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Archaeological Investigations at York Station Frontage

By Toby Kendall

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Abbreviations

OD Ordnance Datum

YAT York Archaeological Trust

WSI Written Scheme of Investigation

NON-TECHNICAL SUMMARY

Between the 20th August and the 5th October 2018 York Archaeological Trust conducted a series of archaeological investigations and an archaeological watching brief during engineering ground investigations at York Station Frontage (SE 59661 51657).

The work was undertaken for WYG Environment Planning Transport Ltd to help inform an application that was under consideration by the City of York Council (18/01511/EIASN). The work was based on a Written Scheme of Investigation produced by YAT. The works involved the excavation and recording of four trenches, four test pits and ten windowless cored sample boreholes. In addition a number of other interventions were archaeologically monitored.

The results were limited by a very significant number of services such as gas, electric, water, and telecoms, which run across the site, which meant that it was not always possible to investigate the full deposit profile.

As expected, significant truncations from the railways and associated activities from the 19th century onwards had impinged on the earlier sequence. This is particularly so where the medieval walls have been pierced for arches and along the line of the tracks extending away from this area

There is potential for well-preserved archaeological deposits to be present across the wider area.

KEY PROJECT INFORMATION

Project Name	York Station Frontage
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1 INTRODUCTION

Between the 20th August and the 5th October 2018 YAT conducted an evaluation and watching brief at York Station Frontage (SE 59661 51657) (Figure 1).

The work was undertaken for WYG Environment Planning Transport Ltd to help inform an application that was under consideration by CYC (18/01511/EIASN).

Archaeological investigations consisted of 4 trial trenches, 4 test pits, and 10 windowless cored samples. A total of 33 engineering interventions were also monitored and recorded during the project.

2 METHODOLOGY

The methodology followed the WSI (Appendix 4) except where logistical factors, predominantly buried services, made it impossible to excavate as planned.

In some interventions archaeological judgement was used to decide to curtail excavation where further excavation would produce no additional information, for example where a smaller sondage had determined significant rubble deposits continued beyond the limits of excavation both at the edges and base.

Where machine excavation was possible this was undertaken using either a small 360° excavator or a JCB 3CX back actor fitted with a breaker and toothed or toothless buckets as required.

Recording on site was completed using written notes and pro-forma test pit/borehole/window sample recording sheets. The standard YAT single context recording system was used.

Measured and/or sketch sections were completed as appropriate.

Off-site single context numbers were assigned where required, with the details logged into the Context List (see Appendix 2)

The written record was augmented by digital photography using scales as appropriate.

Finds were collected and samples were taken using archaeological judgement, where clear stratigraphic relationships had been established and lack of intrusive materials was confirmed.

Having reviewed the site-based data we propose not to process the samples for this stage of the works as any results obtained will be very isolated, both spatially and also within the deposit sequence, and thus offer little meaningful information to the overall picture. A comprehensive sampling strategy should be designed once the full scope of the scheme is determined.

2.1 Test Pits/Trenches

A total of four trenches, four test pits and ten windowless cored samples were excavated. In addition a number of other interventions were archaeologically monitored (Figure 2):

ATT - Archaeological Trial Trench

ATP - Archaeological Trial Pit

AWS - Archaeological Windowless Sampling

WS - Windowless Sampling

BH - Borehole

TP - Trial Pit

OP - Observation pit

UT - Utilities Trench

No.	Size (m)	Rationale
ATT 01	3m x 3m proposed, reduced to 2.1m X 1.04m and up to 1.75m deep.	Investigate archaeological deposits in this position. Original size reduced due to density of services in area.

No.	Size (m)	Rationale
ATT 02	3m x 3m proposed, reduced to 2m x 1.9m and up to 1.55m deep.	Investigate archaeological deposits in this position. Original size reduced due to access and spoil management.
ATT 03	3m x 3m proposed, reduced to 1.8m x 1m and up to 1.2m deep.	Investigate archaeological deposits in this position. Original size reduced due to services and vehicular access limitations. TP 04 added to side of trench.
ATT 04	3m x 3m proposed, reduced to 2x adjacent holes 1.85m x 0.95m and 2.05m x 0.95m and up to 1.5m deep.	Investigate archaeological deposits in this position. Original size reduced due to presence of services and vehicular access limitation.
ATP 01	1m x 1m x 0.75m deep.	Investigate archaeological deposits in this position. Excavations stopped at 0.75m deep as extensive rubble deposit meant further investigation unnecessary.
ATP 02	1m x 1.1m x 1m deep.	Investigate archaeological deposits in this position.
ATP 03	1m x 1m x 1m deep.	Investigate archaeological deposits in this position. Concrete obstruction/foundation to northeast side left in-situ.
ATP 04	0.63m x 0.6 m and up to 1.2m deep.	Investigate archaeological deposits in this position. Original size reduced for vehicular access and due to limited archaeological deposits.
TP 01	0.8m x 0.8m x 0.5m deep.	Engineering investigation.
TP 02	1.4m x 0.8m x 1.7m deep.	Engineering investigation.
TP 03	1.8m x 1m x c.3m deep.	Engineering investigation.
TP 04	1.8m x 0.7m x c.2.4m deep.	Engineering investigation.
TP 05	2.5m x 0.75m x 3.5m deep.	Engineering investigation.
TP 06	2m x 0.8m x c.3m deep.	Engineering investigation.
TP 07	2.1m x 0.9m x c.0.8m deep.	Engineering investigation. Second investigation attempted nearby, but concrete slab beneath paver bedding.
TP 08	1.5m x 0.8m x c.4.5m deep.	Engineering investigation. Machine excavation not possible due to vehicular access limitations. Windowless sample used instead.
TP 09	1.7m x 0.7m x and up to 1.9m deep.	Engineering investigation. Machine excavation stopped when clear that deep cut and filled feature present. Hand excavation in small sondage.
TP 10	1.8m x 1m x c.3m deep.	Engineering investigation.
TP 11	1.3m x 0.62m x 0.45m deep.	Engineering investigation. Machine access not possible for deeper excavation.
OP 01	0.7m x 0.44m x and up to c.1.5m deep.	Investigation of retaining wall.
OP 02	0.95m x 0.4m x 0.77m deep.	Investigation of platform foundation.
OP 03	0.55m x 0.5m x 0.88m deep.	Investigation of bridge abutment.

No.	Size (m)	Rationale
OP 04	0.5m x 0.4m x 1.38m deep.	Investigation of bridge abutment.
OP 05	0.7m x 0.6m x 1.4m deep.	Investigation of bridge abutment.
OP 06	0.5m x 0.4m x 1.5m deep.	Investigation of bridge abutment.
OP 07	0.5m x 0.45m x 1.26m deep.	Investigation of bridge abutment.
AWS 01	80mm x 4.35m deep.	Investigate archaeological deposits in this position. Multiple column collapses limit interpretation of results.
AWS 02	80mm x 3.8m deep.	Investigate archaeological deposits in this position.
AWS 03	67mm x 3.7m deep.	Investigate archaeological deposits in this position. Narrower bore to avoid restriction. Voids in column limit interpretation.
AWS 04	80mm x 2.88m deep.	Investigate archaeological deposits in this position.
AWS 05	80mm x 1.67m deep.	Investigate archaeological deposits in this position. Refusal due to buried limestone/mortar structure or large block.
AWS 06	80mm x 5m deep.	Investigate archaeological deposits in this position.
AWS 07	80mm x 2.9m deep.	Investigate archaeological deposits in this position. Void in column limit interpretation.
AWS 08	200mm x 1m deep.	Investigate archaeological deposits in this position. Sampler rig not used as natural deposits encountered in hand dug trench.
AWS 09	80mm x 3.2m deep.	Investigate archaeological deposits in this position.
AWS 10	80mm x 3.5m deep.	Investigate archaeological deposits in this position. Voids in column limit interpretation.
WS 01	80mm x 4.2m deep.	Engineering investigation.
WS 02	80mm x c.7m deep.	Engineering investigation.
WS 03	80mm x 4m deep.	Engineering investigation. Voids in column limit interpretation.
BH 01	200mm x 10m+ deep.	Engineering investigation.
BH 02	200mm x c.9m deep.	Engineering investigation.
BH 03	200mm x 10m+ deep.	Engineering investigation.
BH 04	200mm x 10m+ deep.	Engineering investigation.
BH 05	200mm x 10m+ deep.	Engineering investigation.
BH 06	200mm x 10m+ deep.	Engineering investigation.
BH 07	200mm x 10m+ deep.	Engineering investigation.
UT 01	1.22m x 0.44m x 0.7m deep.	Investigation of services.
UT 02	1.36m x 0.44m x 0.52m deep.	Investigation of services.
UT 03	0.44m x 0.44m x 0.4m deep. 0.44m x 0.23m x 0.52m deep.	Investigation of services.
UT 04	0.4m x 0.4m x 0.75m deep.	Investigation of services.

No.	Size (m)	Rationale
UT 05	0.8m x 0.72m x 0.58m deep.	Investigation of services.
UT 06	Two trenches c.0.5m x c.0.3m and up to 0.7m deep.	Investigation of services.

All interventions, both for archaeological and engineering purposes, were located using a GPS system to +/- 10mm as per the base mapping supplied by the client. Any movement of excavation or reduction of size due to buried services was recorded on site using the same GPS system.

The excavations were backfilled and surfaces reinstated once recording had been completed.

3 LOCATION, GEOLOGY & TOPOGRAPHY

The proposed development site is located around the periphery of the medieval walls to the southeast and east of York Station, approximately 0.5 southwest of the River Ouse. It comprises elements of;

- Tofts tower plus City Walls and embankments running southeast and northeast
- Queen Street and Queen Street bridge
- Queen Street slip road and Yards to former railway sheds adjacent
- York Station long stay car park and entranceway
- Network Rail car park and road access
- Tea Room Square

The formal site boundary for the investigations encloses an area of approximately 4.3 hectares. This programme of works was undertaken within a tighter boundary of 1 hectare. The development area is centred on the grid reference SE 59661 51657, whilst the centre of Queen Bridge, and most of the works in this element of the project is SE 59641 51580.

Bedrock across the site is the Sherwood Sandstone Group. The overlaying superficial deposits are predominantly clays, sands and gravels of the York Moraine Member. At the southwest extent of the site the superficial deposits are again clays sands and gravels, but this time ascribed to the Vale of York Formation (www.bgs.ac.uk - accessed 18/10/18).

Works were bounded by York Station and tracks to the west, The Principal Hotel (formerly Royal York Hotel) to the north, Station Road and the Network Rail offices to the east, the City Walls to the southeast, and finally terraced buildings and former railway works buildings to the south.

The topography of the site has been radically altered in the past two millennia with Roman, medieval, post-medieval and modern landscaping all impacting significantly across the site. Its position at the edge of the moraine already created a naturally undulating landscape, but with the effect of historical interventions the following heights above ordnance datum are present:

Queen Street	c.15.5m OD
Queen Street Bridge	c.17.8m Top - 13.3m Below OD
Queen Street Slip Road	c.14.2m - 13.2m OD
Long Stay Car Park	c.13.4m OD
Station front south	c.15.0m OD
Tea Room Square	c.14.9m OD

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The study area contains a well-documented sequence of archaeological remains and has a long historical chronology. This was investigated in detail within a desk based assessment in October 2017 (YAT 2017) and is summarised here.

4.1 Prehistory

As for many parts of York the prehistoric archaeology is relatively scarce. In St Paul's Green, Holgate, c.500m to the southwest of the site, a Neolithic axe and pottery was recovered (YAT 1999/73). Archaeological evaluation trenches at the location of the current National Railway Museum car park, to the northwest of the site, unearthed disturbed pottery which may have been prehistoric in date (YAT 2001b).

During the construction of the York-Scarborough line, in the area immediately north of the current station, crouched burials were found during the excavation of the Roman cemetery (RCHME 1962, 85). These may be prehistoric in date, but were not investigated in detail at the time.

4.2 Roman

Archaeological remains of this period are dominated by burials because of the site's location outside of the formal Roman settlement, where Roman cemeteries are typically sited. Within the standing medieval walls there are numerous sites relating to the civilian settlement, referred to as the *Colonia*.

The area investigated follows the line of the assumed boundary of the southwest corner of the Roman *Colonia* with a single investigation which may just be within the *Colonia*. Further definition comes in the way of the Roman roads which bisect the northern end of the site (RCHME 1962, Road 8), and delineate the southeastern extent of the site (RCHME 1962, Road 10).

Immediately west of the site a burial was encountered during works on platform 1 within the station (YAT 2001a). This was presumably once part of the larger cemetery.

To the southwest of the site a series of investigations have found evidence of Roman activity and elements of a possible road (Wenham 1965). However, more recent excavations have questioned this interpretation (YAT 2009).

East of the site, immediately inside the city walls where the current Network Rail offices are, limited Roman remains were found (OSA 1998). However, the later archaeology exposed indicated the potential for Roman archaeology to survive at depth. Immediately to the north work underway at the time of writing at Hudson House has found pits containing Roman pottery (John Oxley Pers. Comm.)

4.3 Anglo-Scandinavian

Archaeology from this period is as yet absent from the current site. Information from nearby is also extremely limited, being confined to continued use of the major route way along Blossom Street and Micklegate.

4.4 Medieval

The open fields which had developed across much of the site in the immediate post-Roman period continued into the following millennia. More intensive occupation of Blossom Street

has been noted to the south of the site, but often this has been signalled by more intensive agricultural activity (YAT 2009).

The construction of the medieval walls, rampart and ditch are the most significant older archaeological event in the study area. A full description of these can be seen in the Royal Commission Volume 2 (RCHME 1972). Tofts Tower (Tower 13) sits at the corner of two sections of wall which have been radically altered and rebuilt over time (YAT 2005).

Inside the walls the Toft Green area was divided between a cattle market and a 13th century Dominican Friary (YAT 2017).

4.5 Post-medieval

Agricultural activity continued to dominate the majority of the area's land use into the post-medieval period and beyond into the 19th century.

