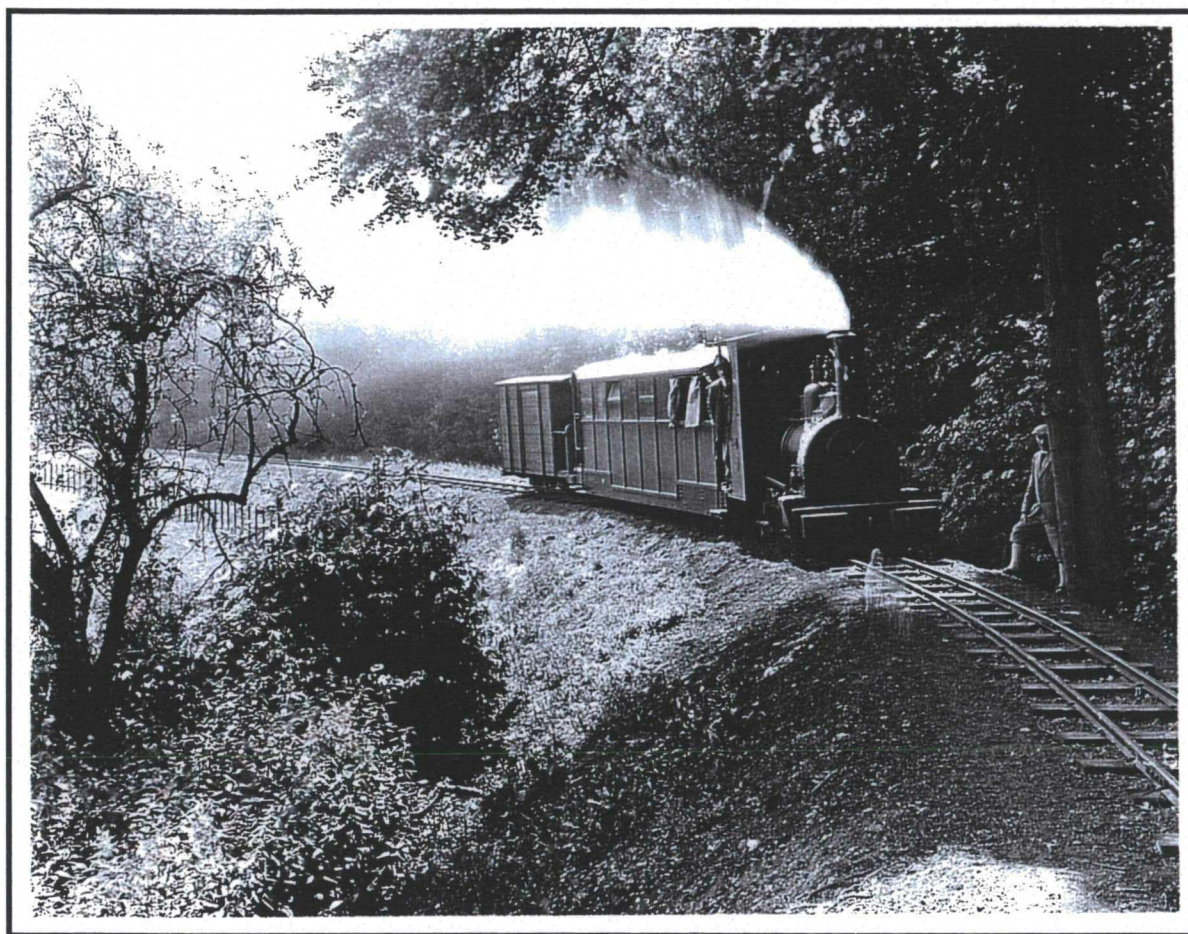


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YORKSHIRE WATER PIPELINE: ELVINGTON TO HARTON.

ASSESSMENT REPORT, STATEMENT OF POTENTIAL & PROJECT DESIGN



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Frontispiece: Passenger train on the Sand Hutton Light Railway

Report written by Nick Pearson, October 1997

Illustrations prepared by Guy Hopkinson

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1.0 FIELDWORK METHODOLOGY

1.1 Introduction

This project was brought about as part of a programme undertaken by Yorkshire Water ~~place~~ to improve the infrastructure for the supply of water in the County. In this instance a pipeline was required to link the water tower at Harton with the water treatment works at Elvington, (see Figure 1). The chosen route covers a distance of 13 kilometres and runs approximately north to south on the eastern side of the City of York. Since the recent alteration to the boundary of the City of York Council that part of the route to the south of the A166 at Stamford Bridge lies within the city boundary. That part of the pipeline to the north of the A166 at Stamford Bridge is within the County of North Yorkshire. Where archaeological features were encountered within these two administrative zones they have been recorded in separate text sections within this report, (see below).

Yorkshire Water commissioned *On Site Archaeology* to act as their consultants for the pipeline and to carry out the necessary archaeological fieldwork. Archaeological fieldworkers were recruited and these were supervised by Nick Pearson. The work reported on here was managed for Yorkshire Water plc by Babcock Water Engineers Ltd., who supervised the actual pipeline contractors, Peter Duffy Ltd. and Kennedy Ltd.

This report is intended to satisfy the requirements laid down by English Heritage in '*Management of Archaeological Projects*' (MAP2), 1991. That document outlines a model for the management of archaeological projects by defining a series of stages through which a project should progress to reach publication. This includes a core stage, that of assessment of potential for analysis. The intention of this is that those involved with the further analysis of a project should outline its significance, quantify the resource and justify the programme, and ultimately the costs, of the post-excavation work. By the use of this model it is hoped that finite resources will not be wasted on those aspects of a project which has no contribution to make in furthering the understanding of our heritage.

While this report attempts to satisfy the requirements of MAP2, it should be stated at the outset that this project is something of a hybrid, in that it is not confined to specific site, but comprises a random slice through the landscape. Given the fact that this slice cuts a transect so close to the archaeologically important sites of the City of York and Stamford Bridge, coupled with the fact that little is known about the remainder of the route, the project has added significance.