).

Although Malton continues to thrive as a centre for food processing and production, with many small specialist artisan producers basing themselves in the town which remains a prominent market town in Ryedale, there has been comparatively little development in the town centre and the medieval layout can still be seen today.

## 1.6 Map of Malton



*Highlighting shows areas where measurements were taken*

## 2 Results of the Survey

The following sections each address one of the streets that we investigated (with the exception of Market Street which has been included with Market Place) and are comprised of four parts.

Firstly, there is a brief history of the street, subdivided into three periods: pre-medieval (before the early 5<sup>th</sup> century), medieval (early 5<sup>th</sup> century to early 16<sup>th</sup> century) and post-medieval (early 16<sup>th</sup> century to the present day); the latter category including any issues that are known to have affected the present-day layout of the street.

Secondly, a metrology describes how well our measurements for the street fit with standard perch sizes; this draws on the information from the table which follows.

Thirdly, the current Ordnance Survey map for the street is used to illustrate the properties or combinations of properties whose widths have been found to conform to standard perch measurements. The boundaries of these properties (or combinations thereof) are highlighted in red. Between these boundary lines the property frontages are highlighted in red, with a single line denoting the use of the 16 ½ feet perch and a double line denoting the use of the 18 feet perch.

Finally, a table sets out the width, in inches, of individual or combined properties as measured by us, the closest perch multiple/fraction to the measured width, the width in inches corresponding to that multiple/fraction (the 'planned width') and the difference between the measured and planned widths.

### 2.1 Castlegate

#### History

##### *Pre-medieval Period*

Castlegate and its continuation along Sheepfoot Hill are thought to represent the route to the original fording point of the River Derwent, dating back at least to Roman times (Robinson 1978, p.9). The eastern part of modern Castlegate was formerly called Low Street; on the maps of 1730 and 1801 the dividing line between the two appears to occur at the junction with Church Hill, but on the map of 1853 and in 19th-century census returns the dividing line occurs at around what is now the junction with Chandlers Wharf.

On 28 October 1865 the Yorkshire Gazette (see also Malton Messenger, 28 October 1865) reported that work to install a main drain along Castlegate had encountered, at a depth of 3 to 4 feet, a hard road surface, 9 to 12 inches thick, composed of hard boulders run together with a sort of cement. Near the surface of the road were found two coins of Constantine and a few sherds of pottery, one being Samian ware. The method of construction of the road surface, together with the finds, was taken to indicate that the road dated to the Roman period.

On 19 May 1866 the Hull Advertiser and Exchange Gazette reported the finding of the same road surface during the laying of a gas main along Castlegate. This surface was encountered again more recently during the installation of a new gas main (MAP 1994a); although no firm dating evidence was found on this occasion, a sherd of Roman pottery was recovered from the deposit immediately above that road surface.

On 3 October 1877 the Yorkshire Post and Leeds Intelligencer referred to Roman pottery having been found during extensive excavations that were taking place in relation to the expansion of the gasworks site on the south side of Sheepfoot Hill. An article in the York Herald on 5 September 1896 referred to a *patera* that had been discovered on the gasworks site in 1877 – almost certainly the one still in the possession of Malton Museum.

More recent work in the area of the fire station on the north side of Sheepfoot Hill (YAT 1998, MAP 2004a) revealed walls (one post-medieval, one undated) and Romano-British pottery from apparently undisturbed layers beneath a metre or more of modern dumping/leveling deposits.

#### *Medieval Period*

No archaeological evidence has come to light to suggest that this area was occupied during the early medieval period.

There is the possibility that an extra-mural settlement, connected with the castle and served by St. Leonard's, could have grown up in the Castlegate area at a time pre-dating the foundation of New Malton. The north-west end of Castlegate widens to form a market place, referred to as the fish market, with a market cross, the base of which was shown as being still present on the first edition OS map of 1853. Although Robinson (1978, p.14) assigns the market a post-medieval date, Fish Cross Close is referred to in estate records of 1662 (Hudleston 1962, p.125) implying an earlier date for the cross.

A key factor in determining the exact relationship of Castlegate to New Malton is the line of the south-east side of the town wall. The plan of the town in Hinderwell's manuscripts (Hinderwell 1825) shows a line which places St. Leonard's church and most of Castlegate on the outside of the wall. To date no archaeological evidence has been found that has identified a wall in that position. However, the excavation of a gas main trench along Castlegate (MAP 1994a) did uncover the foundation of a substantial north-south wall adjacent to the length of castle wall that is still standing in the garden of No 37 (actually No 35 on current map). Unfortunately there was no dating evidence associated with the wall and the excavation report says it could be Roman or medieval.

If this wall is of medieval date it might have been part of the original castle defences or part of the town wall. In either case, given its position, it would mean that Low Street as shown on the 1853 map would have lain on the outside of this wall.

According to Robinson (1978, p.13) the ford across the river was replaced by a bridge, possibly around the time of the reign of Stephen (1135-1154), although, given the shifting nature of the course of the river, it is not possible to say how the location of that bridge relates to that of the current County Bridge. The creation of a road from Low Street to the bridge would have had an impact on whatever structures were standing in that area at the time.

Archaeological evidence from the medieval period along Castlegate is limited. In May 1863 the Malton Messenger reported that thirteen coins dating from the reigns of John to Edward III were found during excavations on the site of Walker's new malt-kiln (Robinson 1978, No 170).

On the north side, in the garden of No 35 (MAP 2008), a ditch and a post hole or small pit were attributed 12<sup>th</sup>- 14<sup>th</sup>-century dates. On the south side work relating to what is now Morrisons

supermarket (MAP 1999), the entrance to which occupies the area between numbers 32 and 50, identified a single feature of possible medieval date.

On 28 October 1865 the Yorkshire Gazette reported that during the installation of drainage along Castlegate the material which had built up above the possible Roman road surface was found to contain some areas with evidence of burning. It remains to be determined whether this resulted from the suggested destruction of the town by Archbishop Thurstan in 1135 or is related to the destruction of the castle by Robert de Brus in 1322, and also how it might relate to areas of burning observed in other parts of the town, including that in Wheelgate that has subsequently been attributed to the late 15<sup>th</sup> century (MAP 2004b).

On 11 November 1865 the York Herald (see also Malton Messenger, 4 November 1865) reported that the laying of side drains had located another road surface about two feet above the possible Roman road and also above the layer of burning; it was about 10 feet wide and made up of flints placed edgeways. This surface contained wheel ruts, 2 ft 8 in apart, which had been repaired using stones placed lengthways. Aside from the stratigraphic relationship to the layer of burning, no further evidence was offered relating to the dating of this feature.

It is possible that during the medieval period there were properties along the length of Castlegate / Low Street, except perhaps for the stretch on the north side between Church Hill and No 35 where the terrain is steeper.

#### *Post-medieval Period*

A single sherd of 17<sup>th</sup>-century pottery was found during an evaluation in the grounds of No 35 on the north side of the street (MAP 2008).

Work relating to what is now Morrisons supermarket (MAP 1999) identified well-stratified post-medieval deposits and an 18<sup>th</sup>-century structure. No buildings are shown in this area on Dickinson's map of 1730 so this structure is likely to post-date the map.

Settrington's painting of c.1728 and Dickinson's map of 1730 both depict Castlegate's sweep of street-front buildings, punctuated by alleys. To the rear of the properties on the south side are some outbuildings, but behind the street-front buildings the plots of land, labelled as garths (yards or gardens) on the map, are otherwise devoid of structures, the river frontage being completely undeveloped. Robinson (1978, p.17) suggests that there was much improved access to the town by river by about 1724, but Jones (2000, p.47) records that Thomas Wentworth had a barge sunk across the river upstream of what is now Navigation Wharf, off Yorkersgate where Owston's warehouse is, to prevent access beyond that point, and this could account for the apparent lack of development on the riverside behind Castlegate by 1730.

The river above Navigation Wharf must have become navigable by the start of the 19<sup>th</sup> century because maps of 1801 and 1809 show a number of buildings and wharves along the north bank of the river behind Castlegate, apparently accessed via the existing alleys between the buildings on the street front.

Work relating to what is now Morrisons supermarket (MAP 1999) identified large-scale dumping and landscaping of the area from the 18<sup>th</sup> century onwards, presumably building up the river banks to create the wharves for the loading and unloading of river-going vessels.



On 7 August 1852 the York Herald reported the demolition of some heavily-thatched gable-ended houses in Low Street, said at the time to be the oldest in Malton at more than three centuries old, which would date them to no later than the 16<sup>th</sup> century.

By the time of the first edition OS map of 1853 the whole of the area between Castlegate and the river had changed considerably, with granaries, mills, coal yards, a boat builder's yard with a dry dock, and a large formal garden all fronting onto the river. The density of buildings across the site had increased markedly and included three breweries, a tannery and an iron and brass foundry. Many of the plot boundaries from the 1730 map are still traceable on the 1853 map, although some have become truncated and no longer extend to the street frontage or to the river bank.

By 1853, in the area bounded by Church Hill on the north side of Castlegate, there were a brewery, a granary, two malt kilns and a mill. Along Sheepfoot Hill, the workhouse had been built on the north side and the gas works and a bone mill on the south side along with a coal yard.

The modern map shows that the areas between Castlegate and Church Hill on the north side, and between Castlegate and the river on the south side have changed radically since 1853. Gone are the riverside coal yards, grain stores and boatbuilding yard, echoing the transfer of transport away from the river following the opening of the railway in the 1840s and the subsequent rise of road haulage. Gone too are the industries. In their place are residential developments and a supermarket with a large car park. Little now remains of the former plot boundaries.

Some areas of the street frontage have also been considerably affected. On the west side of the street the building line of the block between Yorkersgate and Wells Lane was taken back by some distance during the road-widening schemes of the 1950s and 1960s, resulting in the loss of Snow's shop on the corner with Yorkersgate. Similarly, some properties at the south-east end of Castlegate (formerly Low Street), beyond No 96, were removed to ease the formerly right-angled bend in the road to the bridge. A large space has been opened in front of the supermarket resulting in the loss of Nos 34 to 48, and the widening of an alley to create Chandler's Wharf has resulted in the loss of No 80.

On the north side of Castlegate, between it and Church Hill, a considerable amount of change has taken place in the area of the former brewery buildings and their entrance, whilst a property (No 31) on the corner of Church Hill has been removed. A stretch of the wall to the east of Church Hill was moved further north in 1930 (Huddleston 1962, p.204) to widen the road.

### **Metrology**

Starting with the south side, modern redevelopment between Yorkersgate and Wells Lane has caused the historic boundaries to be lost.

From Wells Lane up to, but not including, No 24 there is evidence for the use of the 16 ½ feet perch; No 20 (Ashley Cooke) being 3 inches less than 2 ½ perches, whilst the now demolished No 22 together with the alley alongside it are 4 inches more than 3 perches.

From No 24 (Malton Spice) there is apparently a change to the use of the 18 feet perch, and this continues to the alley beyond the last extant property (No 96) at the east end of Castlegate. This largely corresponds to an area on the 1730 map which is shown to consist of quite regular narrow plots. These could both be evidence that this is an area of earlier occupation, possibly pre-dating the foundation of New Malton. No 56 (Stuarts of Driffild) with its adjacent alley are just 2 inches

more than  $1 \frac{3}{4}$  perches, Hawkswell Lane is 1 inch less than  $\frac{2}{3}$  of a perch, No 74 is 1 inch more than  $1 \frac{1}{2}$  perches, No 88 with the adjacent alley are 2 inches less than  $2 \frac{1}{3}$  perches, and Nos 90-94 are 2 inches less than  $2 \frac{1}{2}$  perches.

Moving to the north side, there is evidence for the use of the  $16 \frac{1}{2}$  feet perch from Old Maltongate as far as Church Hill, although the historic boundaries in the area of No 7 have been lost to modern redevelopment. The alley between Nos 7 and 9 is 3 inches more than 1 perch, No 9 itself is 3 inches more than  $1 \frac{1}{3}$  perches, The Maltings is 3 inches more than  $2 \frac{1}{2}$  perches, No 17 with its adjacent alley are 3 inches less than  $1 \frac{1}{2}$  perches, and Nos 19-23 are 3 inches less than  $3 \frac{2}{3}$  perches.

Note that the individual widths of Nos 19, 21 and 23 each lie within 4 inches of 20 feet (240 inches, 609.5 cm) so there is a possibility that this could be a block of properties laid out using the 20 feet perch measurement, as has been observed to occur in other parts of Yorkshire (Sheppard 1974).

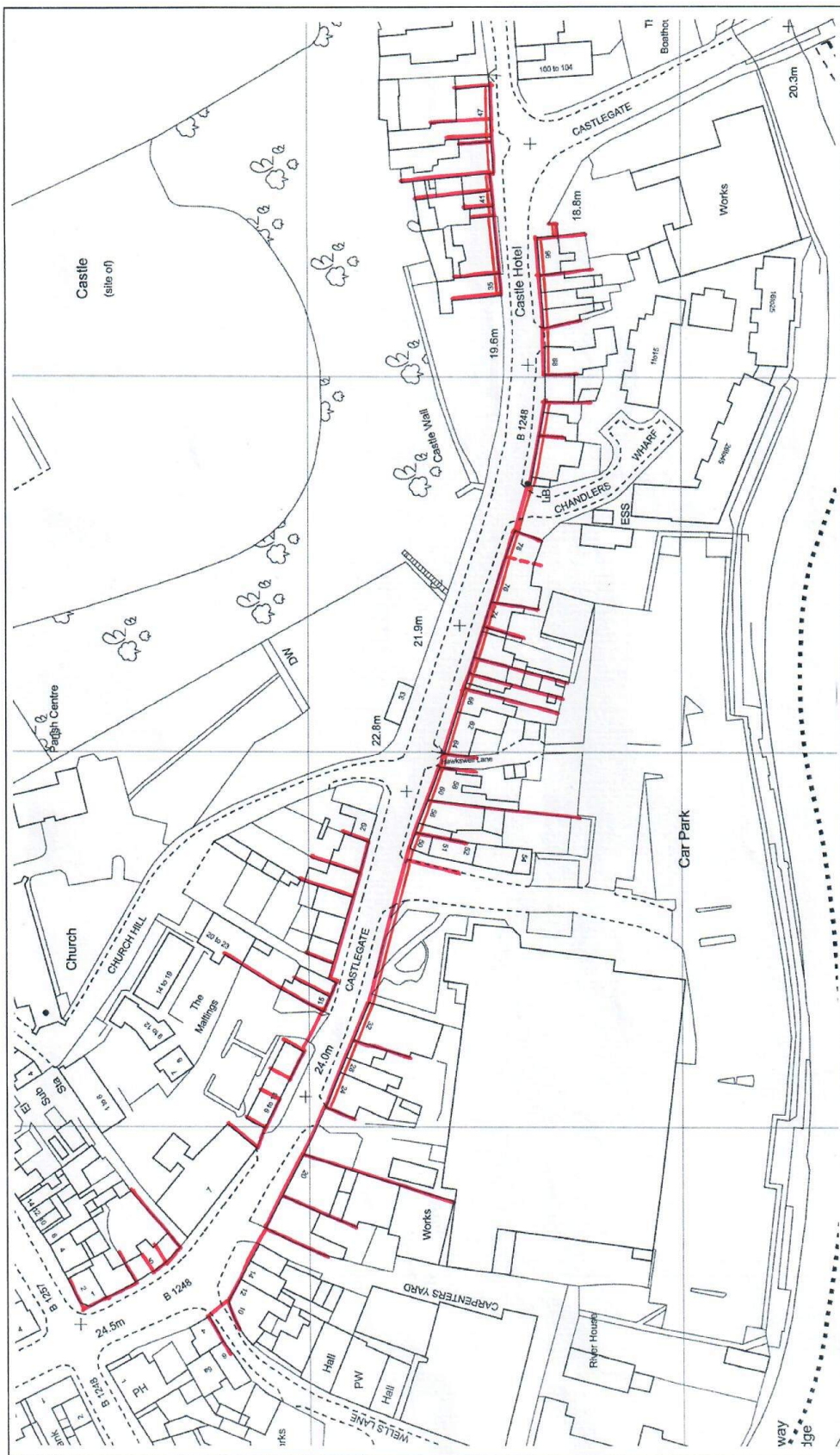
No measurements were taken between No 29 and No 35, which mostly consists of a long stretch of retaining wall.