Damage to Tofts Tower in 1644 prompted a rebuild the following year; there are likely to have been subsequent alterations as the current form does not match late 17th century mapping (YAT 2005).

Queens Street and Station Road, or at least their precursors, were established by the late 17th century (Richards 1685). Additional routes, particularly one west extending from the corner adjacent to Tofts Tower, can also be seen in the study area.

It was at the end of this period that the largest upheaval to the area began, with the development of the railways and associated infrastructure. In 1839 the first station opened. This was a timber building outside the city walls along Queen Street. The second station was then built inside the walls, with huge excavations and ground clearance taking place and two massive arches built into the wall to the north of Tofts Tower. The northern arch was completed in 1840 and the southern in 1845.

4.6 Modern

Continuing the large scale construction of the post-medieval period was the construction of the current station in 1877, and the hotel to the north, completed in 1878. 1878 was also the construction date for the Queen Street Bridge, replacing the level crossing which had been used up to this point (YAT 2017).

Ordnance survey mapping from the 1850s onwards shows the development of much of the site from an intensively 'heavy industrial' railways area to the current layout. The mapping also shows the development and clearance of properties along Queen Street as it was widened.

In 1942 the station was bombed, destroying the Station Master's Booking Office and Parcel Office, with the two buildings being replaced by 1947.

The latest history of alterations to the site is dominated by the multiple changes linked with vehicular access, parking and public access to the station. The proposed works are the latest stage in this activity.

5 RESULTS

The following results are presented in five sections which are determined by the location of the works. Interventions are grouped by the type of archaeology observed or expected to have been present.

Each of the excavations has been listed separately, but only described in detail where the results were archaeologically relevant. The full log for each excavation is presented in Appendix 3 and includes photographs and scale drawings as appropriate.

5.1 Queen Street & City Walls

The excavations in this area were predominantly within the area of the Scheduled Monument (SM):

QUEEN STREET BRIDGE, CITY WALLS GATES POSTERNS, MOATS MOUNDS BAYLE HILL, ST LEONARDS HOSPITAL AND, MERCHANT TAYLOR'S HALL, ALDWARK, YORK, NORTH YORKSHIRE
Scheduled Monument No: SM YO 30, HA 1004910

Where works were not in the SM they were in the pavement or roads immediately adjacent.

The archaeology revealed that there has been significant disturbance from previous buildings and the construction of the bridge. Below the disturbance was a series of silting deposits and in some cases deposits suggestive of medieval and possibly Roman rampart material.

5.1.1 AWS 01 (4.35m deep, several voids in column) Rampart/Ditch

The earliest material was natural sand and gravel at 4.25m BGL (10.56m OD). This was then sealed by 500mm of soft silty clay at c.3.6m BGL, which was probably silting within the medieval ditch. However, this deposit was observed between voids in the borehole column where no recovery of deposit took place and thus is not a reliable reading.

Between 2.85m and 1.85m BGL (11.96 and 12.96m OD) was observed firm dark grey silt clay with medieval tile. This could be a further backfilling of the ditch, but again voids either side limit the accuracy and interpretative value of the results.

The uppermost deposits were 1300mm of predominantly rubble which was probably linked with the former School building on this part of the site.

The final deposit was 150mm of turf and topsoil.

5.1.2 AWS 02 (3.8m deep) Rampart/Ditch

In this windowless sample borehole natural sand was observed at 3.4m BGL (11.30m OD). This was sealed by 300mm (up to 11.60m OD) of firm pinkish grey clay which was interpreted as part of the Roman rampart structure due to its 'clean' composition.

Sealing the possible Roman rampart was 1500mm of silty clay, from 3.1m to 1.6m BGL (11.60 and 13.10m OD). There were no finds within this material, and its clean nature may have represented gradual silting of the Roman/medieval ditch.

Again the uppermost 1450mm of deposits were primarily rubble and disturbed soil. In this case the origin is likely to be demolition material from the former terrace of houses on the northeast side of Queen Street.

Turf and topsoil sealed the demolition layer.

5.1.3 BH 01 (10m+ deep) Rampart/Ditch

Natural clay sand was encountered at 3.7m BGL (11.02m OD). Immediately above the natural was a 100mm thick layer of possible rampart deposits or disturbance (3313). This was made up of loose limestone fragments in a brown silty matrix.

From 3.6m to 2.8m BGL (11.12 and 11.92m OD) was a firm dark grey silt clay which may have been silting within the ditch next to the rampart. On top of this was 2640mm of infill and disturbance, closely resembling what was seen in AWS 01.

The uppermost deposit was 160mm of turf and topsoil.

5.1.4 ATP 02 (1.1m x 1m x 1m deep) Rampart/Ditch

This test pit revealed a series of three infilling or disturbance deposits from 350mm to 1000mm BGL, the uppermost of which may be linked with the construction of the bridge or present boundary wall. All contained post-medieval brick.

There was a slight slope in these deposits, c.50mm over a 1000mm, but nothing close to what is seen with the rampart as it survives. It is highly likely that these deposits represent infilling over the earlier ditch fills and lay up to the rampart.

Turf and topsoil formed the top 350mm of the excavation.

5.1.5 AWS 05 (1.67m, stopped due to obstruction) Rampart/Ditch

This sampling hole was halted at 1.67m BGL (14.07m OD) where the rig could not penetrate further. The bottom 70mm of this column was limestone fragments and lime mortar. The obstruction was clearly an element of a limestone-built structure, but this could equally be an isolated block that has been used as fill or part of a surviving structure.

From the limestone block obstruction to 1m BGL (14.07 and 14.67m OD) was clean firm silty clay which may have been silting within the ditch, however it was relatively high and could be part of the rampart structure.

Up to 700mm of the upper deposits, to 0.2m BGL, were again rubble-rich and potentially linked with demolition of the immediately adjacent terraced houses or the construction of the bridge.

Turf and topsoil sealed the demolition deposit.

5.1.6 TP 01 (0.8m X 0.8m x up to 1.2m deep) Rampart/Ditch

The lower 935mm of this pit was soft, grey brown, mixed clay sand and silt with 19th century finds. This was interpreted as infilling linked with the construction of the bridge.

In turn the infill was sealed by 40mm of cinder then 160mm of sand bedding for the extant pavement.

5.1.7 AWS 06 (5m Deep) Rampart/Ditch

Natural sand was encountered at 4.85m BGL (11.17m OD). This was sealed by 650mm of stiff pinkish grey clay (up to 11.82m OD), identical to that seen in AWS 02. This was again interpreted as the early Roman rampart structure.

Grading from the pink rampart deposits were two brownish grey deposits between 4.2m and 3m BGL (11.82 and 13.02m OD). These may have been silting within the Roman/medieval ditch and the uppermost contained a fragment of abraded Roman pottery.

The next 1500mm (up to 14.52m OD) of deposits were: 500mm of mixed clay, silt, and sand; 300mm of orange sand; 700mm of firm grey brown silty clay with mortar flecks. These were potentially part of the medieval rampart, with different composition making up the structure.

From 1.5m to 1m BGL (up to 15.02m OD) was a dark grey clay silt which was interpreted as a buried soil which had developed over the rampart elements below.

The next deposit was 850mm of disturbed material similar to that seen previously, though in this case there was less rubble. This may have been linked with the bridge, or bridge wall construction.

Turf and topsoil was 150mm deep.

5.1.8 *WS 01 (4.2m deep) Path/Rampart/Ditch*

Natural, or at least what was interpreted as natural sand and clay with gravel, was encountered at 4.1m BGL (12.67m OD).

There were then a series of deposits which may have been linked with the rampart. 300mm of dark silt clay with charcoal and CBM flecks was the first deposit (3218). This was sealed by 700mm of loose limestone fragments in a brown clay silt (3217). This brought the level up to 3.1m BGL. On top of the limestone fragments was 200mm of silt (3216) and then 50mm of limestone fragments with mortar (3215). This was followed by a further 650mm of dark grey silt with CBM flecks and then 200mm of orangey brown sand (3213), taking the level up to 2m BGL (14.77m OD).

The uppermost 1800mm appeared to be infill, which was more compact towards the base. This was topped by the current path.

5.1.9 *BH 02 (c.9m deep) Road/Rampart/Ditch*

Clear natural sand and gravel was present at 5.85m BGL (11.97m OD). A further possibly natural or natural subsoil made up the next 600mm to 5.25m BGL (12.57m OD). The next 1050mm was a void and collapse within the borehole sampling column when restarted.

From 4.2m to 2.4m BGL (13.62 and 15.42m OD) was a possible rampart deposit (3326). This was a firm dark grey brown silty sand with limestone fragments and oyster shell inclusions. The next 500mm was also possibly rampart deposits (3325), but this time more orange silty clay. This took the level to 1.9m BGL (15.92m OD).

The uppermost deposits in the borehole were 700mm of disturbance relating to the construction of Queen's Street and the bridge, 820mm of rubble and other debris as infill for the road and then the concrete road base and tarmac on top.

5.2 **Queen Street Slip Road**

The excavations along this road followed the original line of Queen Street before the construction of the bridge and widening of the street.

As many of the holes were relatively shallow little of archaeological significance was encountered. It was clear from both sides of the road that there has been significant landscaping and disturbance linked with the original constriction of the terraced houses and then the bridge opposite. The deeper windowless samples appear to have encountered the earlier, buried, ground levels giving an idea of where earlier archaeology could potentially be encountered.

5.2.1 AWS 03 (3.7m deep, several voids in column) Road

Natural clayey sands were encountered at 3.45m BGL (10.41m OD). Immediately above this was a void of 750mm in the column. At between 2.2m and 2.7m BGL (11.16 and 11.66m OD) there was a soft, dark grey, clay silt which appeared to be a buried soil. Normally these deposits would be anticipated to be next to each other so there may be sampling error.

On top of the buried soil was a 500mm thick firm clayey deposit, which continued to 1.7m BGL (12.16m OD). This may relate to previous landscaping or similar activity. Between 1.7m and 0.7m BGL were further voids in the column.

The uppermost 700mm of deposits were interpreted as disturbance possibly linked with the bridge construction and then the current road surface. This was identical to ATP 01 which was adjacent.

5.2.2 ATP 01 (1m x 1m x 0.75m deep) Road

This test pit was stopped at 0.75m BGL when it was clear that the rubble infill/disturbance deposit continued beyond 1m BGL due to large brick fragments. It was assumed that the rubble was part of the bridge construction process.

The test pit was also reduced in width beneath the tarmac to avoid a service and concrete, possibly a footing linked with the bridge.

The trench was topped by 160mm of tarmac and road make-up

5.2.3 AWS 04 (2.88m Deep) Road

At 2.34m BGL (11.19m OD) natural sand was present. This was sealed by light grey brown silt sand natural subsoil to a depth of 1.88m BGL (11.65m OD).

Between the natural subsoil and disturbed deposits above was a 60mm thick layer of orangey sand clay and pebbles of unknown origin.

Sealing the thin clay and gravel deposit was 620mm of dark grey brown clay silt with mortar flecks and charcoal. This may have been disturbed topsoil and represent the former ground level at 1.2m BGL (12.33m OD).

The next c.1m of material was disturbed clayey silt with brick and other rubble fragments. This was similar to what was seen in ATP03 adjacent.

Tarmac and road make-up made up the last 240mm of the sample.

5.2.4 ATP 03 (1m x 1m x up to 1.3m deep) Road

At the very base of this test pit, 1m BGL, a dark disturbed soil was revealed. A small sondage indicated this continued beyond 1.3m BGL (12.59m OD). The deposit produced 19th century pottery and may have been the disturbed previous ground level prior to the original Queen Street construction.

The soil deposit was sealed by 710mm of infill and disturbance, the lower part of which was more silty. As for ATP 01 this was probably linked with the bridge construction.

As for ATP 01 there was 160mm of tarmac and road make-up at the top.

5.2.5 *UT 01 (1.22m x 0.44m x 0.7m deep) Path next to House*

Within the trench there was similar disturbance and service backfills as per UT 02 & UT 03. In addition at 600mm BGL there was a limestone cobble and lime mortar structure. This was aligned parallel to the terraced property and may have been linked with the cellar present to the southwest.

The presence of live electrical cables immediately adjacent restricted any further investigation.

5.2.6 *UT 02 (1.36m x 0.44m x 520mm deep) Path next to House*

This trench encountered no material other than disturbed ground adjacent to the standing terraced houses and services backfill.

5.2.7 *UT 03 (two separate holes 0.23 and 0.44m x 0.44m x 0.52m deep) Path next to House*

This trench encountered no material other than disturbed ground adjacent to the standing terraced houses and services backfill.

5.2.8 *UT 04 (0.4m x 0.4m x 750mm deep) Road*

This trench encountered backfill of services beneath the current road.

5.3 Former Railway Shed and Works

In this area it was anticipated that industrial deposits linked with the railway workings and smaller tracks would be present, as seen on earlier mapping.

Investigations in this area proved to be limited by a significant number of buried services. Even with very thorough scanning beforehand services were encountered within the trench and test pit.

Where excavation was completed it was found that natural may be relatively deep and that staining from industrial activity or waterlogging continued a long way into the ground. There were industrial deposits present, but also the potential for buried medieval soil preserving any earlier archaeological deposits below.

5.3.1 *ATT 01 (2.1m X 1.04m and up to 1.75m deep. Reduced because of services nearby and then further restricted when a service found in the trench) Road/Old tracks*

A large steel tank or valve and its surrounding backfill continued to in excess of 1.5m BGL (13.20m OD). Cut into this was an electrical service at 0.6m BGL.

The top 200mm were make-up and tarmac surfaces.

5.3.2 *TP 02 (1.4m x 0.8m and up to 1.7m deep) Road/Old tracks*

The deepest point excavated was 1.7m BGL within a small slot to the side of services. This revealed 500mm of buried silty clay sand with medieval pot, tile and animal bone (top of deposit 12.24m OD). This was sealed by 200mm of disturbed material, a clay sand with cobbles.

From 1m BGL to 0.4m BGL was further disturbance and the backfill of a salt glazed drain. Over this was a 50mm thick layer of dark industrial waste including bitumen.

The uppermost 350mm was make-up and the current tarmac surface.

5.3.3 AWS 07 (2.9m deep) Road/Old tracks

What appeared to be natural clay with pebbles was encountered at 2.7m BGL (10.62m OD). This was sealed by what was interpreted as natural subsoil, 400mm of a firm silt clay that was possibly 'stained' by later deposits or from waterlogging (11.02m OD). The next 400mm was a void in the column, probably linked with the wet deposits slipping out of the sleeve.

From 1.9m BGL was 600mm of infill or disturbance, firm dark grey silty clay with post-medieval brick. The next 1000mm was further infill or disturbance, this time predominantly clinker or aggregate.

The uppermost 300mm was make-up and the current tarmac surface.

5.3.4 BH 03 (10m+ deep) Road/Old tracks

Clear natural sand and clay was encountered at 4m BGL (8.90m OD), however these deposits were stained dark grey from deposits above or due to waterlogging. On top of this was 2000mm of possible infill or disturbance, soft dark grey silt which was again stained black (up to 11.40m OD).

From 2m to 1.28m BGL was further infill or disturbance. This was dark grey clay sand with 19th century brick fragments. On top of this another 700mm of disturbed grey brown clay with cobbles was present.

The top 280mm was linked with the current tarmac surface.

5.4 Queen Street Bridge and Arches through Medieval Wall

The nature of the project meant that this area had by far the most intensive sampling regime, with a range of different techniques investigating the bridge and its immediate surrounds.

Again services impacted upon how much could be investigated, but it was possible to get a full profile of the sequence in a number of places.

Significant truncation from the railways works, particularly the piercing of holes through the walls and ramparts for lines into the second station, meant that natural was encountered relatively close to ground level. Even with the great levels of truncation it may be that some elements of a ditch outside the former ramparts survives below the line of the bridge.

5.4.1 OP 01 (0.7m x 0.44m x and up to c.1.5m deep) Platform/Rampart

The limestone faced retaining wall continued to more than 1.5m BGL (13.49m OD). The lowest deposits up against it, between 1.5m and 1m BGL, were clinker and disturbed silt clay.

The next 800mm was loose rubble infilling. In turn this was topped by 200mm of paving and bedding.

5.4.2 OP 02 (0.95m x 0.4m x 0.77m deep) Platform/Old tracks

Stiff clay with cobbles, interpreted as natural, was present from 0.47m BGL (13.01m OD). The concrete platform footing cut into this and extended 0.77m BGL.

On top of natural was levelling and then the current tarmac surface.

5.4.3 OP 03 (0.55m x 0.5m x 0.88m deep) Bridge/Old works

The bridge abutment foundation extended 0.85m BGL and was within a rubble and industrial waste disturbed deposit.

280mm at the top of the pit was make-up and tarmac.

5.4.4 OP 04 (0.5m x 0.4m x 1.38m deep) Bridge/Old works

The earliest deposit was sandy clay with cobbles from 1.08m BGL. The bridge abutment foundation cut through this to 1.38m BGL. There was then 800mm of infill against the structure.

The uppermost 280mm was the concrete surface and make-up.

5.4.5 OP 05 (0.7m x 0.6m x 1.4m deep) Bridge/Old works

The bridge structure appeared to be cut into disturbed sand and clay which contained charcoal and cbm flecks. This continued below 1.24m BGL. The abutment itself was up to 1.4m BGL. Backfilling against the abutment was 400mm of clay sand with brick rubble. The next 400mm was disturbed during the insertion of a cast iron service.

The current concrete surface and an earlier tarmac path made up the uppermost 180mm.

5.4.6 OP 06 (0.5m x 0.4m x 1.5m deep) Bridge/Old works

A degraded concrete footing was revealed at the base of the bridge abutment. This continued to a depth of 1.42m BGL. There was 800mm of infill over the top of the foundation.

The top 280mm was infill and a degraded wooden floor.

5.4.7 OP 07 (0.5m x 0.45m x 1.26m deep) Bridge/Old works

The bridge abutment in this pit was 1.26m BGL to the base of its foundation. This was cut into a disturbance layer which was in excess of 560mm deep. On top of this was 500mm of infill inlaid with the construction of the bridge.

The uppermost 200mm was tarmac and make-up.

5.4.8 ATT 02 (2m x 1.9m and up to 1.55m deep. Reduced because of limited space for spoil) Old works Rampart/Ditch (Figure 3 Plate 1)

This archaeological trial trench was the only one where it was possible to excavate as per a normal excavation. There were however limitations due to the space available for spoil and thus it was reduced in size.

The earliest material was a possible cobble layer or dump (1215) which was seen at 1.46m BGL (12.06m OD), in a small sondage within the trench. This was sealed by a 600mm thick layer of disturbance, grey brown clay sand with shell, charcoal, CBM flecks and a single fragment of Roman pottery.

On top of the disturbance were further mixed deposits and possible construction spread that were linked with the construction of the bridge abutment to the northern side, as seen in OP 05 (5.4.5 above). The top of these was at 0.6m BGL (12.92m OD).

The next c.500mm was taken up by a series of paths or surfaces that appeared to have been constructed either side of a division which was approximately central to the trench. The uppermost of these was comprised of a tarmac path against a re-used sleeper kerb.

The top of the trench was sealed by brick rubble levelling and concrete.

Deeper elements were investigated in AWS 09 (5.4.9 below)

5.4.9 AWS 09 (3.2m deep) Old works Rampart/Ditch

Natural laminated sands and clays were encountered at 2.8m BGL (10.73m OD). These may have been the same laminated deposits seen in TP08 (5.5.5 below). On top of this was 800mm of another natural deposit of sandy clay with pebbles. Finally a possible gravel and sand natural, or interface between natural and disturbed materials, raised the ground a further 200mm to 1.8m BGL (11.73m OD).

Disturbed orangey brown clay sand with cobbles, a medieval tile fragment, and a fragment of Roman pottery was present between 1.8 and 1.2m BGL (up to 12.33m OD). Another 600mm of disturbance with rubble fragments raised the ground to 0.6m BGL (12.93m OD).

The disturbance was sealed by 300mm of compacted gravel, stone and pebble surfaces, and the top 300mm was make-up and concrete.

5.4.10 BH 05 (10m+ deep) Road/Old tracks

Definitely natural deposits, in the form of compact gravel and sand were seen at 2m BGL (11.33m OD). These were sealed by 1000mm of disturbed sand silt clay which was also may have included a buried soil. The finds from this included medieval tile and mortar flecks.

From 1m BGL the next 800mm of deposits was split evenly between disturbance and then clinker possible track base.

The uppermost 200mm was the current car park surface.

5.4.11 AWS 10 (3.5m deep) Road/Old tracks

What appeared to be natural clay sand with pebbles was present at 1.85 BGL (11.48m OD). A 1000mm void in the column below meant it was not possible to see if this was part of a sequence of natural deposits. It was sealed by 300mm of disturbed silty clay with stone and brick fragments.

A further void of 350mm brought the level to 1.2m BGL (12.13m OD) where the next 200mm was disturbed clay sand with cobbles and then 720mm of clinker and rubble.

The top 280mm in the profile was the current road surface.

5.4.12 AWS 08 (1m deep) Road/Old tracks/Rampart/Ditch

The natural clay sand deposit was seen at 0.6m BGL (12.83m OD) and thus the sampling rig was not required to dig further. The natural was sealed by 100mm of disturbed material with 20th century brick fragments.

Levelling and the current road surface made up the top 500mm of deposits.

5.4.13 ATP 04 (0.63m x 0.6 m and up to 1.2m deep) Road/Old tracks/Rampart/Ditch

This was almost identical to AWS 08 (above), with natural being encountered at 500mm BGL (12.92m OD). The 100mm of disturbance overlaying natural was not present.

Levelling and the current road surface made up the top 500mm of deposits.

5.4.14 BH 04 (10m+ deep) Road/Old tracks/Rampart/Ditch

This borehole utilised ATP 04 (above) and thus had an identical sequence.

5.4.15 TP 06 (2m x 0.8m x c.3m deep) Road/Old works/Rampart/Ditch

Clean natural was seen at 1.1m BGL (12.21 OD). This may have been higher originally but it had been truncated during the dumping of a number of railway sleepers which formed a layer 300mm thick. In turn the sleepers were covered with 400mm of dumped clay sand with cobbles.

The top 400mm was levelling and the current road surface.

5.4.16 TP 07 (2.1m x 0.9m x c.0.8m deep) Old works/Rampart

Soft natural sand was encountered at 0.75m BGL (12.58m OD). This was sealed by up to 100mm of disturbed material which included debris from the construction of a wall foundation (2175). The foundation was up to 1000mm wide, with bricks 240x110x78mm thick. The position and alignment of the structure first appears on mapping from 1909, and thus be built a little before then.

5.5 Long Stay Car Park

These investigations spanned the largest area of the site and were anticipated to encounter former railway track beds, platforms and associated structures.

Services once again curtailed the scope of what was possible to investigate.

WS 02 was particularly interesting with its extreme depth of archaeological materials which appear to have been deposited in water. This may be due to localised undulations in the natural ground levels, and previous work to the southeast, towards Blossom Street, has shown this to be present (John Oxley Pers. Comm.). The author has also encountered similar deep features in works to the west of the station (YAT 2018/181 in Prep). There is also the potential that this is a very localised feature such as an in-filled well. The firmly stratified medieval tile may point towards the latter.

The other excavations showed natural deposits to be present at around 1m to 1.5m BGL and that later truncation had removed any potential archaeological survival down to this depth.

Towards the north, the entrance of the car park, it was clear that natural was clearly higher and also that there is far more potential for in-situ archaeological deposits to be present.

5.5.1 WS 02 (c.7m deep) Road/Old tracks

During sampling the wet nature of the deposits meant they 'slipped' in the column and introduced some voids.

The deepest, and earliest deposit encountered within this window sample was firm natural clay at 6.5m BGL.

On top of natural was 1600mm of possible infilling or silting within water. This was a dark grey silt clay sand which became firmer at the base. This contained some voids. On top of this a

further 600mm of soft dark grey infilling or silting came up to 4.2m BGL (3227). This contained a single fragment of burnt animal bone and also had a 200mm void at the top.

Between 4.2m and 3.9m BGL the deposits changed radically with a layer of orangey brown organic material (3226). This also contained a fragment of medieval tile embedded within the material which was clearly not intrusive.

Sealing the organic matter was a 1700mm thick layer of grey infill or silting (3225) with a 300mm void at the top. This material contained a fragment of rib from a small animal. A further 460mm of possible infill, but firmer in nature, brought level up to 1.74m BGL.

A 820mm thick layer of disturbance sealed in the lower, wet, deposits. This was made up of limestone and brick fragments with clay sand and pebbles lower down. On top of this 660mm of clinker was interpreted as former track base.

Finally the uppermost 260mm was the current car park surface and make-up.

5.5.2 TP 03 (1.8m x 1m x c.3m deep) Road/Old tracks

Undisturbed natural clay was encountered at 1.2m BGL.

The natural was sealed by a sequence of 200mm of disturbance or possible track base and a total of 600mm covering three layers of clinker possible track base.

On top of this was levelling and the current car park surface.

5.5.3 ATT 03 (1.8m x 1m and up to 1.2m deep) Reduced because of service and combined with TP 04 see below) Road/Old tracks

Natural clay sand with cobbles was present at 1.16m BGL.

The natural was sealed by 400mm of the same material as natural, but disturbed and containing charcoal and CBM flecks. A yellow clay gravel possible surface and make-up was seen a further 200mm up, taking the height to 0.56m BGL. This may have been linked with the former railway activities.

Making up the uppermost layers was further disturbance, clinker and the current car park surface. The clinker material did not appear to be clean enough to have been a track base and it was assumed it had been disturbed as part of later landscaping. At the southeast side of the trench a 700mm deep electric service had been inserted.

5.5.4 ATT 04 (3m x 3m proposed, reduced to 2x adjacent holes 1.85m x 0.95m and 2.05m x 0.95m and up to 1.5m deep. Original size reduced and split due to presence of services and vehicular access limitation.) Road/Old track.

The earliest deposit reached in the northwestern part of the excavation was disturbed material with cobbles and pebbles. This was over 300mm thick and continued deeper than 1.3m BGL.

On top of the disturbance was 400mm of clinker and gravel which may have compacted into a surface at the top. In turn this was covered by two large sections of concrete which were up to 600mm thick and possibly linked with buffers, platforms or other railway furniture.

Cutting through all deposits, including the concrete blocks, to a depth of greater than 1.3m BGL was the insertion of a 180mm gas main.

The uppermost 220m in the sequence was the current car park surface.

In the southeastern part of the pit the sequence began with over 1200mm of possible backfill. This was seen in a small sondage to continue below 1.7m BGL. If it is service backfill the excavation must be significant and deep.

On top of the possible backfill was a further 300mm of disturbance or infilling.

Again the uppermost 220mm in the sequence was the current car park surface.

5.5.5 TP 05 (2.5m x 0.75m x 3.5m deep) Road/Old tracks

Natural sand with clay bands was encountered at 1.38m BGL.

On top of natural was 380mm of what appeared to be disturbed natural which also contained 20th century brick fragments.

From 1m BGL there was a further 580mm of dark grey sand clinker and rubble with a 160mm of a possible clinker surface on the top.

Inserted into the clinker to a depth of 0.68m BGL was a 500mm thick concrete block. Across the areas of the test pit where the block was not present there was an associated layer of disturbance 80mm deep.

The current car park surface made was 180mm thick.