The block of properties at the east end of Castlegate (Nos 35-47 inclusive) appears to use the 18 feet perch, suggesting that this part of the north side of the street might well have been contemporary with the stretch of the south side which seems to have used this measurement. Although No 35 is only 1 inch more than one 18 feet perch, this might simply be coincidence – the property was only built between 1809 and 1853, according to map evidence, and it does not appear to have occupied the full width of the former plot on which it was built (the western boundary of which no longer exists). No 39 is 1 inch less than  $\frac{3}{4}$  of a perch, No 41 is 2 inches more than  $\frac{3}{4}$  of a perch, and the alley next to No 45 is 1 inch less than  $\frac{1}{3}$  of a perch.

It was not possible to continue measurements beyond No 47 where a long stretch of modern wall obscured any boundaries, and in any case the 1730 map did not show any properties in that area.



# Map



CASTLEGATE



## Tables

Castlegate: South side, West to East

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
1 Yorkersgate	996			
4 Wells Lane	237			
Wells Lane	204	1	198	+6
10-16 Castlegate and Carpenter's Yard	884	4 1/2	891	-7
18 Castlegate	401	2	396	+5
20 Castlegate	492	2 1/2	495	-3
Gap and Alley	598	3	594	+4
		<b>Module of 18 feet</b>		
24-30 Castlegate	751	3 1/2	756	-5
32 Castlegate, footpath, gap and Morrison's entrance	1947	9	1944	+3
Footpath and 50 Castlegate	317	1 1/2	324	-7
Alley and 56 Castlegate	380	1 3/4	378	+2
58-60 Castlegate	374	1 3/4	378	-4
Hawkswell Lane	143	2/3	144	-1
62-66 Castlegate	706	3 1/4	702	+4
Alley and 70 Castlegate (first part)	213	1	216	-3
70 Castlegate (second part)	135	2/3	144	-9
72 Castlegate and Alley	321	1 1/2	324	-3
74 Castlegate	325	1 1/2	324	+1
76 Castlegate	424	2	432	-8
78 Castlegate	367	1 2/3	360	+7
Chandler's Wharf and 82 Castlegate	1035	4 3/4	1026	+9
84 Castlegate and Alley	384	1 3/4	378	+6
86 Castlegate	243			
88 Castlegate and Gap	502	2 1/3	504	-2
90-94 Castlegate	538	2 1/2	540	-2
96 Castlegate	382	1 3/4	378	+4
Alley	162	3/4	162	0

Castlegate: North side, West to East

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
1-3 Castlegate	589	3	594	-5
5 Castlegate (first part)	178			
5 Castlegate (second part)	268	1 1/3	264	+4
5 Castlegate (third part)	201	1	198	+3
Alley	88			
7 Castlegate	1203			
Alley	201	1	198	+3
9 Castlegate	267	1 1/3	264	+3
11 Castlegate	244			
13 Castlegate	403	2	396	+7
The Maltings	498	2 1/2	495	+3
15 Castlegate	193	1	198	-5
17 Castlegate and Alley	294	1 1/2	297	-3
19-23 Castlegate	723	3 2/3	726	-3
25 Castlegate	304	1 1/2	297	+7
27 Castlegate	304	1 1/2	297	+7
29 Castlegate	279			
		<b>Module of 18 feet</b>		
35 Castlegate	217	1	216	+1
37 Castlegate	549	2 1/2	540	+9
39 Castlegate	161	3/4	162	-1
41 Castlegate	164	3/4	162	+2
43 Castlegate	166	3/4	162	+4
45 Castlegate	351	1 2/3	360	-9
Alley	71	1/3	72	-1
47 Castlegate (first part)	156	3/4	162	-6
47 Castlegate (second part)	383	1 3/4	378	+5

## 2.2 Finkle Street

### History

'Finkle' is a common street name in the north-east of England, thought to be from the Norse 'Vinkel' meaning an angle, but as Finkle Street in Malton is a short, straight road it may come from the Latin 'Vinculum' meaning a link as it in fact joins Wheelgate to the Market Place. Malton estate records refer to it as 'Finkel Street' meaning 'street in the corner', i.e. of the market place (Hudleston 1962, p.125).

#### *Pre-medieval Period*

There have been no archaeological findings recorded of the pre-medieval period for Finkle Street.

#### *Medieval Period*

It is a short but significant road, being one of only two original access roads into the medieval Market Place when New Malton was first laid out, possibly making it easier to defend in more turbulent times. The other is Market Street on the west side.

Despite there being significant changes to the buildings on both sides of Finkle Street there have not been any notable archaeological findings recorded.

#### *Post-medieval Period*

Malton Town Jail, also called the Black Hole, the High Black Hole and the Low Black Hole, stood at No 5 Finkle Street. In 1802 it is recorded that No 7 Finkle St was the Red Lion Pub, the landlord of which provided food for the prisoners held in the lock up next door until the pub closed in 1841. It then became Ineson's Tinsmith Shop. The jail was turned into a house in 1855 (Hudleston 1962, p.186).

No 4 was the Prince of Wales Public House. It was a Beer House in 1850, got its full Licence in 1860 and closed in the 1920's. It was demolished and Bowers Cafe was built on the site. Later it became Boyes superstore.

At the Market Place end of Finkle Street in 1858 was Merrick's Drapery Shop which became Taylor's Wine & Spirit Merchants in 1860 and the Criterion Inn in the 1880's. This was partly demolished in the 1930's when a new road, Newgate, was made. Mr Henry Taylor's warehouse burnt down in about 1866.

Between 1870 and 1930, apart from the pubs and beer sellers, grocers, bakers and confectioners predominated in Finkle Street (Stone 2007).

On the north-west side of the street the historic pattern of boundaries has been lost where the modern Boyes' building has replaced Nos 2, 4 and 6. On the south-east side Nos 5 and 7 were demolished in the 1970s (based on map evidence), leaving an open space.

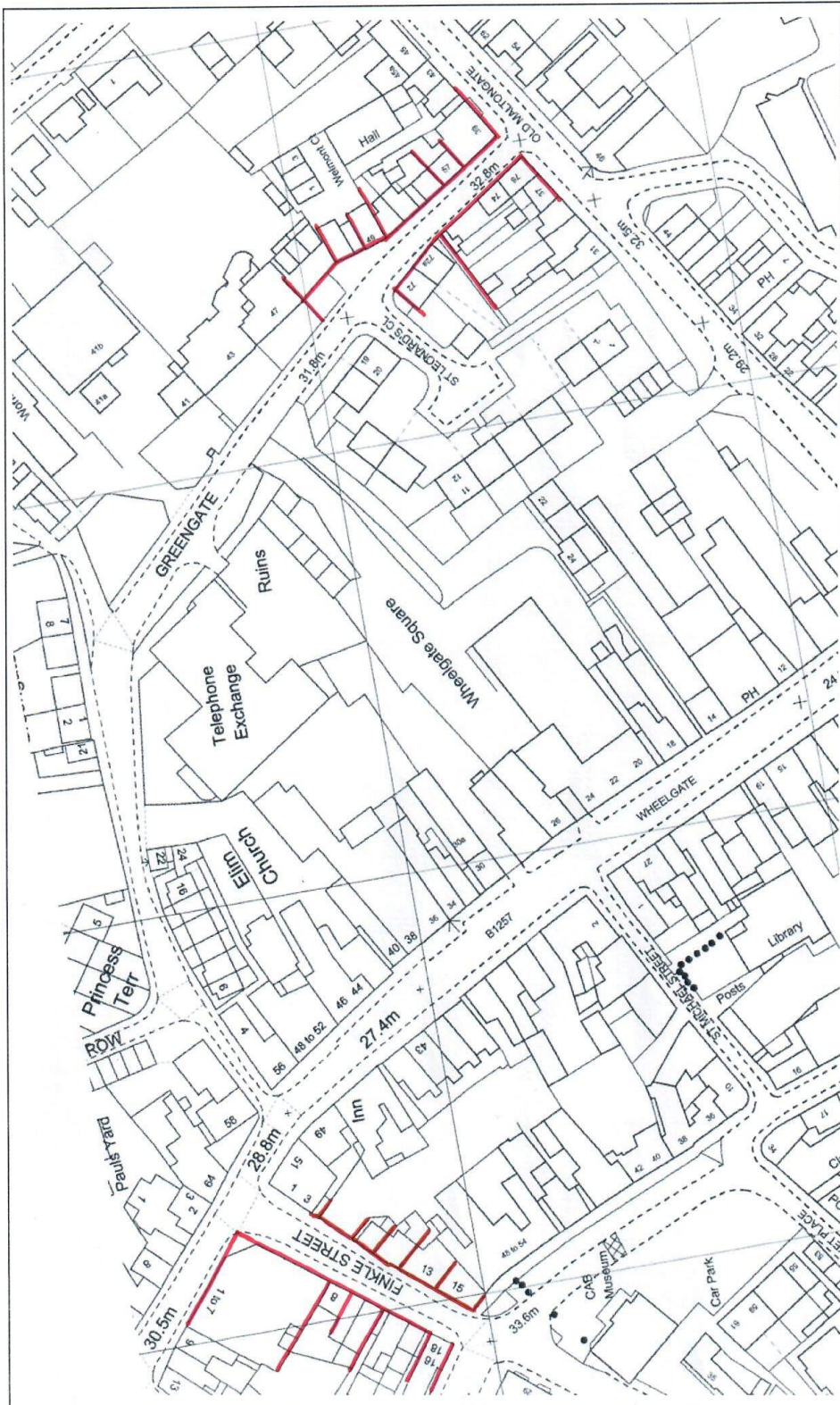
No 5 and No 7 were demolished in the 1970s, leaving an open area which is used as access to a car park.

**Metrology**

On the south-east side of the street, which is based on the  $16 \frac{1}{2}$  feet perch, the measurement of  $1 \frac{1}{3}$  perches predominates on the south-east side of the street. The width of the open space where Nos 5 and 7 used to stand is 4 inches less than  $1 \frac{1}{3}$  perches, whilst No 9 (Topiary Tree) along with its adjacent raised area, and No 11 (Tiny Tots) are, respectively, 9 inches and 8 inches more than  $1 \frac{1}{3}$  perches.

The north-west side of the street is also based on the  $16 \frac{1}{2}$  feet perch. Nos 2-6 (Boyes) is 6 inches more than  $4 \frac{1}{2}$  perches. No 8a (Art Gallery) along with its adjacent alley is 6 inches more than 1 perch, while Nos 8-10 (Health & Wellbeing and Goody Two Shoes) are 5 inches less than 2 perches; this raises the possibility that the boundary between these two plots might have shifted slightly. Nos 12-14 (Malton Fisheries and Escape Hair) along with the alleys on both sides are exactly  $2 \frac{1}{3}$  perches.





**FINKLE ST & GREENGATE**

## Tables

Finkle Street: South-east side, North-east to South-west

<b>Address</b>	<b>Measured width (in)</b>	<b>Module of 16 ½ feet</b>	<b>Planned width (in)</b>	<b>Difference of measured and planned (in)</b>
51 Wheelgate	242			
3 Finkle Street	372			
Fence	65	1/3	66	-1
5-7 Finkle Street (demolished)	260	1 1/3	264	-4
9 Finkle Street and raised area	273	1 1/3	264	+9
11 Finkle Street	272	1 1/3	264	+8
13 Finkle Street	358			
15 Finkle Street	448			

Finkle Street: North-west side, North-east to South-west

<b>Address</b>	<b>Measured width (in)</b>	<b>Module of 16 ½ feet</b>	<b>Planned width (in)</b>	<b>Difference of measured and planned (in)</b>
2-6 Finkle Street	897	4 1/2	891	+6
Alley and 8a Finkle Street	204	1	198	+6
8-10 Finkle Street	391	2	396	-5
Alley, 12-14 Finkle Street and alley	462	2 1/3	462	0
16-18a Finkle Street	281			
Newgate	535	2 2/3	528	+7



## 2.3 Greengate

### History

New Malton may have grown around two centres in Norman times, one based on St Michael's Church and the Market Place, the other centred on St Leonard's Church, Greengate and the castle (Hudleston 1962, p.203). Greengate is narrow at both ends, widening out in the middle into a dog-leg shape with an open undeveloped area which Channon (?1865-6) refers to as The Green 'where the maypole once stood' (Robinson 1978, p.15).

#### *Pre-medieval Period*

Nothing is known of this area in the pre-medieval period.

#### *Medieval Period*

In 1774 a gold ring, now lost, was found in the medieval moat outside Greengate (Robinson 1978, No 147). It is thought to date from about 850 (Hudleston 1962, p. 32) but may not imply settlement of that period in this area.

A 14<sup>th</sup>- or 15<sup>th</sup>-century pottery jug and handle were found in 1893 (Robinson 1978, No. 173), and in 1993/4 during a Watching Brief behind No. 47 Greengate, several medieval sherds were recovered, including part of a decorated York Glazed Ware jug (MAP 1994b).

Also in 1993 another Watching Brief, this during the restoration of the Friend's Meeting House (see below), revealed a section of wall which predated the Meeting House and might possibly be part of the town walls (MAP 1993).

Hudleston (1962, p.210) states that cruck buildings were demolished in Greengate between 1933 and 1940 but does not indicate their location in the street. They may have been of medieval date.

#### *Post-medieval Period*

In 1715 a Unitarian Chapel was founded (Hudleston 1962, p.146), later becoming the Elim Church. The fine Georgian Friend's Meeting House was built nearby in 1825.

North of 'The Green' was the Infants School with the Wesley Day School on one side and Greengate House on the other. This 18<sup>th</sup>-century house, now Grade II listed, is next door to the house occupied in the mid-19<sup>th</sup> century by Charles Dicken's brother when he was working on the railway.

No 29 became the Elephant & Castle Public House in the 1830s but closed in 1951; it was demolished and flats were built on the site. A house, taken over as a cottage hospital in 1905, stood opposite the ropery which was taken to York Castle Museum in 1950 (Hudleston 1962, p.194, p.208).

Between 1870 and 1930 a variety of shops are recorded including a currier, hawker, cola dealer, marine store dealer, grocers and several builders (Stone 2007).

Most of the considerable redevelopment of properties on both sides of Greengate was due to slum clearance started between 1920 and 1930 and completed in the 1950s (Hudleston 1962, p.192).

## Metrology

On the north-east side, the Wheelgate end of Greengate was not measured as the modern properties bear no resemblance to the original layout of the medieval street. Although we began measuring at No 41, it was not until beyond No 47 that property widths started matching against the 16 ½ feet perch; the best matches being No 49, which is 3 inches less than 1 1/3 perches, and Nos 51-55 which have a combined width of 1 inch more than 3 ½ perches. Interestingly, Nos 51-53 along with a section of wall measure 10 inches less than 2 perches, whilst the adjacent alley along with No 55 measure 11 inches more than 1 ½ perches; this might represent evidence of a slight shift in the position of the boundary at some time in the past.

On the south-west side, again due to the scale of redevelopment, there was no point in starting measuring until No 72. From there to Old Maltongate there was evidence of the use of the 16 ½ feet perch, with Nos 72-72a and the two adjacent alleys measuring 3 inches more than 3 1/3 perches.

## Map

See map for Finkle Street.

## Tables

Greengate: North-east side, North-west to South-east

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
41 Greengate	348			
43 Greengate	637			
47 Greengate	636			
Gap	455	2 1/3	462	-7
Welmont House and alley	303	1 1/2	297	+6
49 Greengate	261	1 1/3	264	-3
51-55 Greengate	694	3 1/2	693	+1
57 Greengate and 39 Old Maltongate	685	3 1/2	693	-8

Greengate: South-west side, North-west to South-east

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
72-72a Greengate and alleys	663	3 1/3	660	+3
74 Greengate with garden and 76 Greengate	1063	5 1/3	1056	+7

## 2.4 The Market Place and Market Street

### History

The Market Place forms an open area west of Wheelgate. The property boundaries on the east and south rows meet those on the west side of Wheelgate and the north side of Yorkersgate respectively. St Michael's Church and some shops lie within the area, dividing it into two. The shops are typical of the encroachments that took place into market places as temporary stalls were made permanent, and these are likely to be the 10 properties listed in the 1732 survey of Malton as 'within Market Place' of which five were held by Freeholders. As they are assumed to be post-12<sup>th</sup> century inserts they have therefore not been included in this project.

Market Street, possibly the Marketgate referred to in a 14<sup>th</sup>-century document (Hudleston 1962, p.69), enters the south-west corner of Market Place from Yorkersgate. It is likely to have been one of the two original access roads, the other being Finkle Street on the north-east corner. This is a typical arrangement of a market place designed to be defensible, in this case against incursions from the Scots, with two relatively narrow entrances that could be blocked off.

There are very few reports of archaeological work carried out in the Market Place and none in Market Street. Robinson (1978) refers to James Dugdale's reports of 1819 on Roman and medieval material seen i) when the Old Angel Inn on the north-west side of the market place was demolished in about 1791 (No. 161) and ii) during the sinking of a well prior to 1790 (No. 162). He also refers to an excavation in 1967 behind No on the south-east side (No. 165). An excavation was undertaken by MAP behind No 46 (north-east side) in 2001 (MAP 2001), and Field Archaeology Specialists Ltd undertook a watching brief at St Michael's Church in 2010 (FAS 2010), but few finds were recovered from either of these sites.

### *Pre-medieval period*

The only objects found in the Market Place from this period are Roman coins and a small earthen jar seen in 1791, and one sherd of Roman pottery recovered by MAP in 2001.

### *Medieval period*

The first documentary reference to a market is in 1283 when Agnes de Vescy was in dispute with the priory (Hudleston 1962, p.60).

Robinson records (1978, No. 161) Dugdale's reference (1819) to several coins 'about the time of Edward II' (1307-27) that were discovered when the Old Angel Inn was demolished in 1791.

Nigel Copsey has suggested that the vault under Forsyth House (No 3, now the premises of Crombie Wilkinson) might be 12<sup>th</sup> or 13<sup>th</sup> century in date and that Nos 9 (Interiors at Nine to Eleven) and 13 (Kemps General Store) may also have medieval origins (Copsey website). Material recovered from the garden of No 12 (Paleys) in 1967 included, among sherds of later dates, a few medieval pottery sherds and fragments of green-orange glazed roof tile, some of which may be medieval.

The church of St Michael retains evidence of its 12<sup>th</sup>-century origin although parts are much restored. Based on a number of sources, Hudleston and Robinson both mention a barn, said to have been given in the 13<sup>th</sup> century for use as a house for St Michael's chaplain, which stood in the small and probably by then unused churchyard; skeletal remains, said to have been dug up in the vicinity of the church, may testify to this churchyard.

The medieval market cross was demolished in 1865. The base of the modern cross may be medieval though reset.

Malton's town walls are frequently referred to and their approximate course round the Market Place can be identified with some confidence although their dating is uncertain. They formed the back boundary of Market Street and the north side of the Market Place where vestiges of stonework can be seen behind some of the properties.

The Fleece pub, originally The Golden Fleece, is said to date to the 15<sup>th</sup> century or even earlier. It was re-fronted in 1740, and absorbed into The Green Man in 1977.

#### *Post-medieval period*

The 1730 map shows the beast market east of the church and the corn market in the west part of the Market Place. Later illustrations show butchers' stalls on the north side of the church. Butter was sold under the arches of the Town House (now Old Town Hall). There were, and still are, many pubs serving those attending the markets, some of which date back to at least the 17<sup>th</sup> century.

Properties, especially their frontages, were much changed in 18<sup>th</sup> and 19<sup>th</sup> centuries, for example the opening of The Green Man around 1740 necessitating alterations to existing properties.

Two pubs were demolished for major changes – The Old Globe, dating from c.1730, was demolished in 1931 along with other properties when the Milton Rooms were built (a copy in Malton Museum of a mid-19<sup>th</sup> century oil painting shows these buildings before demolition), and The Black Bull, built about 1740, was closed just before WWII and demolished so that Newgate could be inserted into the north row of the Market Place.

In the east corner of the Market Place, Saville Street was opened through to Yorkersgate some time between 1809 and 1853, according to map evidence.

Another major change within the Market Place was the creation of the roads that now circle it rather than the previous open space shown on 19<sup>th</sup>-century paintings in the Museum collection.

#### **Metrology – Market Place**

Although the Market Place retains much of the layout of its medieval origins, continual subdivision of the plots over many centuries, and modernisation particularly in the 19<sup>th</sup> and 20<sup>th</sup> centuries, has left fewer than one third of property frontages which now individually conform to perch measurements.

The north-west, south-east and north-east sides all work quite well with the 16 ½ feet perch, with just two properties on the north-west side that do not. On the north-west side, No 1 (Boulton Cooper) along with the adjacent alley and wall are just 1 inch less than 2 perches, while Nos 3/3A (Crombie Wilkinson), 5 (Chapter Two Bar) and the adjacent alley are exactly 5 perches. No 27 (HSBC) is 3 inches more than 2 2/3 perches, and No 29 (McClarrons) is 4 inches more than 2 ½ perches.

On the south-east side, Nos 2-10 have been demolished and there are no traces of their former boundaries. Nos 12-14 (Paleys) are 3 inches more than 2 1/3 perches, No 28 (one part of the Post

Office) with its adjacent alley are 4 inches more than  $2 \frac{1}{3}$  perches, and No 34 (Northern Ride) is 4 inches more than 1 perch.

Interestingly, a small section in the middle of the south-east side seems to have been laid out using the 18 feet perch. Nos 16 (Malton Deli) and 18 (Smash) together are only 4 inches less than  $2 \frac{1}{4}$  perches, whilst Nos 20 (vacant in 2017), together with Nos 22-24 (Lloyds) and No 26 (The Royal Oak) plus the alley between No 20 and No 22 are only 3 inches less than 5 perches. As the rest of the Market Place seems to have been laid out using the  $16 \frac{1}{2}$  feet perch, this anomaly might be explained by either the small earlier settlement suggested by Robinson (1978, p. 13) or property belonging to the church having been incorporated when the rest of the properties were laid out. If these are earlier properties it is possible that they originally extended further to the south-east, but were truncated by the subsequent development of properties on Yorkersgate.

On the north-east side, No 46 (which carries the name “No 46”) along with an adjacent wall and the alleys on either side are 1 inch more than 2 perches.



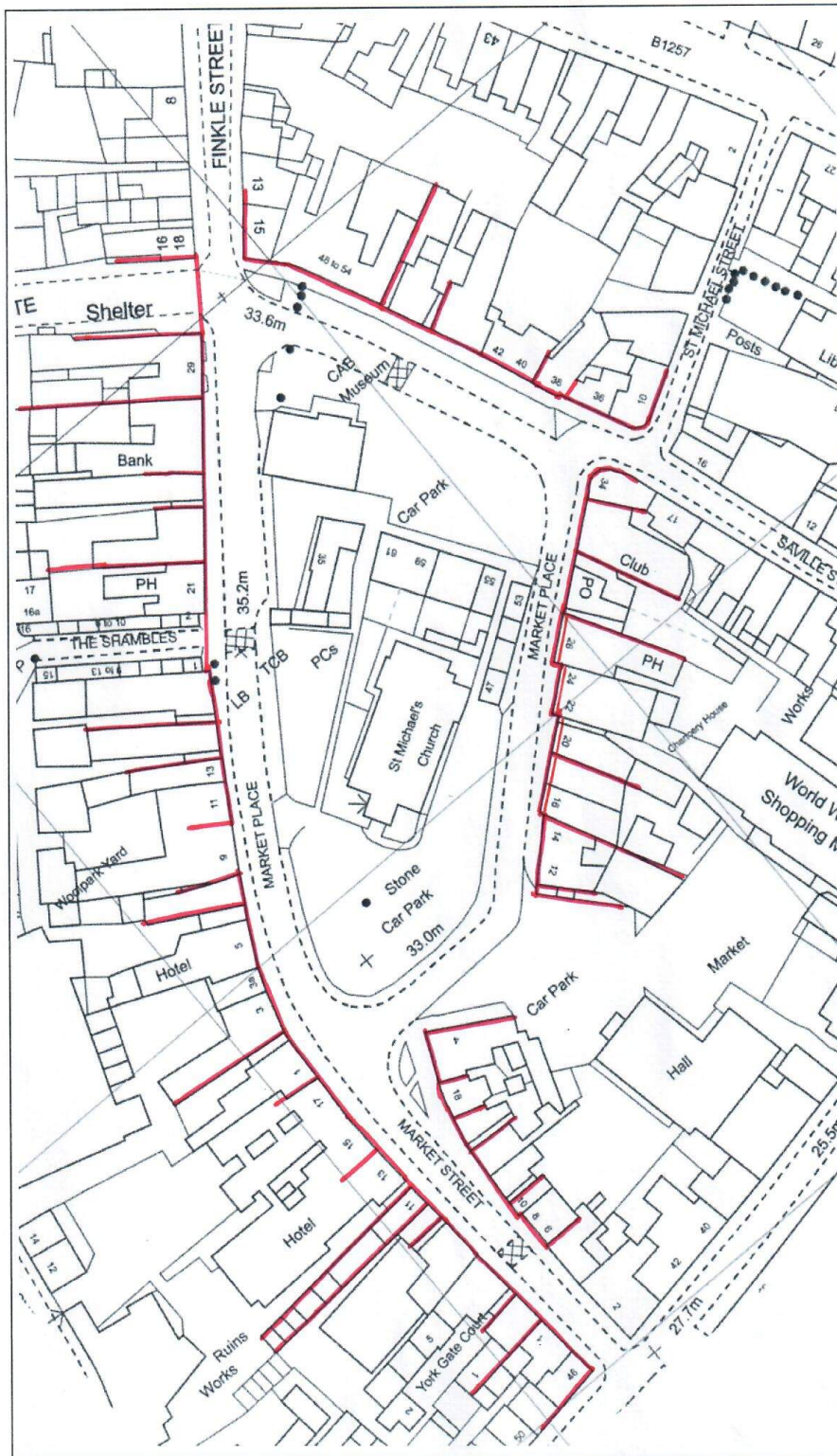
*Market Place: Properties based on the 18 feet perch length*

### **Metrology – Market Street**

The west side of Market Street appears to fit well with the 16 ½ feet perch; No 46 Yorkersgate along with No 1 Market Street (Number One) being exactly 2 2/3 perches, Nos 5-7 (McMillans, Computer FX and Swallow & Sons) with their adjacent alleys are six inches less than 4 perches, No 11 (Bowley & Jackson) along with its adjacent wall are 2 inches less than 1 perch, No 13 (part of what was The Green Man) and its adjacent alley are 6 inches more than 2 perches, and Nos 15-17 (the rest of what was The Green Man) are exactly 3 ½ perches.

On the east side, Nos 2 and 4 do not fit the 16 ½ feet perch, but the rest of the street does, with Nos 12-14 (Yo Bakehouse) along with an adjacent alley being 2 inches more than 2 1/3 perches, and No 12 on its own being 3 inches less than 1 perch.





MARKET PLACE





## Tables – Market Place

Market Place: North-west side, South-west to North-east

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
1 Market Place, alley and wall	395	2	396	-1
3/3A-5 Market Place and alley	990	5	990	0
7 Market Place	203	1	198	+5
9 Market Place	411			
11-13 Market Place	469	2 1/3	462	+7
Alley and 15 Market Place	271	1 1/3	264	+7
17-21 Market Place	1130	5 2/3	1122	+8
23-23(a) Market Place	458	2 1/3	462	-4
Alley and 25 Market Place	249			
27 Market Place	531	2 2/3	528	+3
29 Market Place	499	2 1/2	495	+4

Market Place: South-east side, South-west to North-east

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
Doorway	93	1/2	99	-6
12-14 Market Place	465	2 1/3	462	+3
		<b>Module of 18 feet</b>		
16-18 Market Place	482	2 1/4	486	-4
20-26 Market Place	1077	5	1080	-3
		<b>Module of 16 ½ feet</b>		
Alley and 28 Market Place	466	2 1/3	462	+4
30-32 Market Place	453	2 1/3	462	-9
34 Market Place	202	1	198	+4

Market Place: North-east side, South-east to North-west

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
10 St Michael Street, alley and 36 Market Place	663	3 1/3	660	+3
38 Market Place	269	1 1/3	264	+5
40-44 Market Place	853	4 1/3	858	-5
Alley, wall, 46 Market Place and alley	397	2	396	+1
48-54 Market Place and 15 Finkle Street	1124	5 2/3	1122	+2

**Tables – Market Street**

Market Street: West side, South to North

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
46 Yorkersgate and 1 Market Street	528	2 2/3	528	0
3 Market Street	270	1 1/3	264	+6
5-7 Market Street and alleys on either side	786	4	792	-6
9 Market Street	138	2/3	132	+6
11 Market Street and wall	196	1	198	-2
Alley and 13 Market Street	402	2	396	+6
15-17 Market Street	693	3 1/2	693	0

Market Street: East side, South to North

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
2 Market Street	568			
4 Market Street	384			
6-10 Market Street	455	2 1/3	462	-7
Alley and 12-14 Market Place	464	2 1/3	462	+2
Alley and 16 Market Street	269	1 1/3	264	+5
18 Market Street	258	1 1/3	264	-6
Alley and 4 Market Place	456	2 1/3	462	-6

## 2.5 Newbiggin

### History

Newbiggin, the name meaning 'new buildings', is a continuation of Wheelgate outside the medieval town walls and forming the road to Hovingham. It is a classic medieval suburban extension with a main street and a back lane on either side. Modern street numbering places the start of Newbiggin at the junction with Finkle Street, although this is some distance to the south-east of where the line of the town wall is thought to have crossed the road.

#### *Pre-medieval*

On 27 April 1864 The Globe newspaper (see also Malton Messenger, 23 April 1864) reported that excavations for the main drain along Newbiggin had located what was thought to be the same Roman road that was exposed in Wheelgate during work in 1861.

#### *Medieval*

Lying outside the limits of the medieval borough, the suburb of Newbiggin was established later than New Malton, possibly as early as the 15<sup>th</sup> century.

Newbiggin is first recorded in documents relating to the dissolution of Old Malton Priory referring to rents in 'Newbiginge Gate' (Hudleston 1962, p.78) but its origins may be earlier. In 1353 a street named Stowbigging is mentioned and Dickinson refers to 18<sup>th</sup>-century Newbiggin as 'S Biggin'. If this is the same street, Newbiggin may have been present by the end of the 13th century (Robinson 1978, p.15).

#### *Post-medieval*

Between 1870 and 1930 all the thatched cottages were replaced by modern ones (Stone 2007).

During this same period much of Newbiggin has been demolished to make way for Agricultural Stores and later Jackson's Supermarket (now Sainsbury's), some properties have been left as empty lots and some turned into a road. There are several rows of Victorian terraced houses on both sides of Newbiggin.

Several pubs have gone. No 1 Newbiggin, The Prince of Wales Hotel, was demolished and Bower's Restaurant built; it later became Boyes Store (see also Finkle Street). The Bay Horse Inn, No. 39, was a Beer House in 1841 but closed in August 1900 and became a private house. It has been demolished and new houses built on the site. The Hare and Hounds at No. 36 was also a Beer House in 1840 but by 1857 had been classified as an Inn. It closed on 31st December 1907 and became a private house.