5.5.6 ATT 04 (1.8m x 0.7m x c.2.4m deep. Excavated as an extension of ATT 03) Road/Old tracks

This had exactly the same deposits sequence as ATT 03 as it was an extension of the same excavation

5.5.7 TP 08 (1.5m x 0.8m x c.4.5m deep. Excavated as a Test Pit to 0.6m BGL then a window sample lower down) Road/Old tracks

Undisturbed natural was present below later disturbance at around 1.5m BGL. In this case the natural appeared to be a sequence of thin alternating layers of clay and sand, suggesting settling in a body of water. Similar material has been seen in the ongoing nearby developments within the walls, Hudson House (John Oxley Pers. Comm.) The author has also seen similar deposits during the excavations at Hungate Block H and the adjacent Ambulance Station site. Since these investigations took place the author has also seen similar deposits to the west of the railway station (YAT 2018/181 in Prep)

The next 200mm of material was a possible buried soil or disturbance and top of this was a 200mm void in the column. There was then either a further 600mm of disturbed material or a 600mm of a brick foundation pad (bricks 230x120mm and 80mm thick). This was presumably structure linked with the previous railway infrastructure.

At the top of the excavation the uppermost 500mm of the sequence was disturbance and the car park surface as seen nearby.

5.5.8 TP 09 (1.7m x 0.7m x and up to 1.9m deep) Road/Old tracks

In this trench natural sand was encountered as shallow as 0.74m BGL. In fact natural subsoil was as shallow as 0.46 BGL.

Natural was then sealed by disturbance and the current car park surface.

This was not the full story though, as natural was only seen in the extreme eastern section of the trench. Most of the trench was taken up by a cut and filled feature to the west. This feature was below the disturbance, cutting into the subsoil, at 0.44m BGL and continued to

over 1500mm in depth. This was not investigated further but could be a large service or similar.

*5.5.9 TP 11 (1.3m x 0.62m x 0.45m deep. Excavation ceased at this depth due to access issues)
Road/Old tracks*

In this intervention only the earlier road surface and make-up was exposed below the current paving.

5.6 Northern Wall Section and Ivy Cottage

This was a limited space and only made up a small percentage of the site. It is listed under its own heading due to the potential for survival of deposits linked with the medieval walls and rampart.

Closest to the position of where the medieval wall and rampart once stood there was little in the way of visible archaeology at this depth. The material most probably removed during the 19th century railway activities. However, moving further away the picture was different. Once disturbances and landscaping linked with the railways and bridge were excavated through there was evidence for medieval activity in the form of possible rampart deposits. There was also the possibility for earlier, Roman, deposits to be present.

5.6.1 WS 03 (4m deep) Rampart/Ditch

The window sample rig refused at 4m BGL, suggesting a band of compacted sand and gravel at this depth. A smaller probe indicated that there was clay below. The soft natural sand continued up to 3.42m BGL, possibly as high as 3m BGL due to a void in the column.

On top of natural were two possible rampart deposits with 350mm of angular stone fragments in sand (3235) and 250mm of orange sand (3234). The uppermost of these survived up to 2.4m BGL, but again could have been c.400mm higher due to a void in the column.

From 2m BGL there was 1m of grey brown clay sand with CBM and limestone fragments infill or disturbance. This was sealed by a further 600mm of dark grey brown sandy silt with rubble. Both of these were probably landscaping linked with the bridge construction or later.

The uppermost 400mm of deposits was turf and topsoil.

5.6.2 TP 10 (1.8m x 1m x c.3m deep) Rampart/Ditch

Natural deposits were encountered at 1.9m BGL and consisted of sand and gritty sand with cobbles lower down.

Sealing natural were lenses of orange and yellow sands and silts (2205) which were interpreted as possible rampart deposits. Within these deposits was a part of a Roman tegula which was broken during excavation. Collectively these weighed 735g and all of this material is of 1-14th century date and in fabric R11 from the York fabric series (J. McComish pers. com.). There was also a late 4th century pottery beaker base. It may be that this was just medieval reworking of Roman materials or it could have been Roman in date. This possible rampart material was 400mm thick and went up to 1.5m BGL.

Between 1.5m BGL and 1m BGL was 240mm of friable greenish dark grey sandy silt with charcoal flecks (2204). This appeared to resemble medieval 'cess' type deposits. The next

260mm was a possible construction spread of loose angular limestone fragments (2203). Both deposits together may be evidence of a medieval rampart.

The uppermost 1m of deposits was similar to that seen in the top 2m of WS 03. One of the infill deposits (2201) contained a 1944 Half Penny.

5.6.3 BH 06 (10m+ deep) Rampart/Ditch

Clean natural sand was present at 1.4m BGL. A further 200mm of brownish orange sand on top may have also been natural.

On top of the deposits which were natural or possibly natural was 800mm of orangey brown silty clay with cobbles and pebbles. This also resembled natural, but had clearly been disturbed, possibly during the 19th century railway works.

The uppermost 400mm of deposits were disturbance and topsoil.

5.7 Tea Room Square

There were only limited excavations which took place in this area of investigation.

The utility trenches were only very shallow and quickly achieved their goal of finding specific services. The borehole was more useful and indicated that there is nearly 1m of activity linked with roads and parking before 400mm of possible archaeological deposits are encountered. The significance of these is unknown due to the small sample size.

5.7.1 BH 07 (200mm x 10m+ deep) Road

Undisturbed natural clay sand was seen at about 1.3m BGL. This was sealed by 400mm of possible subsoil which was similar to natural but a browner colour and containing charcoal flecks.

The uppermost 900mm of deposits was a sequence of disturbance, levelling, concrete and surfaces linked with the use of the area for roads and parking.

5.7.2 UT 05 (0.8m x 0.72m x 0.58m deep) Path next to building

This trench revealed services into the former tea room and a brick built duct probably linked with these. It was clear that the area has been excavated several times previously.

5.7.3 UT 06 (Two trenches c.0.5m x c.0.3m and up to 0.7m deep.) Road

Where possible to get past concrete obstructions the only material encountered was gravel backfill within a service trench

6 THE POTTERY

6.1 Introduction

Nine sherds of domestic pottery were retrieved from four Contexts (see Table 1). This small assemblage consists entirely of Roman pottery, including late second and late 4th century types, but further work may confirm this.

6.2 Methodology

The pottery was quantified and recorded in the standard manner (see Orton, Tyers and Vince 1993; Orton and Hughes 2013). It was sorted into fabric and form groups, based on colour, firing, clay matrix, inclusions and glaze type. The number of each fabric and form type is recorded in tabular form (see Table 1).

The size of the sherds is recorded as either 'small' <5cms at the widest, 'medium' >5cms and < 10cms, large >10cms. Abrasion is also noted where relevant. These measures are included as they help to determine types of deposition as well as levels of residuality and intrusion in some cases.

6.3 Results

Table 1 Pottery Quantification

Context	Quantity	Dating	Details
1214	1	2ND CENTURY	1 Ebor type flagon small
2205	6	LATE 4TH CENTURY	5 complete base of a Roman white ware Crambeck parchment type beaker including 20 scraps
3066	1	MID/LATE 2ND CENTURY	1 Ebor fine flagon small
3094	1	ROMAN	1 Ebor flagon with white slip small

6.4 Discussion

The only ware types within this assemblage are Ebor and white ware. The sherds are small but there is little abrasion noted. This may imply that they are in, or close to, the location that they were first deposited in.

Ebor wares are typically found in early Roman contexts in York and flagons with white slipped surfaces cease to occur in the archaeological record by in Monaghan's Ceramic period 3a (200-225; see Monaghan 1997, 877).

White wares occur in the late 2nd century but, if the white ware from York Station Frontage is from the Crambeck kilns, it is more likely to be a late 4th century parchment ware. Crambeck parchment wares have been noted in late 4th century contexts in York, but do not appear to occur in quantity there (Monaghan, 1997, 905).

It is relatively unusual to find such a large part of a vessel in this white fabric type, though a complete 2nd century white ware, of unidentified provenance, was found during excavations at Newington Hotel (Leary in Savine forthcoming). This was also known as a Roman burial area. It forms part of the Roman cemetery at Trentholme Drive, discovered by Leslie Wenham in the 1950's (Wenham 1968).

6.5 Conclusion

Although the assemblage from York Station Frontage is very small, it could relate to the previously recorded large Roman cemetery in this area (see RCHME 1962, 62-110), areas A and h-i). A vast amount of sepulchral material of all kinds, including pottery, was been noted during construction works in the late 18th century, much of which is housed in the Yorkshire Museum.

7 DISCUSSION

The numerous interventions undertaken and monitored during these works have given a helpful, but not complete, indication of the potential archaeological sequence across the site. These investigations were significantly hampered by access restrictions to parts of the site as well as the presence of significant numbers of underground services.

Ultimately the final design of the proposed scheme will be required to assess the full impact of the works but at the moment it is possible to suggest the following:

- Across virtually the whole site there has been significant truncation of archaeological deposits during the creation of the railways, bridge and associated infrastructure.
- Further, significant, truncation of archaeological deposits has occurred during the insertion of a complete range of services from the late 19th century onwards.
- The extent medieval walls and rampart are clearly visible, however what may be rampart deposits appear to survive beneath the ramped section at the south of the Queen Street Bridge.
- Adjacent to Queen Street, where the ditch to the southwest of the medieval rampart has been in-filled, there is potentially in excess of 1.5m of modern demolition and infill sealing the earlier infilling deposits.
- There is potential for earlier archaeological deposits to survive along the Queen Street slip road.
- Deeper, possibly natural ponds or dug features, may survive at the southwest of the car park area investigated and also in front of the railway sheds. Similar deeper features have been noted to the west and southwest of the study area.
- The former line of the tracks running through the walls into the previous railway station inside has been almost completely stripped of archaeological remains. There is potential for the survival of deeper deposits within line of the former ditch beyond the removed rampart. However, the bridge structure and services have limited investigation in this area.
- At the entrance to the long stay car park natural subsoil is relatively close to the surface and there is potential for undisturbed archaeological deposits to survive in this area.
- Adjacent to Ivy Cottage rampart, or similar banded deposits, survive within 1m of the current ground level. These may be as early as Roman.
- The investigations in Tea Room Square were not comprehensive enough to accurately comment on the potential risk to archaeological deposits deeper than c.600mm BGL.

The study area is clearly not level and with standing structures reducing clear lines of site it is very difficult to visualise relative depths. The depth of natural, where encountered, has been illustrated in Figure 4.

What is immediately apparent is the large range of depth OD encountered and that the site clearly falls to the south. It is also possible to see the significantly deeper features that may be old ponds or similar at the south of the site. Finally there is a clear line where natural is deeper outside the periphery of the medieval wall and rampart and this may be indicative of a ditch along this line.

As a further interpretive tool the depth of archaeology, or at least potential for archaeological deposits surviving in buried soils or similar, can be seen in Figure 5.

It should be noted that this illustration does not assign significance to the archaeology encountered and just indicates the presence of material.

Considering all of the information presented above an annotated Archaeological Potential Map can be seen in Figure 6. This is based on what archaeology or potential archaeology is present, without any knowledge of the impact of the proposals. For example a shallow formation level would reduce risk, whilst large scale ground reduction would potentially increase risk.

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APPENDIX 1 - INDEX TO ARCHIVE

Item	Number of items
Test Pit/Borehole/Window Sample log sheets	18
Sample register	1 + 4 sheets
Site record/note sheets	7 + 54
Original drawings	1
Digital photographs	202
Written Scheme of Investigation	1
Report	1

Table 2 Index to archive

APPENDIX 2 - CONTEXT LIST

Context	Intervention	BGL mm/AOD m	Depth mm	Description
1100	ATT 01	0/13.40	60	Road surface - Tarmac.
1101	" "	600/12.80	Na	Service - Electrical cable.
1102	" "	60/13.34	40	Road surface - Tarmac.
1103	" "	100/13.30	100	Road make-up - Aggregate etc.
1104	" "	100/13.30	1500+	Tank/Service - Iron pipework and tank or valve.
1105	" "	200/13.20	1500+	Infill/Disturbance - Friable dark grey brown, clay sand and silt. Contains brick and other rubble. Backfill around tank?
1200	ATT 02	0/13.52	100	Surface - Concrete
1201	" "	100/13.42	100	Surface make-up/Levelling - Firm, brick rubble etc.
1202	" "	200/13.32	40	Surface - Compact, dark grey, clinker.
1203	" "	100/13.42	180	Path surface - Firm, dark grey, tarmac plus rubble and aggregate make-up.
1204	" "	160/13.34	320	Path formation - Friable, rubble levelling & re-used railways sleeper used as kerb.
1205	" "	320/13.20	200	Possible make-up - Friable, brown, clay sand with limestone fragments and cobbles.
1206	" "	300/13.22	100	Surfaces - Compact, grey black, clinker etc
1207	" "	380/13.14	200	Surface make-up - Compact, yellowy grey, sand, rubble and stone fragments.
1208	" "	480/13.04	60	Surface - Compact, yellowy grey, gravel and stone chippings.
1209	" "	480/13.04	220	Surface make-up - Compact, grey, sand, gravel and cobbles/stones.
1210	" "	580/12.94	60	Surfaces/Trample - Firm, black and orangey brown, cinder and clay sand.
1211	" "	600/12.92	140	Possible construction spread - Friable, light grey, sand and mortar with stone fragments.
1212	" "	700/12.82	160	Disturbance - Friable, orangey brown, clay sand with cobbles and brick rubble.
1213	" "	740/12.78	180	Infill/Disturbance - Firm, brownish orange, clay sand with brick rubble.
1214	" "	800/12.72	600	Disturbance - Friable, grey brown, silty sand with clay and clay lumps, shell, charcoal flecks and cbm flecks.
1215	" "	1460/12.06	100+	Unknown - Cobbles up to 200mm diameter in a soft dark brown silty

Context	Intervention	BGL mm/AOD m	Depth mm	Description
				clay matrix.
1300	ATT 03	0/13.40	30	Road surface - Tarmac.
1301	" "	80/13.32	80	Road surface - Tarmac.
1302	" "	110/13.29	170	Road make-up - Aggregate etc.
1303	" "	280/13.12	c.700	Service - Electrical cable, cut, cover tiles and backfill.
1304	" "	280/13.12	280	Infill/Disturbance - Friable, black to dark grey, gravel, clinker and other industrial materials.
1305	" "	560/12.84	200	Surface/Surface make-up - Compact, brownish yellow, gravel with clay. Possibly linked with previous railway activities.
1306	" "	760/12.64	400	Disturbance - Firm, pinkish orangey brown, clay sand with pebbles, cobbles, charcoal flecks and CBM flecks. May be landscaping for railway construction.
1307	" "	1160/12.24	1240+	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles. Large cobble and boulders lower down.
1400	ATT 04	0/13.50	80	Road surface - Tarmac.
1401	" "	80/13.42	140	Road make-up - Aggregate etc.
1402	" "	220/13.28	1000+	Service - 180mm gas main
1403	" "	220/13.28	300	Infill/Disturbance - Loose, dark grey, silt and rubble etc.
1404	" "	520/12.98	1200+	Service backfill? - Soft, dark grey/orange, clay silt sand with tarmac, cobbles and bricks 80mm thick. Appears to be backfill of a large feature.
1405	" "	220/13.28	400-600	Footing - Two concrete elements, 400mm and 600mm thick.
1406	" "	520/12.98	100	Disturbance - soft, orangey brown, clay sand with cobbles and pebbles. Probably linked with concrete footings.
1407	" "	620/12.88	400	Surface/Surface make-up - Loose, dark grey, gravel and clinker. Probably linked with railways.
1408	" "	1020/12.48	330+	Disturbance - Firm, pinkish orangey brown, clay sand with pebbles, cobbles, charcoal flecks and CBM flecks.
2010	ATP 01	0/13.84	80	Road surface - Tarmac.
2011	" "	80/13.72	?200+	Possible footing - Concrete.
2012	" "	80/13.72	260	Road make-up - Aggregate etc.
2013	" "	340/13.50	410	Infill/Disturbance possibly linked with bridge construction - Loose brick etc rubble.