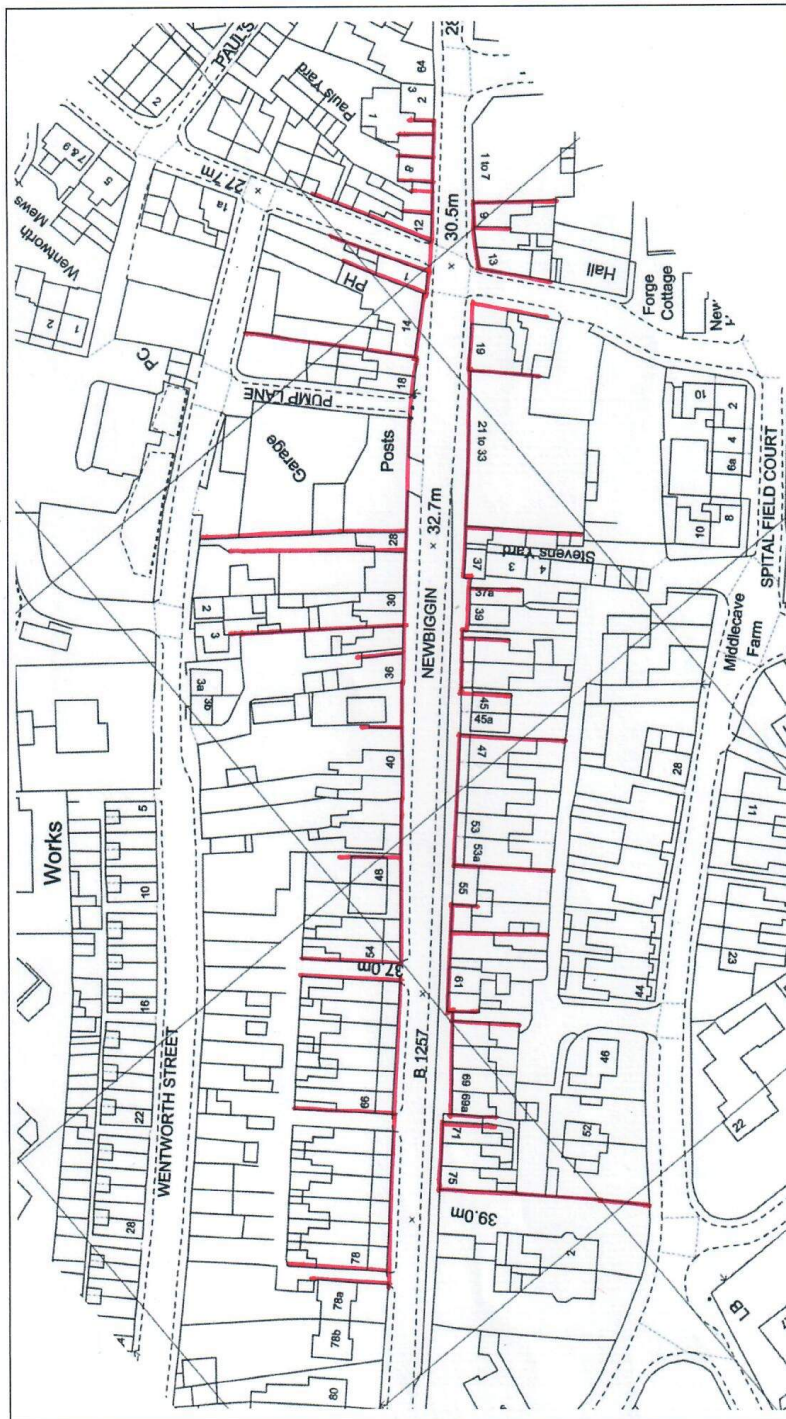
The Blue Ball, an old cruck-built house, which formerly retained its thatched roof, dates from the 16th century. Whether it was an Inn in its early days or just a farmhouse is unknown. It may have been Harrison's Folly recorded in 1705 but that cannot be confirmed. It was named the Blue Ball in 1823 (Stone 2007).

## **Metrology**

Newbiggin lay outside the town wall and is thought to have developed subsequently to the founding of the Borough, hence it is of interest to see whether it was laid out using a regular measurement, and if so, what that measurement was.

On the north-east side, the 16 ½ feet perch works quite well. No 8 (Art Cafe) measures 1 inch less than 1 perch, whilst Princess Road is 2 inches more than 1 ½ perches and No 1 Princess Road (Dental Health Clinic) is 1 inch more than 1 perch. No 14 (Blue Ball Inn) is 6 inches less than 3 perches. No 26 (which has the number 28a on its door) is 1 inch more than 1 perch, and Nos 28-32 are 3 inches less than 3 ½ perches. Beyond No 38 and as far as No 78, which was the limit of the measurements we took, moderately good matches can be found for widths of between 5 and 7 perches, even though the street beyond No 44 has been considerably redeveloped since 1853 and the borough boundary ran across approximately between Nos 56 and 58. This raises the question of whether these plot widths might represent original medieval boundaries or whether they were laid out in the 19<sup>th</sup> century using the 16 ½ feet perch.

On the south-west side the 16 ½ feet perch generally works quite well as far as No 75, the limit of our measurements (although this is slightly beyond the line of the borough boundary); however there are some exceptions. No 19 (Mama Mia) with its adjacent wall are 3 inches less than 3 perches, Nos 21-33 (Sainsbury's) are 3 inches less than 7 ½ perches, Nos 35-37 along with their two alleys are exactly 2 2/3 perches, Nos 37a-39 along with the two alleys to the south-east of No 41 are 1 inch more than 2 ½ perches, Nos 47-53a are 1 inch less than 6 perches and Nos 59-63 are 2 inches more than 3 2/3 perches.



NEWBIGGIN



## Tables

Newbiggin: East Side, South to North

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
2 Newbiggin	315			
4 Newbiggin	137	2/3	132	+5
6 Newbiggin	192	1	198	-6
8 Newbiggin	197	1	198	-1
Alley	50			
10 Newbiggin (first part)	61	1/3	66	-5
10 Newbiggin (second part)	256	1 1/3	264	-8
12 Newbiggin	256	1 1/3	264	-8
Princess Rd	299	1 1/2	297	+2
1 Princess Rd	199	1	198	+1
14 Newbiggin	588	3	594	-6
16-18 Newbiggin, Pump Lane and garage	1659	8 1/3	1650	+9
26 Newbiggin	199	1	198	+1
28-32 Newbiggin	690	3 1/2	693	-3
34 Newbiggin and alley	273	1 1/3	264	+9
36-38 Newbiggin	701	3 1/2	693	+8
Gap, 40-46 Newbiggin and two alleys	1197	6	1188	+9
48-54 Newbiggin	996	5	990	+6
Alley	144			
56-66 Newbiggin	1260	6 1/3	1254	+6
Alley and 68-78 Newbiggin	1455	7	1452	+3
Alley	96	1/2	99	-3

Newbiggin: West side, South to North

<b>Address</b>	<b>Measured width (in)</b>	<b>Module of 16 ½ feet</b>	<b>Planned width (in)</b>	<b>Difference of measured from planned (in)</b>
Finkle Street	342			
1 -7 Newbiggin	957			
9 Newbiggin	204	1	198	+6
11-13 Newbiggin	405	2	396	+9
Spital Street	410			
Wall and 19 Newbiggin	591	3	594	-3
21-33 Newbiggin	1482	7 1/2	1485	-3
35-37 Newbiggin and 2 alleys	528	2 2/3	528	0
37a-39 Newbiggin and 2 alleys	496	2 1/2	495	+1
41-43 Newbiggin and alley	533	2 2/3	528	+5
45-45a Newbiggin	364			
Alley	46			
47-53a Newbiggin	1187	6	1188	-1
55 Newbiggin	376			
57 Newbiggin	271	1 1/3	264	+7
59-63 Newbiggin	728	3 2/3	726	+2
Alley	61	1/3	66	-5
65-69a Newbiggin	883	4 1/2	891	-8
Alley	51			
71-75 Newbiggin	686	3 1/2	693	-7



## 2.6 Old Maltongate

### History

Old Maltongate connects the settlement of Old Malton with the town centre of New Malton. The road is the north-easterly branch of the central crossroads known locally as Butcher Corner.

#### *Pre-medieval*

There is no archaeological evidence relating to Old Maltongate before the medieval period.

#### *Medieval Period*

Robinson (1978, p.15) suggests Yorkersgate and Old Maltongate together may have formed one of the horizontal components of a grid system plan when New Malton was laid out in the 12<sup>th</sup> century. He also notes that the town wall may have crossed Old Maltongate at a point between Greengate and East Mount, before running at the rear of the houses on the south-east side of the street, down towards St Leonards Church (Robinson 1978, No.157). Numbers 36 and 38 Old Maltongate are Grade II listed buildings, recorded as being of eighteenth-century origin, but as a result of renovation work he carried out there, Nigel Copsey (Copsey website) believes No 36 to be a remnant of a larger building dating to the 15<sup>th</sup> or 16<sup>th</sup> century.

The maps of 1730 and 1801 in particular show Old Maltongate to have a classic medieval form, being relatively broad so that markets could be held there, and narrowing at both ends, the north-east end being where there would have been a gate in the town wall.

#### *Post-medieval Period*

From the crossroads Old Maltongate climbs steadily uphill. At the top of the hill, on the south-eastern side, is the Old Lodge Hotel. The building is all that remains of the Prodigy House built by Ralph Eure, on the sites of the former Roman Fort and Norman castle, in the first decade of the 17<sup>th</sup> century (Rushton 2003, p.205). This possibly replaced one built in the mid 16<sup>th</sup> century (Hudleston 1962, p.120-1) perhaps using stones from the castle. The Old Lodge faces onto the road, suggesting the route was probably in existence at this time.

Hudleston (1962, p.125) finds Old Maltongate referred to in the Malton estate records of 1652; and in the 1730 Malton Court Leet book Richard Gray and John Ashwittle are listed as Well Masters for Old Maltongate well (Hudleston 1962, p.143).

In 1732 a household survey, which appears to relate to Dickinson's map of 1730, shows Old Maltongate comprised 45 sites and 18 freeholds (Rushton 2003, p.250). An 1801 map commissioned by the Fitzwilliam Estate shows a similar number of plots lining both sides of the street which is noticeably narrower than the other three it meets at the crossroads. An Estate plan of 1843, and the 1853 Ordnance Survey map indicate that by the mid-nineteenth century many of these plots had been subdivided, and late nineteenth/early twentieth century postcards show both sides of the street lined with narrow property frontages ([www.maltonhistory.info](http://www.maltonhistory.info)).

Bulmer's 1890 Directory lists a number of businesses operating from premises on Old Maltongate, including two builders, two boot and shoe makers, a butcher, a dressmaker, a dyer, a printer, a watchmaker and jeweller, a rope and twine maker and two general shop keepers. There were also two public houses, the White Swan, and a second known at different times as the Scarborough Arms and the Workman's Arms.

A British school was opened in premises on Old Maltongate in 1827, later becoming the Drill Hall which was used by the Volunteer Battalion (2<sup>nd</sup>) Princess of Wales' Own York from 1887 (Yorkshire Gazette, 22 January 1887, [www.maltonhistory.info](http://www.maltonhistory.info)).

In August 1857 the Board of Health decided to have a new pavement laid down and to macadamise the road (York Herald, 29 August 1857, [www.maltonhistory.info](http://www.maltonhistory.info)).

On the north-western side of the street, the properties between the back of No 4 Wheelgate and No 31 Old Maltongate were lost through slum clearance in the 1920s and by the widening of the street in 1956 (Hudleston 1962, p.192-3).

### **Metrology**

Despite the twentieth century alterations to Old Maltongate, a pattern of possible burgage plots based on the 16 ½ feet perch can still be discerned on both sides of the street.

On the south-east side, No 2 (Fergus Court Funeral Directors) is 4 inches less than 2 perches, Nos 4-6 (Racing Welfare) are 2 inches more than 1 ½ perches, whilst Nos 8-10, including the alley between them, are 6 inches less than 1 ½ perches. No 14 measures exactly 1 perch, Nos 16-18 are 2 inches less than 2 ½ perches, No 20 and the alley alongside it are 2 inches less than 1 ½ perches, and Nos 22-32 are 1 inch more than 3 2/3 perches.

The rest of the row of properties do not individually or jointly work well with the 16 ½ feet perch, with the exception of No 36 which is 3 inches less than 1 perch. However, starting from the alley beyond No 32 up to and including No 44 the combined measurement is 4 inches more than 6 perches.

Beyond No 44, a length of wall along with an open area and Church Hill are 2 inches more than 3 2/3 perches. Beyond Church Hill the remainder of the properties have been subject to more obvious redevelopment, but they still mostly fit with the 16 ½ feet perch, albeit in larger multiples than the part of the street up to Church Hill. Nos 52-64 are 1 inch less than 4 2/3 perches, Nos 66-68 along with an alley are 3 inches less than 2 2/3 perches and Nos 70-82 along with a stretch of wall, the limit of our measurements (up to the supposed line of the town wall) are 2 inches less than 3 1/3 perches.

The total length of the south-east side of Old Maltongate, from No 2 up to and including the short stretch of wall beyond No 82 is just 4 inches less than 40 perches (1 furlong), although, unlike Wheelgate, there is no hint of a reverse-S in the shape of the street; if anything, it has a slight standard S shape. Whilst it is possible that this area was previously part of an open field, it might simply be that the distance to the town boundary was set at one furlong from the central crossroads (although that was not apparently the case in Wheelgate, and even less so in Yorkersgate).

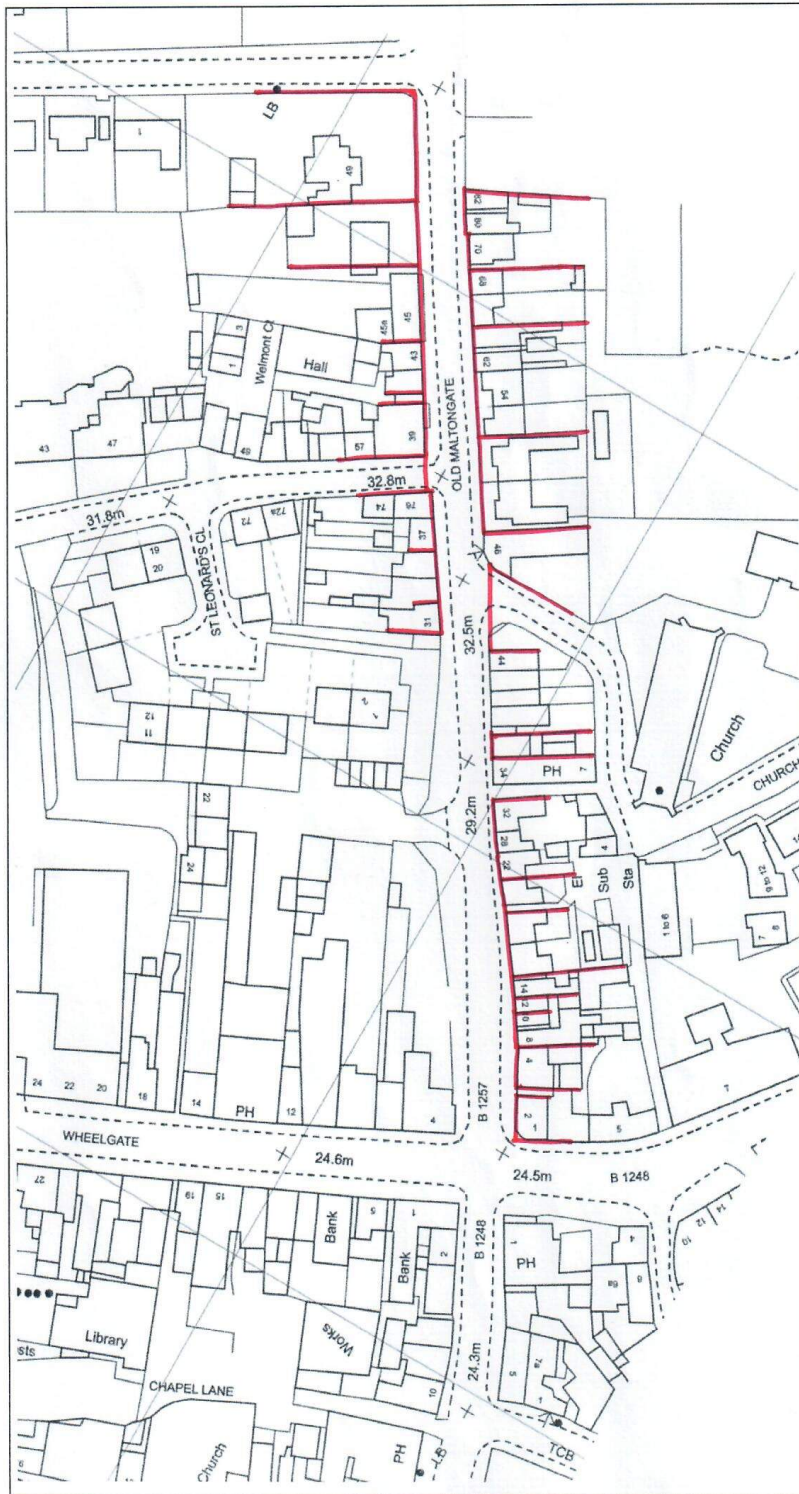
On the north-west side, the property boundaries between No 4 Wheelgate (Yorkshire Building Society) and No 31 Old Maltongate have been lost to modern redevelopment. Although the measurements of the current layout of walls, open spaces and a road do not generally fit with the 16 ½ feet perch, the total width of them is just 2 inches less than 19 perches.

No 31 is 1 inch less than  $1 \frac{1}{3}$  perches, while Nos 33-35 are exactly  $2 \frac{1}{3}$  perches. The width of Greengate is 4 inches less than  $1 \frac{1}{3}$  perches, No 39 is 1 inch more than  $2 \frac{1}{2}$  perches and the alley between Nos 39 and 41 is 1 inch less than  $\frac{1}{3}$  perch. Nos 41-43 are 7 inches more than 2 perches, whilst No 45 is 6 inches less than 3 perches, perhaps suggesting a slight movement of the boundary between the two has occurred. The open plot beyond No 45 is 4 inches less than 3 perches, and the wall beyond it, as far as East Mount, is 2 inches less than  $4 \frac{2}{3}$  perches. The line of the town wall apparently came through at some distance to the north-east of the present boundary between the open plot and the wall, placing it at around 40 perches from the corner of Old Maltongate with Wheelgate.