Context	Intervention	BGL mm/AOD m	Depth mm	Description
2020	ATP 02	0/15.12	350	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
2021	" "	350/14.77	250	Infill/Disturbance possibly linked with bridge construction - Loose, orangey brown, silt with mortar and rubble.
2022	" "	600/14.52	150	Infill/Disturbance - Friable, dark grey brown sandy silt.
2023	" "	750/14.37	250+	Infill/Disturbance - Loose, orangey brown, silt with frequent pebbles.
2030	ATP 03	0/13.59	80	Road surface - Tarmac.
2031	" "	80/13.51	?200	Possible footing - Concrete.
2032	" "	80/13.51	160	Road make-up - Aggregate etc.
2033	" "	240/13.35	230	Infill/Disturbance possibly linked with bridge construction - Loose brick etc rubble.
2034	" "	470/13.12	530	Infill/Disturbance - Friable, grey brown, clayey silt with brick and other inclusions.
2035	" "	1000/12.59	300+	Disturbed soil - Soft, dark greyish brown clayey silt with mortar flecks and charcoal. Contains 19 th century pottery.
2040	ATP 04	0/13.42	80	Road surface - Tarmac.
2041	" "	80/13.24	120	Road make-up - Aggregate etc.
2042	" "	200/13.22	300	Levelling - Hardcore.
2043	" "	500/12.92	700+	Natural - Natural - Stiff, brownish orange, clay sand with cobbles and pebbles
2110	TP 01	0/15.63	65	Paving - Square paving slabs.
2111	" "	65/15.57	160	Paving bedding - Sharp sand.
2112	" "	225/15.40	40	Dump/Levelling - Clinker.
2113	" "	265/15.36	1135	Infill/Disturbance - Soft, grey brown, silt clay. More orange towards base. Contains C19th+ finds.
2120	TP 02	0/13.44	50	Road surface - Tarmac.
2121	" "	50/13.39	300	Road make-up - Aggregate etc.
2122	" "	350/13.09	50	Infill/Disturbance - Friable, black to dark grey, bitumen and other industrial materials.
2123	" "	400/13.04	600	Service/Disturbance - Soft, grey brown, sand silt and clay poorly mixed. Contains oyster shell and other C19th and later material, plus sewer pipe
2124	" "	1000/12.44	200	Disturbance - Friable, brownish orange, sand with frequent cobbles.
2125	" "	1200/12.24	500+	Buried soil - Friable, dark grey brown, clayey sandy silt. Contains medieval pot, tile and animal bone.

Context	Intervention	BGL mm/AOD m	Depth mm	Description
2130	TP 03	0/13.63	100	Road surface - Tarmac.
2131	" "	100/13.53	140	Road make-up - Aggregate etc.
2132	" "	240/13.29	80	Levelling - Hardcore.
2133	" "	320/13.31	140	Disturbance - Loose, dark brown, clinker with brick etc fragments.
2134	" "	460/13.17	400	Possible track base - Loose, black, clinker.
2135	" "	860/12.77	140	Possible track base - Loose, dark brown, clinker with limestone fragments.
2136	" "	1000/12.63	200	Possible track base - Firm, brown sand clay with limestone and CBM fragments.
2137	" "	1200/12.43	1800+	Natural - Stiff, brownish grey, clay.
2140	TP 04	0/13.43	30	Road surface - Tarmac.
2141	" "	80/13.35	80	Road surface - Tarmac.
2142	" "	110/13.32	170	Road make-up - Aggregate etc.
2143	" "	280/13.15	280	Infill/Disturbance - Friable, black to dark grey, gravel, clinker and other industrial materials.
2144	" "	560/12.87	200	Surface/Surface make-up - Compact, brownish yellow, gravel with clay. Possibly linked with previous railway activities.
2145	" "	760/12.67	400	Disturbance - Firm, pinkish orangey brown, clay sand with pebbles, cobbles, charcoal flecks and CBM flecks. May be landscaping for railway construction.
2146	" "	1160/12.27	1240+	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles. Large cobble and boulders lower down.
2150	TP 05	0/13.57	80	Road surface - Tarmac.
2151	" "	80/13.49	100	Road make-up - Aggregate etc.
2152	" "	180/13.39	500	Footing - Concrete element c. 500mm thick
2153	" "	180/13.39	80	Disturbance - Loose, dark grey, clinker.
2154	" "	260/13.31	160	Possible surface - Friable, black, clinker.
2155	" "	420/13.15	580	Disturbance/levelling - Soft, dark grey, sand and clinker with rubble.
2156	" "	1000/12.57	380	Disturbance - Soft, orangey brown, clay sand with cobbles and 20 th century brick.
2157	" "	1380/12.19	2120+	Natural - Soft, brownish orange, sand with grey clay bands.
2160	TP 06	0/13.31	100	Road surface - Tarmac.
2161	" "	100/13.21	100	Road make-up - Aggregate etc.

Context	Intervention	BGL mm/AOD m	Depth mm	Description
2162	" "	200/13.11	200	Levelling - Hardcore.
2163	" "	400/12.91	400	Infill/Disturbance - Soft, brownish orange, clay sand with cobbles. Disturbed natural deposits.
2164	" "	800/12.51	300	Dump - Buried overlapping railway sleepers
2165	" "	1100/12.21	1500+	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles
2170	TP 07	0/13.33	80	Paving - Brick pavers.
2171	" "	80/13.25	60	Paving bedding - Sharp sand.
2172	" "	140/13.19	140	Levelling - Hardcore.
2173	" "	280/13.05	500	Service - Ducted cable, possibly telecoms
2174	" "	280/13.05	220	Infill/Demolition - Firm, hardcore and rubble mixture
2175	" "	400/12.93	300	Wall Foundation - Aligned north-south, c.1m wide, Bricks 240x110x78mm, bonded with lime mortar.
2176	" "	650/12.68	100	Disturbance - Firm, grey brown, pebbly clay sand with rubble. Probably linked with wall construction.
2177	" "	750/12.58	100+	Natural - Soft, yellowy orange, sand.
2180	TP 08	0/13.99	100	Road surface - Tarmac.
2181	" "	100/13.89	200	Road make-up - Aggregate etc.
2182	" "	300/13.69	200	Demolition/Disturbance - Friable, grey brown sand clay with rubble.
2183	" "	500/13.49	600	Foundation - Brick footing. Aligned northeast-southwest. 900mm+ square. Bricks 230x120x80mm. Possible stanchion base.
2184	" "	500/13.49	600	Infill/disturbance - Firm, greyish orangey brown, clay sand with brick rubble and sandstone paving fragments.
2185	" "	1100/12.89	200	Void in column.
2186	" "	1300/12.69	200	Buried soil/Disturbance - Firm, brownish grey, clayey silt.
2187	" "	1500/12.49	360	Natural - Laminated sand and clay. *links with Hudson House inside walls.
2188	" "	1860/12.13	240	Natural - Firm, pinkish brown, sandy clay.
na	" "	2100/11.89	100	Void in column.
na	" "	2200/11.79	400	Natural - Firm, reddish brown, sandy clay.
na	" "	2600/11.39	500	Natural - Laminated sand clay. As above, but laminations of clay disappear by base.

Context	Intervention	BGL mm/AOD m	Depth mm	Description
na	" "	3100/10.89	460	Void in column
na	" "	3560/10.43	540	Natural - Soft, brownish orange, sand with single stone in middle.
2190	TP 09	0/14.78	80	Road surface - Tarmac.
2191	" "	80/14.70	160	Road make-up - Aggregate etc.
2192	" "	240/14.54	200	Disturbance - Friable, orangey grey brown, clayey sand with cobbles and 19 th century brick fragments.
2193	" "	440/14.34	1500+	Backfill - Soft, grey orangey brown, sand with 19 th century or later brick. Within a vertical cut.
2194	" "	440/14.34	300	Natural subsoil - Friable, orangey brown, silty clay.
2195	" "	740/14.04	460	Natural - Soft, orangey light brown, sand.
2196	" "	1200/13.58	100+	Natural - Soft, light brownish yellow, sand.
2200	TP 10	0/13.80	200	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
2201	" "	200/13.60	400	Infill/Disturbance - Friable, dark grey brown, sandy silt with occasional rubble fragments. Contains 1944 halfpenny.
2202	" "	600/13.20	400	Infill/Disturbance - Loose, dark grey, clinker and cinder with silt.
2203	" "	1000/12.80	260	Construction spread/Infill - Loose, angular limestone fragments.
2204	" "	1260/12.54	240	Rampart/Infill - Friable, greenish dark grey, sandy silt with charcoal flecks. Possibly cess linked origins.
2205	" "	1500/12.30	400	Possible rampart - Lenses of friable, orange and yellow sands and silts. Contains Roman pot base and Tegula.
2206	" "	1900/11.90	1100+	Natural - Soft, light yellow and orange sand and gritty sand deposits. Concretions and cobbles lower down.
2210	TP 11	0/15.25	50	Paving - Sandstone slabs.
2211	" "	50/15.20	80	Paving bedding - Sharp sand and cement.
2212	" "	130/15.12	60	Road surface - Tarmac.
2213	" "	190/15.06	100	Road make-up - Aggregate and concrete etc.
2214	" "	290/14.96	160+	Road make-up - Aggregate etc.
2310	OP 01	0/14.49	80	Paving - Brick pavers.
2311	" "	80/14.41	120	Paving bedding - Sharp sand.
2312	" "	200/14.29	800	Infill - Rubble including large numbers of firebricks.

Context	Intervention	BGL mm/AOD m	Depth mm	Description
2313	" "	1000/13.49	500+	Dump/Levelling - Clinker and disturbed silt clay.
2314	" "	na	1500+	Retaining wall - Limestone faced retaining wall which butts mid 19 th century wall.
2320	OP 02	0/13.48	80	Road surface - Tarmac.
2321	" "	80/13.40	120	Road make-up - Aggregate etc.
2322	" "	200/13.28	270	Levelling -Hardcore.
2323	" "	470/13.01	300	Platform footing - Concrete foundation, edged by scaffold board.
2324	" "	470/13.01	300+	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles.
2330	OP 03	0/13.46	40	Road surface - Tarmac.
2331	" "	40/13.06	140	Road make-up - Aggregate etc.
2332	" "	na	850	Bridge abutment - Sandstone structure with stepped concrete footing projecting 150mm out and 250mm down.
2333	" "	180/13.28	700+	Infill/Disturbance - Friable, dark grey, mixed rubble with large industrial waste fragment.
2340	OP 04	0/13.54	100	Surface - Concrete
2341	" "	100/13.44	180	Surface make-up/Levelling - Firm, brick rubble etc.
2342	" "	280/13.26	400	Infill/Disturbance - Friable, dark grey black, mixed clinker and industrial waste fragments.
2343	" "	680/12.86	400	Infill/Disturbance - Friable, dark grey black, mixed clinker and industrial waste fragments with disturbed soil.
2344	" "	na	1380+	Bridge abutment - Sandstone structure with stepped concrete footing projecting 130mm out and 300mm down.
2345	" "	1080/12.46	100+	Disturbance/Possible natural - Firm, orangey brown, sandy clay with cobbles.
2350	OP 05	0/13.50	100	Surface - Concrete = 1200
2351	" "	60/13.49	180	Path surface - Firm, dark grey, tarmac plus rubble and aggregate make-up. = 1203
2352	" "	280/13.22	400	Service - Cast Iron pipe plus cut and backfill.
2353	" "	680/12.82	400	Infill/Disturbance - Firm, brownish orange, clay sand with brick rubble. = 1213
2354	" "	na	1400	Bridge abutment - Sandstone structure with stepped concrete footing projecting 130mm out and 300mm down.