*No 14 Old Maltongate: exactly  $16 \frac{1}{2}$  feet wide*

## Map



# OLD MALTONGATE



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## Tables

Old Maltongate: South-east side, South-west to North-east

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
2 Old Maltongate	392	2	396	-4
Alley 2-4	55			
4-6 Old Maltongate	299	1 1/2	297	+2
8-10 Old Maltongate	291	1 1/2	297	-6
12 Old Maltongate	127	2/3	132	-5
14 Old Maltongate	198	1	198	0
16-18 Old Maltongate	493	2 1/2	495	-2
Alley and 20 Old Maltongate	295	1 1/2	297	-2
22-32 Old Maltongate	727	3 2/3	726	+1
Alley 32-34	83			
34 Old Maltongate	235			
36 Old Maltongate	195	1	198	-3
Alley 36-38	38			
38 Old Maltongate	159			
40 Old Maltongate	156			
42 Old Maltongate	160			
44 Old Maltongate	158			
Wall, gap and Church Hill	728	3 2/3	726	+2
46 Old Maltongate	228			
48-50 Old Maltongate	801	4	792	+9
52-64 Old Maltongate	923	4 2/3	924	-1
66-68 Old Maltongate and alley	525	2 2/3	528	-3
70-82 Old Maltongate and wall	658	3 1/3	660	-2



Old Maltongate: North-west side, South-west to North-east

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
4 Wheelgate	216			
(Yorkshire B.S.)	163			
Wall	631			
Gap	268			
Wall	1144			
Road	234			
Gap	185			
Wall	1298			
31 Old Maltongate	263	1 1/3	264	-1
33-35 Old Maltongate	462	2 1/3	462	0
37 Old Maltongate	502	2 1/2	495	+7
Greengate	260	1 1/3	264	-4
39 Old Maltongate	496	2 1/2	495	+1
Alley 39-41	65	1/3	66	-1
41-43 Old Maltongate	403	2	396	+7
45 Old Maltongate	588	3	594	-6
Plot	590	3	594	-4
Wall	922	4 2/3	924	-2

## 2.7 Spital Street

Although Spital Street lay outside the line of the town wall, its layout as shown on the early maps hints that it could have originated in the medieval period, so it was included in the survey. Unfortunately, both sides of this short street have been so heavily redeveloped that only a single measurement came close to matching a perch multiple/fraction. For this reason Spital Street receives no further consideration here.

## 2.8 Wheelgate

### History

Wheelgate is the main shopping street of Malton. Beginning at the crossroads of Butcher Corner, it heads north-west and becomes Newbiggin at the point where Finkle Street joins on the south-west side. It seems likely that in the past Wheelgate and Newbiggin stood on opposite sides of the town wall, the line of which is thought to cross in the area of the properties that are now Nos 9 and 10 Newbiggin.

### *Pre-medieval Period*

Wheelgate is thought to be of Roman origin, leading towards the villa at Hovingham. Robinson (1978, No. 50) refers to a length of road, found during drainage work in 1861, approximately 1ft (30.48cms) thick lying beneath ashes containing a large number of calcined bones, and to further work in 1864 to lay a main drain along the road to Newbiggin, which uncovered what was thought to be the same road, but there was insufficient evidence from 1861 to confirm it. However he has also suggested another route for this Roman road (Robinson 1978, Nos. 35).

### *Medieval Period*

Very little evidence from this period has been found in Wheelgate, originally known as Appleton Gate (Hudleston 1962, p.142).

The Cross Keys (No 47) has a medieval undercroft dating from the 15<sup>th</sup> century (Pevsner 1966) and possibly belonging to the hospital for sick and poor travellers and pilgrims founded in about 1150 by Eustace St John and dissolved in 1539 (Knowles 1953, p.290), and one of the great medieval wool merchants, William de le More, had a house in Appleton Gate in the late 14<sup>th</sup> century.

Archaeological work has been carried out at various properties in Wheelgate by MAP archaeological consultancy in advance of alterations and building work. The properties are Nos 11-13 (MAP 2003a & 2004b), No. 16 (MAP 2009), Nos 42-46 (MAP 2003b, 2004c & 2006) and Wheelgate House (MAP 2004d). Most have revealed some evidence of medieval features and sherds of medieval pottery.

### *Post-medieval Period*

Numerous changes of ownership are recorded throughout this period. There was both a school and a Methodist church in 19<sup>th</sup>-century Wheelgate, and at one time 10 pubs served this busy street, now reduced to one. Early property boundaries may have been retained following the replacement by more modern buildings of both a row of thatched cottages and a Rope and Twine maker whose rope-walk occupied the long garden behind his house.

Modern redevelopment has resulted in the loss on the north-east side of No 2, on the corner with Old Maltongate, which was demolished in 1956 as part of a road-widening scheme. On the south-

west side the loss of the property boundaries from No 35 to No 45 has occurred where a new building (Heron Foods) has been inserted. On both sides of the street there are a number of further instances where two adjacent properties have been combined, potentially losing the line of the original boundary between them.

### **Metrology**

On the north-east side of the street the 16 ½ feet perch generally works quite well, but there are a few exceptions. No 4 (Yorkshire Building Society) is exactly 2 1/3 perches wide. No 8 (Halifax Bank) and No 10 (WH Smith) are, respectively, 7 inches less and 6 inches more than 1 2/3 perches, suggesting that perhaps the boundary between the two has moved slightly over time in favour of No 10.

Suddaby's (which apparently has no property number) is 2 inches more than 2 ½ perches, whilst Nos 16-18 (Leonis and Malton Funeral Care) with the alleys on either side of them are 1 inch more than 2 2/3 perches. The alley between No 24 (Superdrug) and No 26 (Thomas the Baker) is 1 inch more than ½ perch, No 30 (Luxe/Massers) and the alley between it and No 32 (Age UK) are 1 inch more than 1 ½ perches, No 34 (Herb Garden) is 2 inches less than 1 perch and Nos 48-52 (M & Co) are 3 inches more than 2 ½ perches. Greengate is 2 inches more than 1 perch, and Nos 58-62 are 3 inches less than 3 1/3 perches.

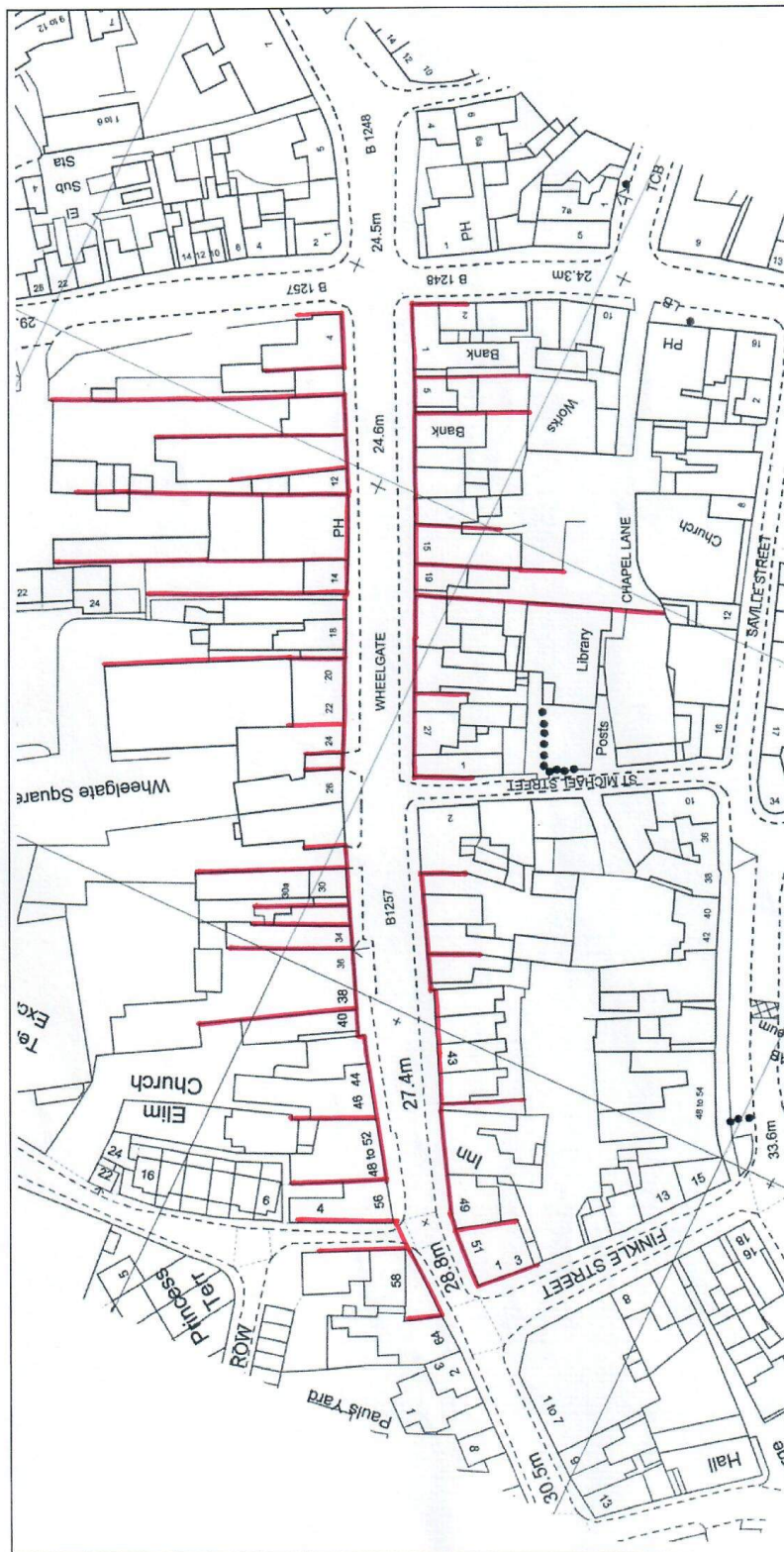
The total length of the north-east side of Wheelgate, from No 4 up to, but not including, Greengate is 10 inches less than 38 ½ perches. The width of the now demolished No 2 is not known, but if it were slightly more than 1 ½ perches that would make the total length up to 40 perches, or one furlong. That could suggest that this area was formerly part of an open field with strips running north-west - south-east; indeed the street has a slight reverse-S shape, more prominent at the north-western end, which would be consistent with ridge and furrow cultivation. However, unlike on Old Maltongate, this distance from the central crossroads falls short of the line of the town wall.

On the south-west side of the street the 16 ½ feet perch works well all the way from Yorkersgate to Finkle Street, with the exception of St Michael Street and Nos 27-29 (Hambys).

No 5 (Card Factory) is 1 inch less than 1 ½ perches and Nos 7-13 (Yorkshire Bank and St Catherine's Hospice shop) are 2 inches less than 4 ½ perches. Nos 21-23 (Glen opticians, The Card Shop, and a shop that was vacant in 2017) are 3 inches more than 4 perches.

Nos 23B (Ronson Usher) and 25 (Skipton Building Society) along with Nos 1-3 St Michael Street (vacant in 2017) are exactly 3 2/3 perches. The alley between Nos 29 and 31 along with Nos 31-33 (Boots) are 2 inches more than 3 1/3 perches, while the alley between Nos 45 and 47 along with Nos 47-49 (The Cross Keys and Spectrum Solicitors) are 3 inches less than 5 ½ perches.

# Map



WHEELGATE



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## Tables

Wheelgate: North-east side, South-east to North-west

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
4 Wheelgate	462	2 1/3	462	0
6 Wheelgate	243			
8 Wheelgate	323	1 2/3	330	-7
10 Wheelgate	336	1 2/3	330	+6
12 Wheelgate	189	1	198	-9
Suddabys	497	2 1/2	495	+2
14 Wheelgate	291	1 1/2	297	-6
Alley, 16-18 Wheelgate and alley	529	2 2/3	528	+1
20-22 Wheelgate	502	2 1/2	495	+7
24 Wheelgate	324	1 2/3	330	-6
Alley	100	1/2	99	+1
26 Wheelgate	366			
28 Wheelgate	345			
Alley	129	2/3	132	-3
30 Wheelgate and alley	298	1 1/2	297	+1
32 Wheelgate	193	1	198	-5
34 Wheelgate	196	1	198	-2
36-38 Wheelgate	522	2 2/3	528	-6
40-46 Wheelgate and gap	900	4 1/2	891	+9
48-52 Wheelgate	498	2 1/2	495	+3
56 Wheelgate	370			
Greengate	200	1	198	+2
58-62 Wheelgate	657	3 1/3	660	-3
64 Wheelgate	318			

Wheelgate: South-west side, South-east to North-west

<b>Address</b>	<b>Measured width (in)</b>	<b>Module of 16 ½ feet</b>	<b>Planned width (in)</b>	<b>Difference of measured and planned (in)</b>
1-3 Wheelgate	599	3	594	+5
5 Wheelgate	296	1 1/2	297	-1
7-13 Wheelgate	889	4 1/2	891	-2
15-17 Wheelgate	335	1 2/3	330	+5
19 Wheelgate and alley	270	1 1/3	264	+6
21-23 Wheelgate	795	4	792	+3
23B-25 Wheelgate and 1-3 St. Michael Street	726	3 2/3	726	0
St. Michael Street	225			
27-29 Wheelgate	580			
Alley and 31-33 Wheelgate	662	3 1/3	660	+2
35-45 Wheelgate	1249	6 1/3	1254	-5
Alley and 47-49 Wheelgate	1086	5 1/2	1089	-3
51 Wheelgate	501	2 1/2	495	+6



## 2.9 Yorkersgate

### History

Yorkersgate is one of the main streets in Malton. Starting at the Butcher Corner crossroads it runs westwards past the junctions of Railway Street, Saville Street and Market Street until it becomes York Road near the junction with Horsemarket Road.

Yorkersgate has been a major route connecting Malton to York for centuries and it is likely to have been in use since prehistoric times.

#### *Pre-medieval Period*

The founding of the Roman fort (on the strategic site to the east of present day Malton) in the AD 70s led to the establishment of a network of roads radiating out from the fort and vicus to connect with York, the Wolds, the coast and to Hovingham in the west. There is evidence to suggest that Yorkersgate was one of these roads. Excavations in 1861 (Robinson 1978, No.49; Malton Messenger 26.1.1861) for mains drainage works found a cobbled surface that was assumed to be Roman.

#### *Medieval Period*

Nigel Copsey (Copsey website) has surveyed many cellars in Yorkersgate and has concluded that some may be of medieval origin.

The settlement was surrounded by a stone town wall which crossed Yorkersgate and remnants of it can be seen in the cellars of the Talbot Hotel. It is thought that one of the four gateways into the town was located on the street here. Excavations in 1864 (Leeds Mercury, 9 April 1864) cut across two 'moats', containing a large number of animal bones, just outside the western gateway in the town wall. It is thought that these were ditches associated with the town wall.

#### *Post-medieval Period*

Yorkersgate developed rapidly in the 17<sup>th</sup>-19<sup>th</sup> centuries. The Derwent Navigation Act of 1702 (Hudleston 1962, p.137-41) led to warehouse developments and connecting alleyways on the river to the south of Yorkersgate.

A lease of 1599 is the earliest evidence of a building on the site that is now The Talbot Hotel. Acquired in 1672 probably as a hunting lodge, it was bought by the Wentworths in 1739 and turned into an inn to serve both the horse-racing community and the late 18<sup>th</sup>-century major turnpike route between Scarborough and York. Stabling was built across the road (Maitland 2012).

The 19<sup>th</sup> century brought many new buildings. Banks were built along the road, the Subscription Rooms in 1814, and the Corn Exchange in 1845 (later to become the Exchange Picture Hall and then the Palace Cinema). Many inns were established including the New Globe Hotel, the Board (now the Gate), the Black Horse (now the George Hotel), and the White Horse which is now offices (Stone 2007). From map evidence, Railway Street (previously called Bridge Street) was opened through on the south side of Yorkersgate between 1809 and 1853.

The Yorkersgate/Castlegate junction was altered during the 1960's when Snow's building on the corner was demolished to ease traffic flows through the town.

## **Metrology**

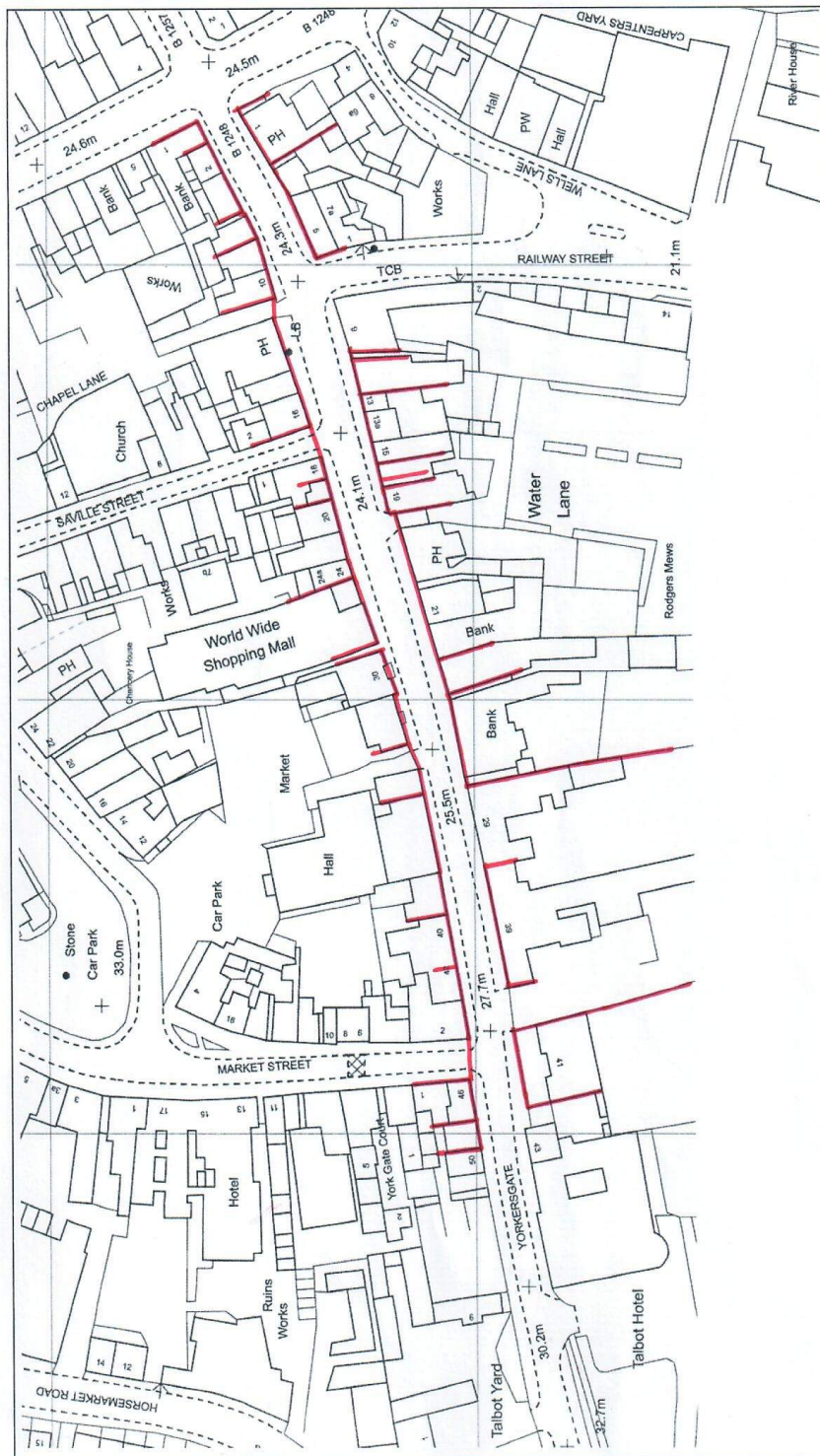
On the south side of the street, having lost Snow's building at the corner of Yorkersgate/Castlegate we have no measurements there but the rest of the street displays interesting signs of possible old burgage plots although there has been much rebuilding. Most of the street conforms fairly well to the 16 ½ feet perch although there are some exceptions, possibly where rebuilding has changed the layout.

No 1 (The Globe) is 6 inches less than 3 perches whilst the adjacent Nos 3-5 (CHALK and Castle Carpets) are 5 inches less than 5 perches. No 11 (Florios) is 3 inches more than 1 ½ perches, 13-15 (Townsend Harrison, Mark Stephenson and one half of Vapour Lounge) are 1 inch more than 3 1/3 perches, No 17 (the other half of Vapour Lounge) is 6 inches more than 1 perch, the alley between Nos 17 and 19 is 4 inches more than 1/3 perch, No 19 (Desirable Nails) is 4 inches more than 1 perch, No 27 along with the alleys on either side of it are 1 inch more than 4 1/3 perches, and York House is 1 inch more than 3 2/3 perches. The limit of our measurements was to the alley to the west of York House, the final obvious point we were able to measure to before the supposed line of the town wall.

The north side of the street conforms quite well to the 16 ½ feet perch all the way from Wheelgate to the first two properties beyond Market Street, and this in spite of much rebuilding, some of which had already taken place by the time of the 1853 map.

No 1 (White & Hoggard) is 6 inches less than 2 perches, Nos 2-4 (Perfect Day Bridal and Hunters) are 6 inches less than 3 ½ perches. Nos 8-10 (half of William Hill along with Brass Castle Brewery) are 1 inch more than 2 2/3 perches, No 12 (half of The Gate) together with the alley alongside it are 2 inches less than 2 ½ perches. No 18b (vacant in 2017) is 4 inches less than 1 perch, Chancery Lane is 3 inches more than 1/3 perch, Nos 36-38 (Subscription Rooms and a residential property) are 3 inches more than 5 2/3 perches, No 40 is 2 inches more than 2 1/3 perches and No 46 is 1 inch more than 2 perches. The limit of our measurements was No 50, the final obvious point we were able to measure to before the supposed line of the town wall.

# Map



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## Tables

Yorkersgate: South Side, East to West

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
1 Yorkersgate	588	3	594	-6
3-5 Yorkersgate	985	5	990	-5
Railway Street	353			
9 Yorkersgate	557			
Alley	59	1/3	66	-7
11 Yorkersgate	300	1 1/2	297	+3
13-15 Yorkersgate	661	3 1/3	660	+1
17 Yorkersgate	204	1	198	+6
Alley	70	1/3	66	+4
19 Yorkersgate	202	1	198	+4
Water Lane, George Hotel and 21-23 Yorkergate	1378	7	1386	-8
25 Yorkersgate	325	1 2/3	330	-5
Alley, 27 Yorkersgate and alley	859	4 1/3	858	+1
29 Yorkersgate	433			
Alley	114			
31 Yorkersgate	228			
33-39 Yorkersgate	1082	5 1/2	1089	-7
Navigation Wharf	373			
York House	727	3 2/3	726	+1
Alley	156			

Yorkersgate: North Side, East to West

Address	Measured width (in)	Module of 16 ½ feet	Planned width (in)	Difference of measured and planned (in)
1 Wheelgate	390	2	396	-6
2-4 Yorkersgate	687	3 1/2	693	-6
Alley, 6 Yorkersgate and gap	290	1 1/2	297	-7
8-10 Yorkersgate	529	2 2/3	528	+1
Alley and 12 Yorkergate	493	2 1/2	495	-2
14-16 Yorkersgate	730	3 2/3	726	+4
Saville Street and 18a Yorkersgate	495	2 1/2	495	0
18b Yorkersgate	194	1	198	-4
20-24 Yorkersgate	700	3 1/2	693	+7
26-28 Yorkersgate	652	3 1/3	660	-8
Chancery Lane	69	1/3	66	+3
30-32 Yorkersgate	887	4 1/2	891	-4
Two alleys and 34 Yorkersgate	458	2 1/3	462	-4
36-38 Yorkersgate	1125	5 2/3	1122	+3
40 Yorkersgate	464	2 1/3	462	+2
Archway, 42 Yorkersgate, 1 Market Street and Market Street	1052	5 1/3	1056	-4
46 Yorkersgate	397	2	396	+1
48 Yorkersgate	256	1 1/3	264	-8
50 Yorkersgate	221			

### 3 Map Comparison Study

In medieval towns the burgage plots as originally laid out were typically multiple perch lengths in width, although not necessarily whole numbers of perches, and the plots were not necessarily all of the same width. The boundaries between the plots ran from street to street or from street to some other topographical feature such as a river. Over time, as pressure on space grew, these plots were subdivided, but the long boundaries between the original plots generally tended to remain and later boundaries tended to respect the original ones. It was not until around the middle of the 19<sup>th</sup> century, with the advent of larger scale redevelopment, that the amalgamation of plots became common, this process potentially removing original plot boundaries.

This watershed roughly coincides with the dates for the first edition Ordnance Survey maps, and hence those maps are likely to show the first accurate depictions of what were probably long-lived boundaries between plots. However, by the time of the first Ordnance Survey map of Malton in 1853 there were evidently areas of the town that had already undergone redevelopments which had removed some boundaries.

We are fortunate to have available a number of earlier maps of Malton, dated 1730, 1801 and 1809, which are more likely to pre-date any major changes to boundaries. Unfortunately, the lower standard of surveying employed in creating these early maps makes impossible any direct comparisons against the OS first edition map, but it is still possible to make a reasonable attempt at matching up most of the long boundaries by eye.

By and large, by 1853 most of the boundaries depicted on the earlier maps still existed, although some had been truncated. Once the surviving boundaries had been identified on the 1853 map, those could then be compared directly with the present day Ordnance Survey map to see which of them have survived to the present day. This was not entirely straightforward as it became evident that there were still a few surveying discrepancies between these two maps.

From this process of careful map comparisons it became clear that very few long boundaries seem to have survived in their entirety to the present day; for some of the boundaries only parts remain, and not all of those reach the street fronts which is where we took our measurements.

The street with the most candidates for extant long-lived long boundaries is Wheelgate, especially on the north-east side, as shown on the following maps, with the long boundaries highlighted in red.

In 1809 there were more than a dozen good candidates for long boundaries on the east side of the street, although only one of those ran all the way across to Greengate. On the south-west side the boundaries were necessarily shorter because of the proximity of the Market Place and what would become Saville Street behind them, but again there are more than a dozen potentially interesting boundaries, although only one of them clearly seems to run all the way through to the Market Place.





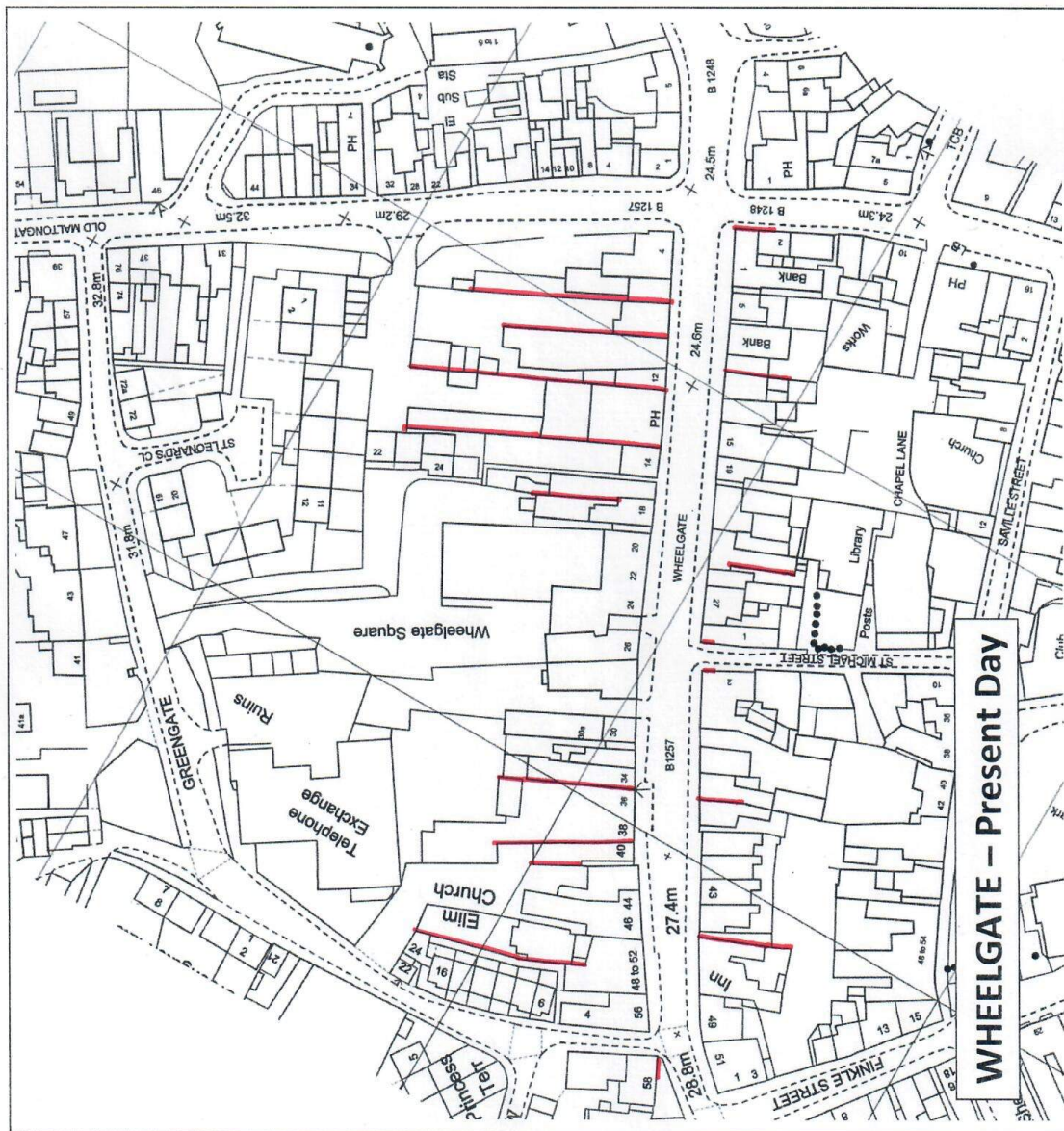
Estate map attributed to Ralph Burton, 1809

[illegible]

53



On the present day Ordnance Survey map, only about half a dozen of the long boundaries on the north-east side can still be identified, whilst on the south-west side there are only a few remaining.



The following tables set out the present day street front properties that lie between the surviving long boundaries as highlighted on the present day map, along with the aggregate widths of those properties based on the measurements we made, and how well the combined measurements relate to the 16 ½ feet perch length.

<b>Wheelgate: North-east side</b>				
<b>Address</b>	<b>Measured width (in)</b>	<b>Module of 16 ½ feet</b>	<b>Planned width (in)</b>	<b>Difference of measured and planned (in)</b>
8 Wheelgate	323	1 2/3	330	-7
10-12 Wheelgate	525	2 2/3	528	-3
Suddabys	497	2 ½	495	+2
30-34 Wheelgate	687	3 ½	693	-6
36-38 Wheelgate	522	2 2/3	528	-6

<b>Wheelgate: South-west side</b>				
<b>Address</b>	<b>Measured width (in)</b>	<b>Module of 16 ½ feet</b>	<b>Planned width (in)</b>	<b>Difference of measured and planned (in)</b>
1-9 Wheelgate	1324	6 2/3	1320	+4
Alley and 31-33 Wheelgate	662	3 1/3	660	+2

Although these results are too few in number and the runs of them too short for any clear pattern to be discerned, there are however a few potentially interesting points to note. On the north-east side there are two instances of boundaries that are 2 2/3 perches apart, whilst on the south-west side there is an instance of 3 1/3 perches and another of exactly double that length (6 2/3 perches).

The results also correlate quite closely with the metrologies for Wheelgate (see Section 2.8). However, on the north-east side the metrology has split Nos 10 and 12, identifying one of the plots to be one perch in width, and for Nos 30 to 34 the metrology has split the measurement into three parts, two of which are each one perch in width. These could potentially represent evidence of subdivision of the original plots. On the south-west side the metrology has identified 3 groups of properties from No 1 to No 13, all three based on multiples of 1 ½ perches, whereas the above table groups No 1 to No 9 in a single measurement. Further work would be required to resolve this apparent disagreement.