Context	Intervention	BGL mm/AOD m	Depth mm	Description
2355	" "	980/12.52	260+	Disturbance - Friable, grey brown, silty sand with clay and clay lumps, shell, charcoal flecks and cbm flecks. = 1214
2360	OP 06	0/13.24	100	Surface - Organic soil plus degraded wood.
2361	" "	100/13.14	180	Infill/Disturbance - Friable, dark grey, silt plus rubble.
2362	" "	280/12.96	800	Infill/Disturbance - Friable, orangey grey brown, clay sand with cobbles and brick rubble.
2363	" "	na	1420	Bridge abutment - Sandstone structure with very degraded stepped concrete footing projecting 200mm out and 420mm down.
2370	OP 07	0/13.30	70	Road surface - Tarmac.
2371	" "	70/13.23	130	Road make-up - Aggregate etc.
2372	" "	200/13.10	500	Infill/Disturbance - Friable, dark grey, mixed rubble with clinker.
2373	" "	na	1260	Bridge abutment - Sandstone structure with stepped concrete footing projecting 170mm out and 360mm down.
2374	" "	700/12.60	560+	Disturbance - Firm, orangey brown, clay sand with cobbles.
3010	AWS 01	0/14.81	150	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3011	" "	150/14.66	300	Infill/Disturbance - Soft, dark grey brown sandy silt with concrete and other rubble.
3012	" "	450/14.36	400	Infill/Demolition possibly linked with former School - Loose, pinkish orange silt with brick and mortar rubble.
3013	" "	850/13.96	1000	Infill/Demolition possibly linked with former school - As above, but with voids in the column.
3014	" "	1850/12.96	1000	Infill/Disturbance - Firm, dark grey silt clay with some medieval tile. Again voids in the column.
3015	" "	2850/11.96	500	Void in column.
3016	" "	3350/11.46	500	Infill/Silting which may be early deposits within the ditch - Soft, grey silty clay.
3017	" "	3850/10.96	400	Void in column, column collapsed. Rubble including clay tobacco pipe fallen into sample.
3018	" "	4250/10.56	100	Natural - Loose, orange yellow, sand and gravel.
3020	AWS 02	0/14.70	150	Surface - Turf and topsoil, loose dark

Context	Intervention	BGL mm/AOD m	Depth mm	Description
				grey brown, sandy silt.
3021	" "	150/14.55	650	Infill/Demolition possibly linked with former terrace fronting onto Queen Street - Loose, grey brown sandy silt with brick rubble.
3022	" "	800/13.90	800	Infill/Demolition possibly linked with former terrace fronting onto Queen Street - As above but with larger brick fragments.
3023	" "	1600/13.10	1500	Infill/Silting within ditch - Firm, brownish grey, silty clay. No visible inclusions or finds.
3024	" "	3100/11.60	300	Rampart/Natural could be part of early rampart structure or natural clay - Firm, grey to pinkish grey, clay.
3025	" "	3400/11.30	400	Natural - Loose, orange yellow, sand.
3030	AWS 03	0/13.86	80	Road surface - Tarmac.
3031	" "	80/13.78	300	Road make-up - Aggregate etc.
3032	" "	380/13.48	320	Infill/Disturbance possibly linked with bridge construction - Loose, orangey brown, silt with mortar and rubble.
3033	" "	700/13.16	1000	Voids in column, no reliable results.
3034	" "	1700/12.16	500	Disturbance, possibly earlier construction or landscaping - Firm grey or pinkish brown silty clay.
3035	" "	2200/11.66	500	Buried soil - Soft, dark grey clay silt with charcoal flecks.
3036	" "	2700/11.16	750	Void in column.
3037	" "	3450/10.41	250	Natural - Soft, yellow, slightly clayey sand.
3040	AWS 04	0/13.53	80	Road surface - Tarmac.
3041	" "	80/13.45	160	Road make-up - Aggregate etc.
3042	" "	240/13.29	960	Infill/Disturbance - Friable, grey brown, clayey silt with brick and other inclusions.
3043	" "	1200/12.33	620	Disturbed soil - Soft, dark greyish brown clayey silt with mortar flecks and charcoal.
3044	" "	1820/11.71	60	Disturbance/Interface - Soft, orange, sand silt clay with pebbles. * sampled.
3045	" "	1880/11.65	460	Natural subsoil - Soft, Light grey brown, silt sand.
3046	" "	2340/11.19	540	Natural - Soft light yellow grey or pinkish brown clay sand.
3050	AWS 05	0/15.67	200	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3051	" "	200/15.47	150	Infill/Demolition possibly linked with former terrace fronting onto Queen

Context	Intervention	BGL mm/AOD m	Depth mm	Description
				Street - Loose, grey brown sandy silt with brick rubble.
3052	" "	350/15.32	650	Infill/Demolition linked with former terraced houses - Loose, black, clinker.
3053	" "	1000/14.67	600	Infill/Silting of ditch - Firm, greyish brown, silty clay.
3054	" "	1600/14.07	70	Structure/Stone - Limestone fragments and lime mortar. Refusal at this point.
3060	AWS 06	0/16.02	150	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3061	" "	150/15.87	850	Infill/Disturbance possibly disturbed during bridge construction - Soft, dark grey brown sandy silt.
3062	" "	1000/15.02	500	Buried soil - Friable, dark grey, clayey silt.
3063	" "	1500/14.52	700	Rampart / Disturbance - Firm, grey brown, clayey silt with mortar flecks and fragments.
3064	" "	2200/13.82	300	Rampart / Disturbance possibly linked with additions to rampart structure, but would require being sealed by more stable materials - Loose, orange, sand.
3065	" "	2500/13.52	500	Rampart / Disturbance mixed material which may be rampart component - Firm to loose, grey to orange silts clays and sands.
3066	" "	3000/13.02	600	Infill/Silting - Firm, grey brown, clay silt. Contains fragment of abraded Roman pottery
3067	" "	3600/12.42	600	Infill/Silting, could also be early soil development on rampart slope - Firm brownish grey silt clay.
3068	" "	4200/11.82	650	Rampart/Natural could be part of early rampart structure or natural clay - Firm, grey to pinkish grey, clay.
3069	" "	4850/11.17	150	Natural - Soft, yellow, sand.
3070	AWS 07	0/13.32	120	Road surface - Tarmac.
3071	" "	120/13.20	180	Road surface earlier layer - Tarmac.
3072	" "	300/13.02	1000	Infill/Disturbance - Soft to loose, black dark grey aggregate and other 'industrial' material.
3073	" "	1300/12.02	600	Infill/Disturbance - Firm, dark grey brown, silt clay with post-medieval brick.
3074	" "	1900/11.42	400	Void in column.
3075	" "	2300/11.02	400	Natural subsoil/Natural, may just be stained natural - Firm, grey stained

Context	Intervention	BGL mm/AOD m	Depth mm	Description
				silt clay.
3076	" "	2700/10.62	200	Natural - Firm, orangey brown, clay with pebbles.
3080	AWS 08	0/13.43	80	Road surface - Tarmac.
3081	" "	80/13.35	120	Road make-up - Aggregate etc.
3082	" "	200/13.23	300	Levelling - Hardcore.
3083	" "	500/12.93	100	Disturbance - Friable, orangey brown, clay sand with cobbles and brick fragments.
3084	" "	600/12.83	400	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles
3090	AWS 09	0/13.53	120	Surface - Concrete
3091	" "	120/13.41	180	Surface make-up/Levelling - Firm, brick rubble etc.
3092	" "	300/13.23	300	Surfaces/Disturbance - Compact, yellowy grey, stone and pebbles
3093	" "	600/12.93	600	Infill/Disturbance - Friable, orangey brown, clay sand with rubble fragments.
3094	" "	1200/12.33	600	Disturbance - Firm, orangey brown, clay sand with cobbles, stone fragments plus medieval tile.
3095	" "	1800/11.73	200	Disturbance/Interface - Friable, yellowy brown, gravel and sand.
3096	" "	2000/11.53	800	Natural - Firm, orangey brown sandy clay with pebbles. Becomes darker grey lower down.
3097	" "	2800/10.73	400	Natural - Laminated sand and clay. *links with Hudson House inside walls.
3100	AWS 10	0/13.33	100	Road surface - Tarmac.
3101	" "	100/13.23	100	Road make-up - Aggregate etc.
3102	" "	200/13.13	80	Road surface - Tarmac
3103	" "	280/13.05	720	Make-up/Disturbance - Friable, dark grey clinker and rubble.
3104	" "	1000/12.33	200	Disturbance - Firm, orangey brown, clay sand with cobbles
3105	" "	1200/12.13	350	Void in column with some rubble.
3106	" "	1550/11.78	300	Disturbance - Firm, dark grey, silty clay with stone and brick fragments.
3107	" "	1850/11.48	350	Disturbance/Possible natural - Firm, orangey brown, clay sand with pebbles.
3108	" "	2200/11.13	1000	Void in column.
3109	" "	3200/10.13	300	Natural - Soft, dark grey, silty clay sand.
3110	" "	3500/9.83	200	Natural - Compact, greyish yellow, sand and gravel. *Refusal.
3210	WS 01	0/16.77	65	Paving - Square paving slabs.


Context	Intervention	BGL mm/AOD m	Depth mm	Description
3211	" "	65/16.70	135	Paving bedding - Sharp sand.
3212	" "	200/16.57	1800	Infill/Disturbance - Soft, grey brown, silt clay. More compacted towards base.
3213	" "	2000/14.77	200	Possible rampart - Friable, orangey brown, sand.
3214	" "	2200/14.57	650	Possible rampart - Loose, dark grey silt with CBM flecks.
3215	" "	2850/13.92	50	Possible rampart - Limestone with mortar.
3216	" "	2900/13.87	200	Possible rampart - Friable, dark grey brown sand silt.
3217	" "	3100/13.67	700	Possible rampart - Limestone fragments with loose brown clay silt.
3218	" "	3800/12.97	300	Possible rampart - Firm, dark grey brown, silt clay with charcoal and CBM flecks.
3219	" "	4100/12.67	100+	Possible natural - Firm, orangey brown sand clay with gravel.
3220	WS 02	0/13.42	140	Road surface - Tarmac.
3221	" "	140/13.28	120	Road make-up - Aggregate etc.
3222	" "	260/13.16	660	Possible track base - Loose, black, clinker.
3223	" "	920/12.50	820	Disturbance - Limestone and brick with clay sand and pebbles lower down. 260mm void in middle.
3224	" "	1740/11.68	460	Possible infill - Soft dark grey, sandy clay, becoming firm clay at base.
3225	" "	2200/11.22	1700	Possible infill/Pond - Soft, grey, silt clay sand with 300 void at top. Contained small animal rib fragment.
3226	" "	3900/9.52	300	Possible infill/Pond - Friable, orange brown, organic matter. Contains single medieval tile fragment. * Sampled
3227	" "	4200/9.22	600	Possible infill/Pond - Soft, dark grey, silt clay sand with 200mm void at top. Contains fragment of burnt animal bone. * Sampled.
3228	" "	4900/8.52	1600	Possible infill/Pond - Soft, becoming firmer, dark grey silt clay sand with some voids in column.
3229	" "	6500/6.92	500+	Natural - Firm natural clay.
3230	WS 03	0/14.53	400	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3231	" "	400/14.13	600	Infill/Disturbance - Friable, dark grey brown, sandy silt with occasional rubble fragments.
3232	" "	1000/13.53	1000	Infill/Disturbance - Firm, grey brown clay sand silt with CBM and


Context	Intervention	BGL mm/AOD m	Depth mm	Description
				limestone fragments.
3233	" "	2000/12.53	400	Void in column.
3234	" "	2400/12.13	250	Possible rampart - Soft, orange, sand.
3235	" "	2650/11.88	350	Possible rampart - Loose, angular stone fragments and cobbles in sand.
3236	" "	3000/11.53	420	Void in column.
3237	" "	3420/11.11	580+	Natural - Soft, light orangey yellow, sand and gravel at base. Refusal, but further probe suggests natural clay below.
3310	BH 01	0/14.72	160	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3311	" "	160/14.56	2640	Infill/Disturbance - Soft, dark grey brown sandy silt with rubble. See WS 01 for more detail.
3312	" "	2800/11.92	800	Infill/Disturbance - Firm, dark grey silt clay.
3313	" "	3600/11.12	100	Possible rampart/Disturbance - Loose, limestone fragments.
3314	" "	3700/11.02	200+	Natural - Firm, reddish brown clay with sand.
3320	BH 02	0/17.82	50	Road surface - Tarmac.
3321	" "	50/17.77	150	Road surface - Tarmac.
3322	" "	200/17.62	180	Road base - Concrete
3323	" "	380/17.44	820	Infill - Rubble etc as part of road.
3324	" "	1200/16.62	700	Infill/Disturbance - Friable, dark grey brown, silty sand with limestone, brick, and charcoal fragments.
3325	" "	1900/15.92	500	Possible rampart/Infill - Friable, orangey brown, clayey sand.
3326	" "	2400/15.42	1800	Possible rampart/Infill - Firm, dark grey brown silt sand with limestone fragments and oyster shell.
3327	" "	4200/13.62	1050	Void in column. Lowest 250mm may be continuation of rampart deposits.
3328	" "	5250/12.57	600	Possible subsoil/Natural - Soft, brownish orange, sand 300mm over light orangey brown sand 300mm.
3329	" "	5850/11.97	2650+	Natural - Loose, orange yellow, sand gravel and cobbles.
3330	BH 03	0/13.40	80	Road surface - Tarmac.
3331	" "	80/13.32	100	Road make-up - Aggregate etc.
3332	" "	180/13.22	100	Levelling - Hardcore.
3333	" "	280/13.12	700	Infill/Disturbance - Firm, grey brown, clay sand with cobbles.
3334	" "	1280/12.12	720	Infill/Disturbance - Friable, dark grey, clay sand with 19 th century brick fragments.
3335	" "	2000/11.40	2000	Infill/Disturbance - Soft, dark grey

Context	Intervention	BGL mm/AOD m	Depth mm	Description
				black, silt sand. Possible industrial staining.
3336	" "	4000/9.40	500	Possible natural - Soft, dark grey, sand and clay layers. These were disturbed during drilling.
3337	" "	4500/8.90	200+	Natural - Compact, grey, gravel.
3340	BH 04	0/13.42	80	Road surface - Tarmac.
3341	" "	80/13.34	120	Road make-up - Aggregate etc.
3342	" "	200/13.22	300	Levelling - Hardcore.
3343	" "	500/12.92	700+	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles
3350	BH 05	0/13.33	100	Road surface - Tarmac.
3351	" "	100/13.23	100	Road make-up - Aggregate etc.
3352	" "	200/13.13	400	Possible track base - Loose, black, clinker.
3353	" "	600/12.73	400	Disturbance - Firm, clay sand with cobbles.
3354	" "	1000/12.33	1000	Disturbance & Possible buried soil - Friable, orangey brown, sand silt clay with medieval tile and mortar flecks.
3355	" "	2000/11.33	500	Natural - Compact, yellowy brown, gravel. Special drilling tools require to puncture.
3356	" "	2500/10.83	200+	Natural - Firm, brownish orange, sands and clays.
3360	BH 06	0/13.59	200	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3361	" "	200/13.39	50	Disturbance - Loose, brown silt with lots of limestone fragments. May be disturbed modern hardcore.
3362	" "	250/13.14	150	Disturbance/Buried soil - Friable, brownish dark grey, sandy silt.
3363	" "	400/12.99	800	Disturbance/Infill - Friable, orangey brown, silty clay sand with cobble and pebbles.
3364	" "	1200/12.19	200	Natural/Disturbance - Soft, brownish orange, sand.
3365	" "	1400/11.99	500+	Natural - Firm, orange, sand.
3370	BH 07	0/14.91	80	Road surface - Tarmac.
3371	" "	80/14.83	140	Road make-up - Aggregate plus concrete slab etc.
3372	" "	220/14.69	160	Levelling - Hardcore.
3373	" "	380/14.53	220	Levelling - Hardcore and concrete slab.
3374	" "	600/14.31	300	Disturbance - Loose gravel, soil and rubble
3375	" "	900/14.01	400	Possible subsoil - Friable, orange brown, clay sand with charcoal flecks.

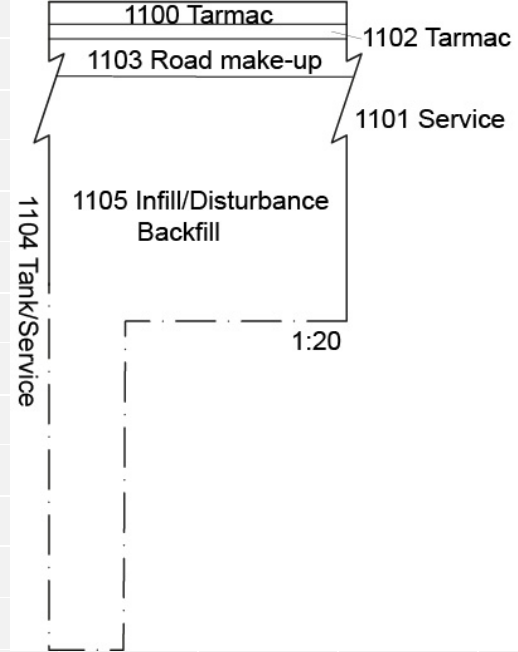

Context	Intervention	BGL mm/AOD m	Depth mm	Description
3376	" "	1300/13.61	700+	Natural - Friable, brownish orange, clay sand.
4010	UT 01	0/14.23	65	Paving - Square paving slabs.
4011	" "	65/14.16	75-140	Paving bedding - Sharp sand.
4012	" "	140/14.09	100	Old pavement - Tarmac.
4013	" "	240/13.99	c.500+	Disturbance/Service backfill - Friable, grey brown, clay sand silt with brick and other rubble.
4014	" "	c.500/13.73	na	Services - Service pipes and ducts.
4015	" "	600/13.63	80	Structure - Limestone cobble and lime mortar bonded. May be aligned NW-SE. Could pre date terrace or be linked with cellar construction.
4020	UT 02	0/13.83	65	Paving - Square paving slabs.
4021	" "	65/13.76	65	Paving bedding - Sharp sand.
4022	" "	130/13.70	c.390+	Disturbance/Service backfill - Friable, grey brown, clay sand silt with brick and other rubble.
4023	" "	c.500/13.33	na	Services - Service pipes and ducts.
4030	UT 03	0/13.64	65	Paving - Square paving slabs.
4031	" "	65/13.57	65	Paving bedding - Sharp sand.
4032	" "	130/13.51	c.390	Disturbance/Service backfill - Friable, grey brown, clay sand silt with brick and other rubble.
4033	" "	c.500/13.14	na	Services - Service pipes and ducts.
4040	UT 04	0/13.28	80	Road surface - Tarmac.
4041	" "	80/13.20	80	Road make-up - Aggregate etc.
4042	" "	160/13.12	600+	Disturbance/Service backfill - Friable, grey brown, clay sand silt with brick and other rubble.
4043	" "	c.750/12.53	na	Service - Salt glazed clay pipe.
4050	UT 05	0/14.81	60	Paving - Yorkstone slab
4051	" "	60/14.75	80	Paving bedding - Sharp sand and cement.
4052	" "	80/14.73	500+	Structure - Brick and concrete duct or similar
4053	" "	140/14.67	160	Paving make-up - Loose, rubble and hardcore
4054	" "	300/14.51	280+	Service - Gas? And water services plus cut and backfill.
4060	UT 06	0/14.98	80	Paving - Wide paver
4061	" "	80/14.90	60	Paving bedding - Sharp sand
4062	" "	140/14.84	20+	Services/Structure - Concrete
4063	" "	140/14.84	560+	Services - Ducted electrical cables in cut with gravel backfill.

Table 3 Context list

 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area	Sheet - 1 of 1

Intervention No. ATT 01	
Time/Date am 30/08/18	
Contexts / Numbers Assigned	
1100	Road surface – Tarmac
1101	Service – Electrical cable
1102	Road surface – Tarmac
1103	Road make-up - Aggregate etc.
1104	Tank/Service - Iron pipework and tank or valve.
1105	Infill/Disturbance - Friable dark grey brown, clay sand and silt. Contains brick and other rubble. Backfill around tank?
Notes	
2100mm x 1040mm and up to 1750mm deep	
	

Sketch Section / Photo



Intervention No. ATT 03

Time/Date am 25/09/18

Contexts / Numbers Assigned

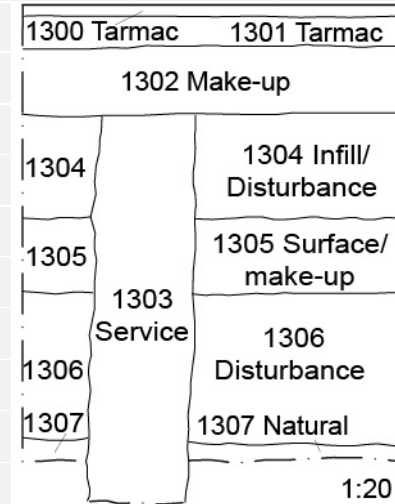
1300	Road surface - Tarmac.
1301	Road surface - Tarmac.
1302	Road make-up - Aggregate.
1303	Service - Electrical cable.
1304	Infill/Disturbance - Friable, black to dark grey, gravel, clinker and other industrial materials.
1305	Surface/Surface make-up - Compact, brownish yellow, gravel with clay. Possibly linked with previous railway activities.
1306	Disturbance - Firm, pinkish orangey brown, clay sand with pebbles, cobbles, charcoal flecks and CBM flecks. May be landscaping for railway construction.
1307	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles. Large cobble and boulders lower down.


Notes

1800mm x 1000mm and up to 1200mm deep. TP 04 added to side to investigate deeper ground conditions.



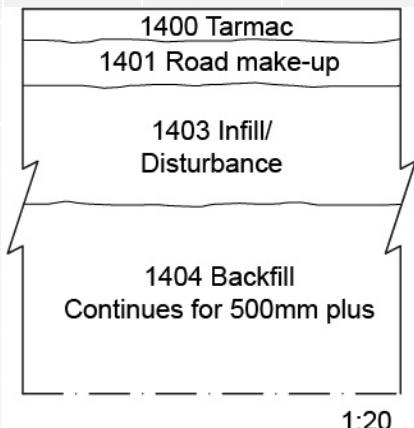
Sketch Section / Photo



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area ATT 04	Sheet - 1 of 1



Intervention No. ATT 04	
Time/Date am 18/09/18	
Contexts / Numbers Assigned	
1400	Road surface - Tarmac.
1401	Road make-up - Aggregate.
1402	Service - 180mm gas main
1403	Infill/Disturbance - Loose, dark grey, silt and rubble etc.
1404	Service backfill? - Soft, dark grey/orange, clay silt sand with tarmac, cobbles and bricks 80mm thick
1405	Footing - Two concrete elements, 400mm and 600mm thick.
1406	Disturbance - soft, orangey brown, clay sand with cobbles and pebbles. Probably linked with concrete footings.
1407	Surface/Surface make-up - Loose, dark grey, gravel and clinker. Probably linked with railways.
1408	Disturbance - Firm, pinkish orangey brown, clay sand with pebbles, cobbles, charcoal flecks and CBM flecks.
Notes	
Two adjacent holes. 1850mm x 950mm and up to 1350mm deep plus 2050mmx950mm and up to 1500mm deep. Investigation limited by services.	


Sketch Section / Photo

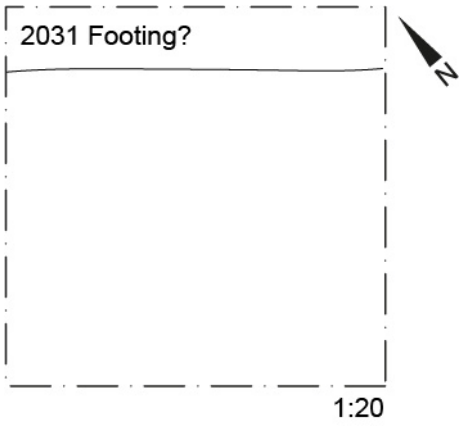


1400 Tarmac
1401 Road make-up
1403 Infill/
Disturbance
1404 Backfill
Continues for 500mm plus

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 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area ATP 03	Sheet - 1 of 1

Intervention No. ATP 03	
Time/Date am 20/08/18	
Contexts / Numbers Assigned	
2030	Road surface - Tarmac
2031	Possible Footing - Concrete
2032	Road Make-up - Aggregate etc
2033	Infill/Disturbance - Loose brick etc rubble.
2034	Infill/Disturbance - Friable, grey brown, clayey silt with brick and other inclusions. C18th pottery
2035	Disturbed soil - Soft, dark greyish brown clayey silt with mortar flecks and charcoal. C19 th pottery.
Notes	
	

Sketch Section / Photo

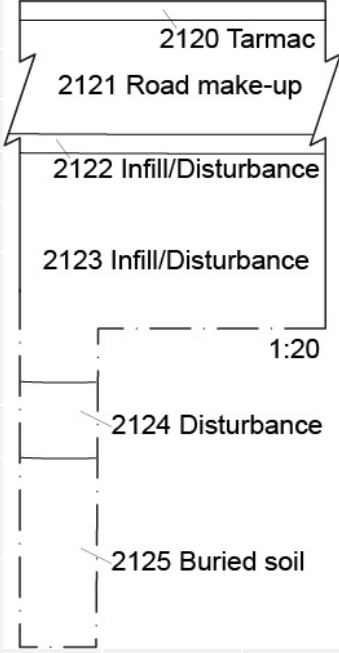






 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 02	Sheet - 1 of 1

Intervention No. TP 02	
Time/Date am 29/08/18	
Contexts / Numbers Assigned	
2120	Road surface – Tarmac
2121	Road make-up – Aggregate etc
2122	Infill/Disturbance – Friable, black to dark grey, bitumen and other industrial materials.
2123	Infill/Disturbance – Soft, grey brown, sand silt and clay poorly mixed. Contains oyster shell and other C19th and later material.
2124	Disturbance – Friable, brownish orange, sand with frequent cobbles.
2125	Buried soil – Friable, dark grey brown, clayey sandy silt. Contains medieval pot, tile and animal bone.
Notes	
1400mm x 600mm and 1700mm deep (in small section)	

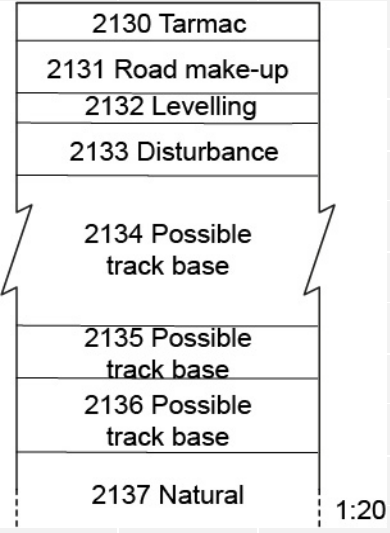
Sketch Section / Photo


 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 03	Sheet - 1 of 1


Intervention No. TP 03	
Time/Date pm 27/09/18	
Contexts / Numbers Assigned	
2130	Road surface - Tarmac.
2131	Road make-up - Aggregate etc.
2132	Disturbance - Loose, dark brown, clinker with brick etc fragments.
2133	Possible track base - Loose, black, clinker.
2134	Possible track base - Loose, black, clinker.
2135	Possible track base - Loose, dark brown, clinker with limestone fragments.
2136	Possible track base - Firm, brown sand clay with limestone and CBM fragments.
2137	Natural - Stiff, brownish grey, clay.
Notes	
1800mm x 1000mm and up to c.3000mm deep.	

Sketch Section / Photo



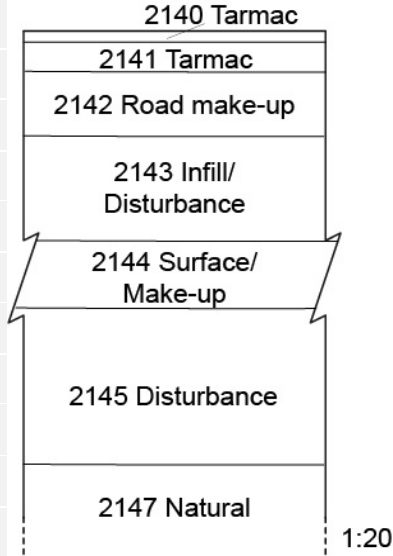

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 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 04	Sheet - 1 of 1

Intervention No. TP 04	
Time/Date am 26/09/18	
Contexts / Numbers Assigned	
2140	Road surface - Tarmac.
2141	Road surface - Tarmac.
2142	Road make-up - Aggregate etc.
2143	Infill/Disturbance - Friable, black to dark grey, gravel, clinker and other industrial materials.
2144	Surface/Surface make-up - Compact, brownish yellow, gravel with clay. Possibly linked with previous railway activities.
2145	Disturbance - Firm, pinkish orangey brown, clay sand with pebbles, cobbles, charcoal flecks and CBM flecks. May be landscaping for railway construction.
2146	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles. Large cobble and boulders lower down.
Notes 1800mm x 700mm and up to c.2400mm deep.	