#### **4 Summary**

We set out to look for evidence of the way the Borough of New Malton was originally laid out, both in terms of burgage plots and the use of a standard unit of measurement. To do this we employed a map-based study supplemented by measurements taken on the ground, following the

example of Patrick Ottaway's unpublished work in the city of York. This is thought to be the first time that such an approach has been applied to the study of a small medieval town.

Given the degree of redevelopment that has taken place in most areas of Malton since the mid 19<sup>th</sup> century, and in some cases even prior to that, it was perhaps surprising to discover that the measurements we took in almost all of the streets were consistent with the use of the 16 ½ feet perch. However, there were some areas where the redevelopments have apparently obliterated any trace of the original plot boundaries: this was the case for the whole of Spital Street, all but the south end of Greengate, and a part of the north side of Old Maltongate.

Also of significance was the discovery of some areas where the 18 feet perch had been used. This was the case for a significant length of Castlegate, especially on the south side, and also for a small block on the south-east side of the Market Place. Ottaway's study of York found that areas where the 18 feet perch had been used were of earlier date than areas using the 16 ½ feet perch. If the same interpretation can be applied to Malton, we might have uncovered evidence for the existence of an extra-mural settlement associated with the castle, and an early church on the site of St. Michael's with adjacent land. These areas were quite possibly in existence prior to the foundation of the new town.

Although the modern-day street front measurements seem to tally well with the use of one or other perch size in given areas, the resulting figures almost all correspond to fractional numbers of perches. It is assumed that the current property widths reflect centuries of subdivision and more recent combination of plots, but unfortunately there is no obvious way in which to recombine or split these figures in order to derive the original property widths.

Having been unable to identify from the measurements alone what might have been the original plot boundaries, we turned to the use of map comparison. Careful examination of the available maps showed that not many long boundaries, possible candidates for the original plot boundaries, have survived to the present day, and although parts of some of them do still exist, not all of those extend to the modern street frontage where we made our measurements. The area where there appears to have been the best survival of some of the long boundaries is in Wheelgate, but even in that street there were too few contiguous plots with such boundaries for any firm conclusions to be drawn about the widths of the original burgage plots there.

Hence it seems that the only way in which the original burgage plot boundaries might yet be identified is through archaeological excavation. Unfortunately such excavations as have taken place in Malton since the advent of modern archaeological recording have tended to be too small in scale to provide much evidence of medieval boundaries.

Although it ultimately proved not to be possible to identify the original pattern of burgage plot boundaries, from our study we have been able to detect the use of standard perch measurements throughout central Malton, to infer that those areas set out using the longer measurement probably pre-date those set out using the shorter measurement, and along the way we have observed a few signs that might indicate the way in which the land for the burgage plots was carved out of the earlier open fields system. As such we feel that we have made a significant contribution to knowledge concerning the history and development of Malton.

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## Appendix: Tables of Measurements

The following tables set out the measurements we took for each side of each street.

Column 1 contains a two letter code or abbreviation for the name of the street.

Column 2 contains a unique number, allocated sequentially, for identifying individual measurements along one side of the street.

Column 3 indicates the side of the street, using the closest compass point.

Column 4 indicates the type of entity being measured; the codes being:

- a: alley
- f: footpath
- g: gap
- p: property (i.e. building)
- s: street
- w: wall

Column 5 contains the address of the property, the position of an alley or the name of the street.

Column 6 contains the measured width, in inches.

Column 7 contains further information, such as the name of the company occupying a property

### Castlegate: North

Code	Unit	Side	Type	Address	Width (in)	Owner
			s	Old Maltongate	488	
CA	1	N	p	1 Castlegate	253	Fergus Court
CA	2	N	p	3 Castlegate	336	Fergus Court / Samuels
CA	3	N	p	5 Castlegate	178	Yorkshire Tearoom
CA	4	N	p		268	
CA	5	N	p		201	
CA	6	N	a	Alley 5-7	88	
CA	7	N	p	7 Castlegate	1203	Office building
CA	8	N	a	Alley 7-9	201	
CA	9	N	p	9 Castlegate	267	Old Brewery buildings
CA	10	N	p	11 Castlegate	244	
CA	11	N	p	13 Castlegate	403	
CA	12	N	s	The Maltings	498	
CA	13	N	p	15 Castlegate	193	House
CA	14	N	p	17 Castlegate	120	House

CA	15	N	a	Alley 17-19	174	
CA	16	N	p	19 Castlegate	243	House
CA	17	N	p	21 Castlegate	236	House
CA	18	N	p	23 Castlegate	244	House
CA	19	N	p	25 Castlegate	304	Ryedale Blinds
CA	20	N	p	27 Castlegate	304	House
CA	21	N	p	29 Castlegate	279	House
CA	22	N	p	35 Castlegate	217	House
CA	23	N	p	37 Castlegate	549	Flats
CA	24	N	a	39 Castlegate	161	Archway with gates
CA	25	N	p	41 Castlegate	164	House
CA	26	N	p	43 Castlegate	166	House
CA	27	N	p	45 Castlegate	351	House
CA	28	N	p	Alley 45-47	71	
CA	29	N	p	47 Castlegate	156	(vacant)
CA	30	N	p		383	

## Castlegate: South

Code	Unit	Side	Type	Address	Width (in)	Owner
			s	Yorkersgate	327	
CA	1	S	p	1 Yorkersgate	272	New Globe
CA	2	S	g		724	Rear garden
CA	3	S	p	4 Wells Lane	237	Tang's Delight
CA	4	S	s	Wells Lane	204	
CA	5	S	p	10-12 Castlegate	338	Specsavers
CA	6	S	p	14-16 Castlegate	416	Angel Nail Bar / Bite
CA	7	S	s	Carpenter's Yard	130	
CA	8	S	p	18 Castlegate	401	Ashley Cooke
CA	9	S	p	20 Castlegate	492	
CA	10	S	g/a	Gap + Alley	598	
CA	11	S	p	24-26 Castlegate	340	Malton Spice
CA	12	S	p	28 Castlegate	173	Serendipity
CA	13	S	p	30 Castlegate	238	
CA	14	S	p	32 Castlegate	405	Encephalitis Society
CA	15	S	f	footpath	66	
CA	16	S	g	Gap	991	
CA	17	S	s	Morrison's entrance	485	
CA	18	S	f	footpath	138	
CA	19	S	p	50 Castlegate	179	Anna Green
CA	20	S	a	Alley 50-56	94	
CA	21	S	p	56 Castlegate	286	Stuarts of Driffield
CA	22	S	p	58-60 Castlegate	374	Castle News
CA	23	S	a	Alley 60-62	143	(Hawkswell Lane)
CA	24	S	p	62-64 Castlegate	476	Hope Central
CA	25	S	p	66 Castlegate	230	Goody's
CA	26	S	a	Alley 66-70	42	
CA	27	S	p	70 Castlegate	171	Aladdins
CA	28	S	p		135	
CA	29	S	p	72 Castlegate	283	House
CA	30	S	a	Alley 72-74	38	
CA	31	S	p	74 Castlegate	325	House
CA	32	S	p	76 Castlegate	424	House
CA	33	S	p	78 Castlegate	367	House
CA	34	S	s	Chandler's Wharf	485	
CA	35	S	p	82 Castlegate	550	House
CA	36	S	p	84 Castlegate	247	House

CA	37	S	a	Alley 84-86	137	
CA	38	S	p	86 Castlegate	243	House
CA	39	S	p	88 Castlegate	322	House
CA	40	S	g	Gap	180	
CA	41	S	p	90-92 Castlegate	332	House
CA	42	S	p	94 Castlegate	206	House
CA	43	S	p	96 Castlegate	237	House
CA	44	S	p		116	Entrance
CA	45	S	p		29	Wall
CA	46	S	a	Alley	162	

### Finkle Street: North-west

Code	Unit	Side	Type	Address	Width (in)	Owner
FI	1	NW	p	2 Finkle Street	897	Boyes
FI		NW	p	4 Finkle Street		
FI		NW	p	6 Finkle Street		
FI	2	NW	a	Alley 6-8	50	
FI	3	NW	p	8A Finkle Street	154	Art Gallery
FI	4	NW	p	8 Finkle Street	152	Health & Wellbeing
FI	5	NW	p	10 Finkle Street	239	Goody 2 Shoes
FI	6	NW	a	Alley 10-12	42	
FI	7	NW	p	12 Finkle Street	208	Malton Fisheries
FI	8	NW	g	Gap	1	
FI	9	NW	p	14 Finkle Street	169	Escape Hair
FI	10	NW	a	Alley 14-16	42	
FI	11	NW	p	16+18A Finkle Street	281	(empty)
				Newgate	535	



### Finkle Street: South-east

Code	Unit	Side	Type	Address	Width (in)	Owner
FI	1	SE	p	51 Wheelgate	242	(empty)
FI	2	SE	p	3 Finkle Street	372	Seekings & Wardle
FI	3	SE	p	fence	65	
FI	4	SE	g	5 Finkle Street	260	(demolished)
FI		SE	g	7 Finkle Street		(demolished)
FI	5	SE	p	raised area	38	
FI	6	SE	p	9 Finkle Street	235	Topiary Tree
FI	7	SE	p	11 Finkle Street	272	Tiny Tots
FI	8	SE	p	13 Finkle Street	358	The Mad Hatter
FI	9	SE	p	15 Finkle Street	448	Malton Relish

### Greengate: South-west

Code	Unit	Side	Type	Address	Width (in)	Owner
GR	1	SW	p	72-72a Greengate	570	Houses
GR	2	SW	a	Alley (side of 72A)	64	
GR	3	SW	a	Alley	29	
GR	4	SW	g	Garden of 74	447	
GR	5	SW	p	74 Greengate	243	House
GR	6	SW	p	76 Greengate	373	House

### Greengate: North-east

Code	Unit	Side	Type	Address	Width (in)	Owner
GR	1	NE	p	41 Greengate	348	House
GR	2	NE	p	43 Greengate	637	House
GR	3	NE	p	47 Greengate	636	House
GR	4	NE	g	Gap	455	
GR	5	NE	p	No number	201	Welmont House
GR	6	NE	a	Alley	102	
GR	7	NE	p	49 Greengate	261	House
GR	8	NE	p	51-53 Greengate	373	Houses
GR	9	NE	w	Wall	13	
GR	10	NE	a	Alley 53-55	48	
GR	11	NE	p	55 Greengate	260	House
GR	12	NE	p	57 Greengate	437	House
GR	13	NE	p	39 Old Maltongate	248	House

## Market Place: North-west

Code	Unit	Side	Type	Address	Width (in)	Owner
MP	1	NW	p	1 Market Place	353	Boulton Cooper
MP	2	NW	a	Alley 1-3	35	
MP	3	NW	w	Wall	7	
MP	4	NW	p	3/3A Market Place	518	Crombie Wilkinson
MP	5	NW	p	5 Market Place	381	Chapter Two Bar
MP	6	NW	a	Alley 5-7	91	
MP	7	NW	p	7 Market Place	203	Atom Retro
MP	8	NW	p	9 Market Place	411	Interiors at Nine to Eleven
MP	9	NW	p	11 Market Place	291	Harrisons Bar & Grill
MP	10	NW	p	13 Market Place	178	Kemps General Store
MP	11	NW	a	Alley 13-15	42	
MP	12	NW	p	15 Market Place	229	Cundalls
MP	13	NW	p	17 Market Place	358	Costellos
MP	14	NW	s	The Shambles	453	
MP	15	NW	p	21 Market Place	319	The Golden Lion
MP	16	NW	p	23 Market Place	224	Johnsons
MP	17	NW	a	?Alley	43	
MP	18	NW	p	23 Market Place	191	Plum
MP	19	NW	a	Alley 25-27	36	
MP	20	NW	p	25 Market Place	213	Derek Fox
MP	21	NW	p	27 Market Place	531	HSBC
MP	22	NW	p	29 Market Place	499	McClarrons
			s	Newgate	535	

### Market Place: South-east

Code	Unit	Side	Type	Address	Width (in)	Owner
MP		SE	p	4 Market Place		The New Malton
MP		SE	g	Gap		(Milton Rooms)
MP	1	SE	p	Doorway	93	
MP	2	SE	p	12-14 Market Place	465	Paleys
MP	3	SE	p	16 Market Place	482	Malton Deli
MP		SE	p	18 Market Place		Smash
MP	4	SE	p	20 Market Place	250	Empty
MP	5	SE	a	Alley 20-22	49	
MP	6	SE	p	22-24 Market Place	372	Lloyds
MP	7	SE	p	26 Market Place	406	The Royal Oak
MP	8	SE	a	Alley 26-28	41	
MP	9	SE	p	28-30 Market Place	425	Post Office
MP	10	SE	p	32 Market Place	453	Empty
MP	11	SE	p	34 Market Place	202	Northern Ride

### Market Place: North-east

Code	Unit	Side	Type	Address	Width (in)	Owner
MP	1	NE	p	10 St Michael St	248	The Hidden Monkey
MP	2	NE	a	?Alley	65	
MP	3	NE	p	36 Market Place	350	Empty
MP	4	NE	p	38 Market Place	269	Scholefields
MP	5	NE	p	40 Market Place	434	Scrivens
MP	6	NE	p	42-44 Market Place	419	Leefe / Horsley
MP	7	NE	a	Alley 44-46	34	
MP	8	NE	w	Wall	14	
MP	9	NE	p	46 Market Place	310	No 46
MP	10	NE	a	Alley 46-48	39	
MP	11	NE	p	48-54 Market Place	550	Hoppers
MP	12	NE	p		356	
MP	13	NE	p	15 Finkle Street	218	Malton Relish
			s	Finkle Street	342	

### Market Street: West

Code	Unit	Side	Type	Address	Width (in)	Owner
MS	1	W	p	46 Yorkersgate	216	House
MS	2	W	p	1 Market Street	312	Number One
MS	3	W	p	3 Market Street	270	Peagreen Pottery
MS	4	W	a	Alley 3-5	40	
MS	5	W	p	5 Market Street	346	McMillans / Computer FX
MS	6	W	p	7 Market Street	359	Swallow & Sons
MS	7	W	a	Alley 7-9	41	
MS	8	W	p	9 Market Street	138	The Rusty Fox
MS	9	W	p	11 Market Street	186	Bowley & Jackson
MS	10	W	w	Wall	10	
MS	11	W	a	Alley 11-13	39	
MS	12	W	p	13 Market Street	363	Empty (was Green Man)
MS	13	W	p	15 Market Street	283	
MS	14	W	p	17 Market Street	410	

### Market Street: East

Code	Unit	Side	Type	Address	Width (in)	Owner
MS	1	E	p	2 Market Street	568	Pearsons & Ward
MS	2	E	p	4 Market Street	384	Hare & Wilde
MS	3	E	p	6-8 Market Street	320	Willow Green
MS	4	E	p	10 Market Street	135	Stones
MS	5	E	a	Alley 10-12	34	
MS	6	E	p	12 Market Street	195	Yo Bakehouse
MS	7	E	p	14 Market Street	235	
MS	8	E	a	Alley 14-16	46	
MS	9	E	p	16 Market Street	223	House
MS	10	E	p	18 Market Street	258	Hairbox
MS	11	E	a	Alley 18-4	36	
MS	12	E	p	4 Market Place	207	The New Malton
MS	13	E	p		213	
MS	14	E	f	Footpath	96	

## Newbiggin: South-west

Code	Unit	Side	Type	Address	Width (in)	Owner
			s	Finkle Street	342	
NE	1	SW	p	1 Newbiggin	957	Boyes
NE		SW	p	3 Newbiggin		
NE		SW	p	5 Newbiggin		
NE		SW	p	7 Newbiggin		
NE	2	SW	p	9 Newbiggin	204	Robinsons
NE	3	SW	p	11 Newbiggin	405	Hospital charity shop
NE		SW	p	13 Newbiggin		
NE	4	SW	s	Spital Street	410	
NE	5	SW	w	Wall	118	
NE	6	SW	p	19 Newbiggin	293	Mama Mia
NE	7	SW	p		180	
NE	8	SW	p	21-33 Newbiggin	1482	Sainsburys Local
NE	9	SW	p	35 Newbiggin	145	House
NE	10	SW	a	Alley 35-37	40	
NE	11	SW	p	37 Newbiggin	297	House
NE	12	SW	a	Alley 37-37A	46	
NE	13	SW	p	37A Newbiggin	186	House
NE	14	SW	p	39 Newbiggin	187	House
NE	15	SW	a	Alley (side of 39)	52	
NE	16	SW	a	Alley (side of 41)	71	
NE	17	SW	p	41 Newbiggin	238	House
NE	18	SW	p	43 Newbiggin	244	House
NE	19	SW	a	Alley 43-45	51	
NE	20	SW	p	45-45A Newbiggin	364	Houses
NE	21	SW	a	Alley 45A-47	46	
NE	22	SW	p	47-51 Newbiggin	691	Houses (1914)
NE	23	SW	p	53 Newbiggin	244	House
NE	24	SW	p	53A Newbiggin	252	House
NE	25	SW	p	55 Newbiggin	376	House
NE	26	SW	p	57 Newbiggin	271	House
NE	27	SW	p	59 Newbiggin	284	House
NE	28	SW	a	Alley 59-61	36	
NE	29	SW	w	Wall	24	
NE	30	SW	p	61-63 Newbiggin	384	Houses
NE	31	SW	a	Alley 53-65	61	
NE	32	SW	p	65-69A Newbiggin	883	Houses
NE	33	SW	a	Alley 69A-71	51	
NE	34	SW	p	71 Newbiggin	251	House
NE	35	SW	p	73-75 Newbiggin	435	Houses

## Newbiggin: North-east

Code	Unit	Side	Type	Address	Width (in)	Owner
NE	1	NE	p	2 Newbiggin	315	Dales florist
NE	2	NE	p	4 Newbiggin	137	Elder Care
NE	3	NE	p	6 Newbiggin	192	Pure Hairdressing
NE	4	NE	p	8 Newbiggin	197	Art Cafe
NE	5	NE	a	Alley 8-10	50	
NE	6	NE	p	10 Newbiggin	61	Houses
NE	7	NE	p		256	
NE	8	NE	p	12 Newbiggin	256	theclinicmalton
NE	9	NE	s	Princess Road	299	
NE	10	NE	p	1 Princess Road	199	Dental Health Clinic
NE	11	NE	p	14 Newbiggin	588	Blue Ball Inn
NE	12	NE	p	16-18 Newbiggin	386	House
NE	13	NE	s	Pump Lane	222	
NE	14	NE	p	Garage	1051	Vauxhall
NE	15	NE	p	26 Newbiggin	199	House
NE	16	NE	p	28 Newbiggin	381	House
NE	17	NE	p	30-32 Newbiggin	309	Houses
NE	18	NE	p	34 Newbiggin	235	House
NE	19	NE	a	Alley 34-36	38	
NE	20	NE	p	36 Newbiggin	236	House
NE	21	NE	p	38 Newbiggin	465	House in plot
NE	22	NE	g	Gap 38-40	179	
NE	23	NE	p	40-44 Newbiggin	663	Houses
NE	24	NE	p	46 Newbiggin	267	House
NE	25	NE	a	Alley (side of 46)	46	
NE	26	NE	a	Alley (side of 48)	42	
NE	27	NE	p	48-50 Newbiggin	523	Houses
NE	28	NE	a	Alley 50-52	41	
NE	29	NE	p	52-54 Newbiggin	432	Houses
NE	30	NE	a	Alley 54-56	144	
NE	31	NE	p	56-66 Newbiggin	1260	Houses (1881)
NE	32	NE	a	Alley 66-68	153	
NE	33	NE	p	68-78 Newbiggin	1302	Houses
NE	34	NE	a	Alley 78-78a	96	



## Old Maltongate: North-west

Code	Unit	Side	Type	Address	Width (in)	Owner
				Wheelgate	536	
OL	1	NW	p	4 Wheelgate	216	Yorkshire Building Society
OL	2	NW	p		163	
OL	3	NW	w	Wall	631	
OL	4	NW	g	Gap	268	
OL	5	NW	w	Wall	1144	
OL	6	NW	s	Road	234	
OL	7	NW	g	Gap	185	
OL	8	NW	w	Wall	1298	
OL	9	NW	p	31 Old Maltongate	263	House
OL	10	NW	p	33 Old Maltongate	214	House
OL	11	NW	p	35 Old Maltongate	248	House
OL	12	NW	p	37 Old Maltongate	502	House
OL	13	NW	s	Greengate	260	
OL	14	NW	p	39 Old Maltongate	496	House
OL	15	NW	p	Alley 39-41	65	
OL	16	NW	p	41-43 Old Maltongate	403	Houses
OL	17	NW	p	45 Old Maltongate	588	House
OL	18	NW	g	Plot	590	
OL	19	NW	w	Wall	922	

## Old Maltongate: South-east

Code	Unit	Side	Type	Address	Width (in)	Owner
			s	Castlegate	631	
OL	1	SE	p	2 Old Maltongate	392	Fergus Court
OL	2	SE	a	Alley 2-4	55	
OL	3	SE	p	4-6 Old Maltongate	299	Racing Welfare
OL	4	SE	p	8 Old Maltongate	139	House
OL	5	SE	a	Alley 8-10	35	
OL	6	SE	p	10 Old Maltongate	117	House
OL	7	SE	p	12 Old Maltongate	127	House
OL	8	SE	p	14 Old Maltongate	198	House
OL	9	SE	p	16 Old Maltongate	241	House
OL	10	SE	p	18 Old Maltongate	252	House
OL	11	SE	a	Alley 18-20	60	
OL	12	SE	p	20 Old Maltongate	235	House
OL	13	SE	p	22 Old Maltongate	250	House
OL	14	SE	p	28 Old Maltongate	157	House
OL	15	SE	p		157	
OL	16	SE	p	32 Old Maltongate	163	House
OL	17	SE	a	Alley 32-24	83	
OL	18	SE	p	34 Old Maltongate	235	House
OL	19	SE	p	36 Old Maltongate	195	House
OL	20	SE	a	Alley 36-38	38	
OL	21	SE	p	38 Old Maltongate	159	House
OL	22	SE	p	40 Old Maltongate	156	House
OL	23	SE	p	42 Old Maltongate	160	House
OL	24	SE	p	44 Old Maltongate	158	House
OL	25	SE	w	Wall	172	
OL	26	SE	s	Gap + Church Hill	556	
OL	27	SE	p	46 Old Maltongate	228	House
OL	28	SE	p	48-50 Old Maltongate	801	Houses
OL	29	SE	p	52-54 Old Maltongate	515	Houses
OL	30	SE	p	62-64 Old Maltongate	408	Houses
OL	31	SE	p	66-68 Old Maltongate	486	Houses
OL	32	SE	a	Alley 68-70	39	
OL	33	SE	p	70 Old Maltongate	232	House
OL	34	SE	p	80-82 Old Maltongate	406	Houses
OL	35	SE	w	Wall	20	

**Spital Street: North-west**

Code	Unit	Side	Type	Address	Width (in)	Owner
SP	1	NW	p	19 Newbiggin	306	Mama Mia
SP	2	NW	w	entrance and wall	535	
SP	3	NW	g	gap	403	Sainsbury's delivery bay
SP	4	NW	g/w	gap and wall	609	Sainsbury's car park
SP	5	NW	w	wall	9	
SP	6	NW	g	gap	167	
SP	7	NW	p	10 Spital St	341	House
SP	8	NW	p	2 Spital Field Ct	302	House
SP	9	NW	g	cobbled area	54	
SP	10	NW	s	Spital Field Court	333	

**Spital Street: South-east**

Code	Unit	Side	Type	Address	Width (in)	Owner
SP	1	SE	p	13 Newbiggin	537	Hospital charity shop
SP	2	SE	p		170	(unit with double doors)
SP	3	SE	p		80	(single storey extension)
SP	4	SE	p	Hall	641	House

## Wheelgate: South-west

Code	Unit	Side	Type	Address	Width (in)	Owner
			s	Yorkersgate	327	
WH	1	SW	p	1 Wheelgate	599	White & Hoggard
WH		SW	p	3 Wheelgate		
WH	2	SW	p	5 Wheelgate	296	Card Factory
WH	3	SW	p	7 Wheelgate	429	Yorkshire Bank
WH		SW	p	9 Wheelgate		
WH	4	SW	p	11 Wheelgate	285	St. Catherine's Hospice
WH	5	SW	p	13 Wheelgate	175	
WH	6	SW	p	15 Wheelgate	335	Edwardian bedding
WH		SW	p	17 Wheelgate		
WH	7	SW	p	19 Wheelgate	222	Bulmers letting
WH	8	SW	a	Alley 19-21	48	
WH	9	SW	p	21 Wheelgate	437	Glen opticians
WH		SW	p	21a Wheelgate		The Card Shop
WH	10	SW	p	23 Wheelgate	358	(empty)
WH	11	SW	p	23B Wheelgate	215	Ronson Usher jewellers
WH	12	SW	p	25 Wheelgate	294	Skipton Building Society
WH	13	SW	p	1-3 St. Michael Street	217	Sean Sisson (empty)
WH	14	SW	s	St. Michael Street	225	
WH	15	SW	p	27 Wheelgate	580	Hambys
WH		SW	p	29 Wheelgate		
WH	16	SW	a	Alley 29-31	141	
WH	17	SW	p	31 Wheelgate	521	Boots
WH		SW	p	33 Wheelgate		
WH	18	SW	p	35 Wheelgate	254	Malton News
WH	19	SW	a	Alley 35-37	53	
WH	20	SW	p	37-45 Wheelgate	942	Heron Foods
WH	21	SW	a	Alley 45-47	50	
WH	22	SW	p	47 Wheelgate	562	Cross Keys
WH	23	SW	p	49 Wheelgate	313	Spectrum solicitors
	24				161	
WH	25	SW	p	51 Wheelgate	195	(empty)
	26				306	
			s	Finkle Street	342	

## Wheelgate: North-East

Code	Unit	Side	Type	Address	Width (in)	Owner
				Old Maltongate	488	
WH	1	NE	p	4 Wheelgate	462	Yorkshire BS
WH	2	NE	p	6 Wheelgate	243	Go Mobile
WH	3	NE	p	8 Wheelgate	323	Halifax Bank
WH	4	NE	p	10 Wheelgate	336	W H Smith
WH	5	NE	p	12 Wheelgate	189	S.o.t.a hairdresser
WH	6	NE	p	(no number)	497	Suddabvs
WH	7	NE	p	14 Wheelgate	291	TSB
WH	8	NE	a	Allev 14-16	62	
WH	9	NE	p	16 Wheelgate	159	Leoni Coffee House
WH	10	NE	p	18 Wheelgate	266	Malton Funeral Care
WH	11	NE	a	Allev 18-20	42	
WH	12	NE	p	20 Wheelgate	502	Yorkshire Trading Co.
WH		NE	p	22 Wheelgate		
WH	13	NE	p	24 Wheelgate	324	Superdrug
WH	14	NE	a	Allev 24-26	100	
WH	15	NE	p	26 Wheelgate	366	Thomas the Baker
WH	16	NE	p	28 Wheelgate	345	Cooplands
WH	17	NE	a	Allev 28-30	129	
WH	18	NE	p	30 Wheelgate	250	Luxe / Massers
WH	19	NE	a	Allev 30-32	48	
WH	20	NE	p	32 Wheelgate	193	Age UK
WH	21	NE	p	34 Wheelgate	196	Herb Garden
WH	22	NE	p	36 Wheelgate	522	Old Post Office
WH		NE	p	38 Wheelgate		
WH	23	NE	p	40 Wheelgate	164	Graze
WH	24	NE	a	Allev 40-42	55	
WH	25	NE	p	42 Wheelgate	241	Dales
WH	26	NE	g	Gap	9	
WH	27	NE	p	44 Wheelgate	423	Costa
WH		NE	p	46 Wheelgate		
WH	28	NE	g	Gap	8	
WH	29	NE	p	48 Wheelgate	498	M & Co
WH		NE	p	50 Wheelgate		
WH		NE	p	52 Wheelgate		
WH	30	NE	p	56 Wheelgate	370	Mind
WH	31	NE	s	Greengate	200	
WH	32	NE	p	60 Wheelgate	483	(former pub)
WH	33	NE	a	Allev	35	
WH	34	NE	p	62? Wheelgate	107	Parnabv's
WH	35	NE	p	(overlap)	-40	
WH	36	NE	p	64 Wheelgate	318	Parnabv's

## Yorkersgate: North

Code	Unit	Side	Type	Address	Width (in)	Owner
			s	Wheelgate	536	
YO	1	N	p	1 Wheelgate	383	White & Hoggard
YO	2	N	g	Gap 1-2	7	
YO	3	N	p	2 Yorkersgate	274	Perfect Day Bridal
YO	4	N	p	4 Yorkersgate	413	Hunters
YO	5	N	a	Alley 4-6	44	
YO	6	N	p	6 Yorkersgate	236	William Hill
YO	7	N	g	Gap 6-8	10	
YO	8	N	p	8 Yorkersgate	283	
YO	9	N	p	10 Yorkersgate	304	Brass Castle Brewery
YO	10	N	a	Alley 10-12	150	
YO	11	N	p	12 Yorkersgate	343	The Gate
YO	12	N	p	14 Yorkersgate	375	
YO	13	N	p	16 Yorkersgate	355	Health Foods
YO	14	N	s	Saville Street	273	
YO	15	N	p	18a Yorkersgate	222	Hays Travel
YO	16	N	p	18b Yorkersgate	194	(vacant)
YO	17	N	p	20 Yorkersgate	227	Royal Dry Cleaners
YO	18	N	a	Alley 20-22	54	
YO	19	N	p	22 Yorkersgate	226	Gazette & Herald
YO	20	N	p	24 Yorkersgate	193	Hazelwood jewellers
YO	21	N	p	26 Yorkersgate	250	Speedy Pepper
YO	22	N	p	28 Yorkersgate	402	The Lanes
YO	23	N	a	Chancery Lane	69	
YO	24	N	p	30 Yorkersgate	406	Hardcastle France
YO	25	N	p	32 Yorkersgate	481	(was Thorpe & Co)
YO	26	N	a	Alley 1, 32-34	66	
YO	27	N	a	Alley 2, 32-34	156	
YO	28	N	p	34 Yorkersgate	236	(vacant}
YO	29	N	p	36 Yorkersgate	737	Subscription Rooms
YO	30	N	p	38 Yorkersgate	388	House
YO	31	N	p	40 Yorkersgate	464	House
YO	32	N	a	Archway 40-42	98	
YO	33	N	p	42 Yorkersgate	243	House
YO	34	N	p	2 Market Street	370	Pearsons & Ward
YO	35	N	s	Market Street	341	
YO	36	N	p	46 Yorkersgate	397	House
YO	37	N	p	48 Yorkersgate	256	House
YO	38	N	p	50 Yorkersgate	221	House



## Yorkersgate: South

Code	Unit	Side	Type	Address	Width (in)	Owner
				Castlegate	631	
YO	1	S	p	1 Yorkersgate	588	The New Globe
YO	2	S	p	3 Yorkersgate	372	CHALK
YO	3	S	p	5 Yorkersgate	180	Castle Carpets
YO	4				264	
YO	5				169	
YO	6	S	s		353	Railway Street
YO	7	S	p	9 Yorkersgate	557	Wallis Business Services
YO	8	S	a	Alley 9-11	59	
YO	9	S	p	11 Yorkersgate	300	Florios Pizzeria/Ristorante
YO	10	S	p	13 Yorkersgate	207	Townsend Harrison Ltd
YO	11	S	p	13a Yorkersgate	243	Mark Stephensons
YO	12	S	p	15 Yorkersgate	211	Vapour Lounge
YO	13	S	p	17 Yorkersgate	204	
YO	14	S	a	Alley 17-19	70	
YO	15	S	p	19 Yorkersgate	202	Desirable Nails
YO	16	S	a	Water Lane	152	
YO	17	S	p	(no number)	514	George Hotel
YO	18	S	p	21 Yorkersgate	712	Barclays bank
YO		S	p	23 Yorkersgate		
YO	19	S	p	25 Yorkersgate	325	Streekz Hair Company
YO	20	S	a	Alley 25-27	49	
YO	21	S	p	27 Yorkersgate	720	NatWest bank
YO	22	S	a	Alley 27-29	90	
YO	23	S	p	29 Yorkersgate	433	Tuis restaurant
YO	24	S	a	Alley 29-31	114	
YO	25	S	p	31 Yorkersgate	228	(vacant)
YO	26	S	p	33 Yorkersgate	148	India restaurant
YO	27	S	p	35 Yorkersgate	357	
YO	28	S	p	37 Yorkersgate	577	
YO		S	p	39 Yorkersgate		Sight Support Ryedale
YO	29	S	a	Navigation Wharf	373	
YO	30	S	p	41 Yorkersgate	727	York House
YO	31	S	a	Alley 41-43	156	