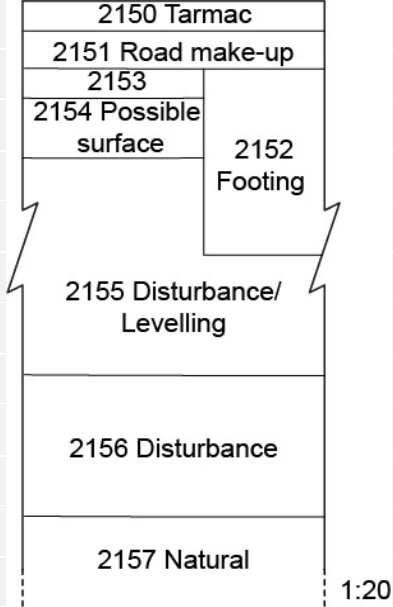

Sketch Section / Photo





 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 05	Sheet - 1 of 1

Intervention No. TP 05	
Time/Date am 02/10/18	
Contexts / Numbers Assigned	
2150	Road surface - Tarmac.
2151	Road make-up - Aggregate etc.
2152	Footing - Concrete element c. 500mm thick
2153	Disturbance - Loose, dark grey, clinker.
2154	Possible surface - Friable, black, clinker.
2155	Disturbance/levelling - Soft, dark grey, sand and clinker with rubble.
2156	Disturbance - Soft, orangey brown, clay sand with cobbles and 20 th century brick.
2157	Natural - Soft, brownish orange, sand with grey clay bands.
Notes	
2500mm x 750mm and up to c.3500mm deep.	


Sketch Section / Photo





 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 06	Sheet - 1 of 1

Intervention No. TP 06	
Time/Date am 20/09/18	
Contexts / Numbers Assigned	
2160	Road surface - Tarmac.
2161	Road make-up - Aggregate etc.
2162	Levelling - Hardcore.
2163	Infill/Disturbance - Soft, brownish orange, clay sand with cobbles. Disturbed natural deposits.
2164	Dump - Buried overlapping railway sleepers
2165	Natural - Stiff, brownish orange, clay sand with cobbles and pebbles
Notes	
2000mm x 800mm and up to c.3000mm deep.	

Sketch Section / Photo


 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 07	Sheet - 1 of 1

Intervention No. TP 07	
Time/Date pm 17/09/18	
Contexts / Numbers Assigned	
2170	Paving - Brick pavers.
2171	Paving bedding - Sharp sand.
2172	Levelling - Hardcore.
2173	Service - Ducted cable, possibly telecoms
2174	Infill/Demolition - Firm, hardcore and rubble mixture
2175	Wall Foundation - Aligned north-south, c.1m wide, Bricks 240x110x78mm, bonded with lime mortar.
2176	Disturbance - Firm, grey brown, pebbly clay sand with rubble. Probably linked with wall construction.
2177	Natural - Soft, yellowy orange, sand.
Notes	
2100mm x 900mm and up to c.800mm deep.	
Second trench dug, but concrete directly beneath paver bedding.	

Sketch Section / Photo

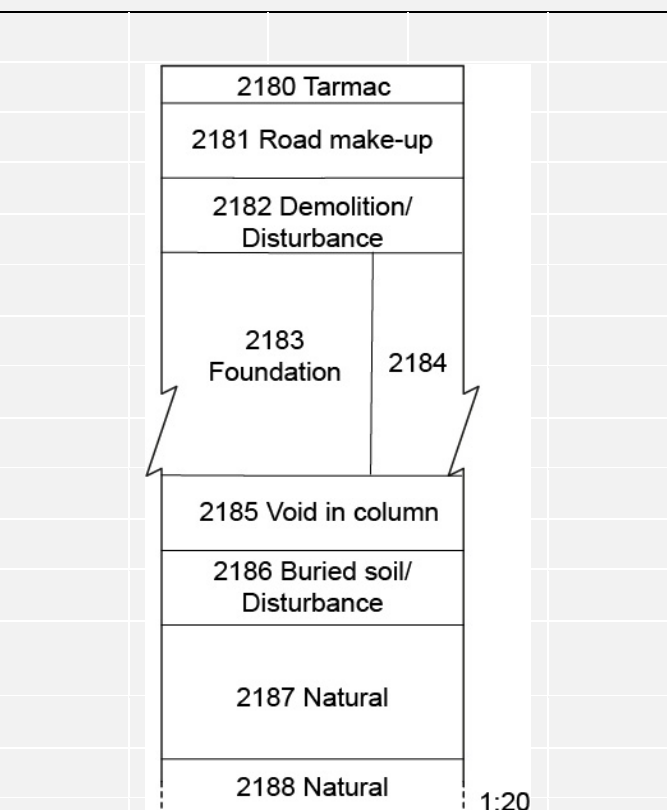






 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 08	Sheet - 1 of 1


Intervention No. TP 08	
Time/Date am 27/09/18	
Contexts / Numbers Assigned	
2180	Road surface - Tarmac.
2181	Road make-up - Aggregate etc.
2182	Demolition/Disturbance - Friable, grey brown sand clay with rubble.
2183	Foundation - Brick footing. Bricks 230x120x80mm. Possible stanchion base.
2184	Infill/disturbance - Firm, greyish orangey brown, clay sand with brick rubble and sandstone paving fragments.
2185	Void in column.
2186	Buried soil/Disturbance - Firm, brownish grey, clayey silt.
2187	Natural - Laminated sand and clay. *links with Hudson House inside walls.
2188	Natural - Firm, pinkish brown, sandy clay.
na	Void in column.
Natural	Natural - Firm, reddish brown, sandy clay.
Natural	Natural - Laminated sand clay. As above, but laminations of clay disappear by base.
Na	Void in column
Natural	Natural - Soft, brownish orange, sand with single stone in middle.
Notes	
1500mm x 800mm and up to c.4500mm deep.	

Sketch Section / Photo



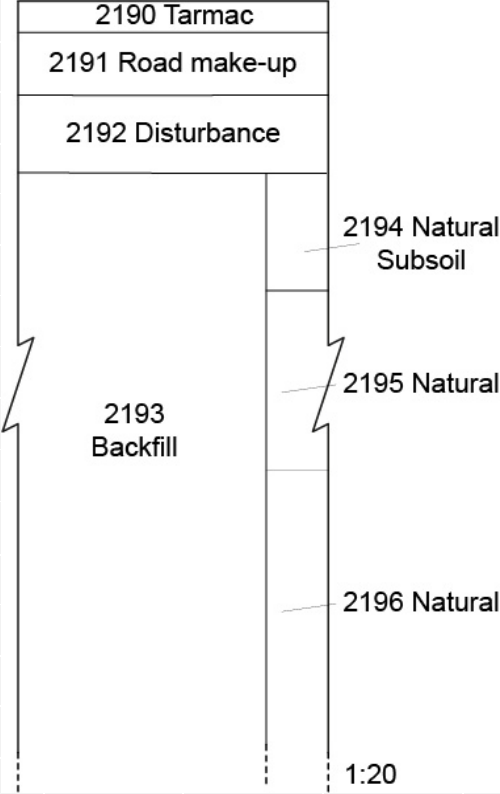
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 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 09	Sheet - 1 of 1


Intervention No. TP 09	
Time/Date pm 26/09/18	
Contexts / Numbers Assigned	
2190	Road make-up - Aggregate etc.
2191	Road make-up - Aggregate etc.
2192	Disturbance - Friable, orangey grey brown, clayey sand with cobbles and 19 th century brick fragments.
2193	Backfill - Soft, grey orangey brown, sand with 19 th century or later brick. Within a vertical cut.
2194	Natural subsoil - Friable, orangey brown, silty clay.
2195	Natural - Soft, orangey light brown, sand.
2196	Natural - Soft, light brownish yellow, sand.
Notes	
1700mm x 700mm and up to c.1900mm deep.	

Sketch Section / Photo



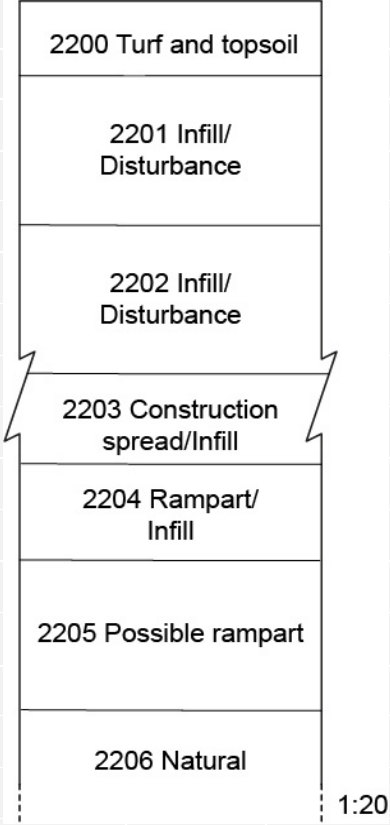
2190 Tarmac
2191 Road make-up
2192 Disturbance
2193 Backfill
2194 Natural Subsoil
2195 Natural
2196 Natural
1:20



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area TP 10	Sheet - 1 of 1

Intervention No. TP 10	
Time/Date pm 04/10/18	
Contexts / Numbers Assigned	
2200	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
2201	Infill/Disturbance - Friable, dark grey brown, sandy silt. Contains 1944 halfpenny.
2202	Infill/Disturbance - Loose, dark grey, clinker and cinder with silt.
2203	Construction spread/Infill - Loose, angular limestone fragments.
2204	Rampart/Infill - Friable, greenish dark grey, sandy silt with charcoal flecks. Possibly cess linked origins.
2205	Possible rampart - Lenses of friable, orange and yellow sands and silts. Contains Roman pot base and Tegula.
2206	Natural - Soft, light yellow and orange sand and gritty sand deposits. Concretions and cobbles lower down.
Notes 1800mm x 1000mm and up to c.3000mm deep.	

Sketch Section / Photo



2200 Turf and topsoil

2201 Infill/
Disturbance

2202 Infill/
Disturbance


2203 Construction
spread/Infill

2204 Rampart/
Infill

2205 Possible rampart

2206 Natural

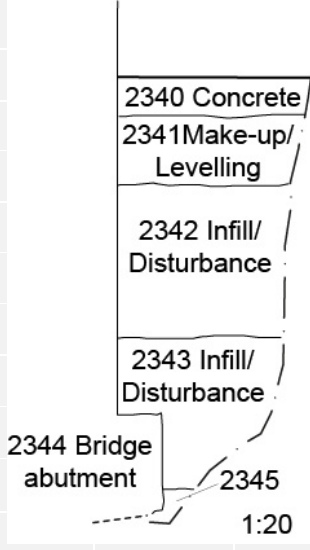

1:20




 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area OP 04	Sheet - 1 of 1

Intervention No. OP 04	
Time/Date am 12/09/18	
Contexts / Numbers Assigned	
2340	Surface - Concrete
2341	Surface make-up/Levelling - Firm, brick rubble etc.
2342	Infill/Disturbance - Friable, dark grey black, mixed clinker and industrial waste fragments.
2343	Infill/Disturbance - Friable, dark grey black, mixed clinker and industrial waste fragments with disturbed soil.
2344	Bridge abutment - Sandstone structure with stepped concrete footing projecting 130mm out and 300mm down.
2345	Disturbance/Possible natural - Firm, orangey brown, sandy clay with cobbles.
Notes	
500mm x 400mm and up to c.1380mm deep.	

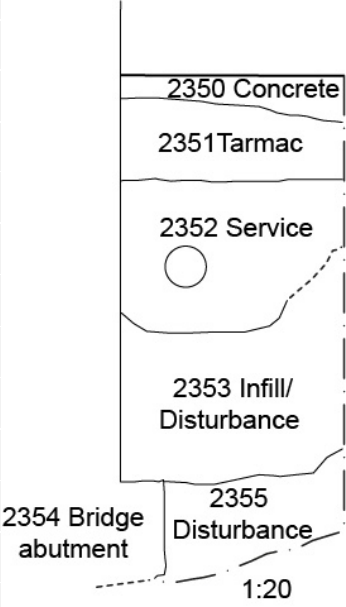

Sketch Section / Photo





 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area OP 05	Sheet - 1 of 1

Intervention No. OP 05	
Time/Date pm 10/09/18	
Contexts / Numbers Assigned	
2350	Surface - Concrete = 1200
2351	Path surface - Firm, dark grey, tarmac plus rubble and aggregate make-up. = 1203
2352	Service - Cast Iron pipe plus cut and backfill.
2353	Infill/Disturbance - Firm, brownish orange, clay sand with brick rubble. = 1213
2354	Bridge abutment - Sandstone structure with stepped concrete footing projecting 130mm out and 300mm down.
2355	Disturbance - Friable, grey brown, silty sand with clay and clay lumps, shell, charcoal flecks and cbm flecks. = 1214
Notes	
700mm x 600mm and up to c.1400mm deep.	
Part of ATT 02, dug and recorded at same time.	

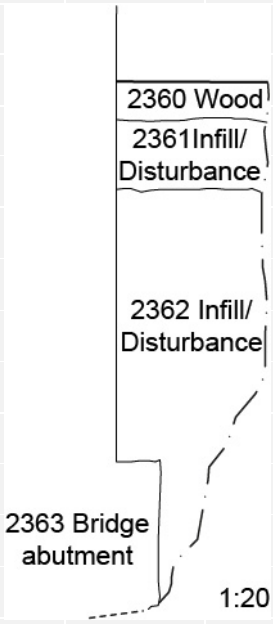

Sketch Section / Photo






 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area OP 06	Sheet - 1 of 1

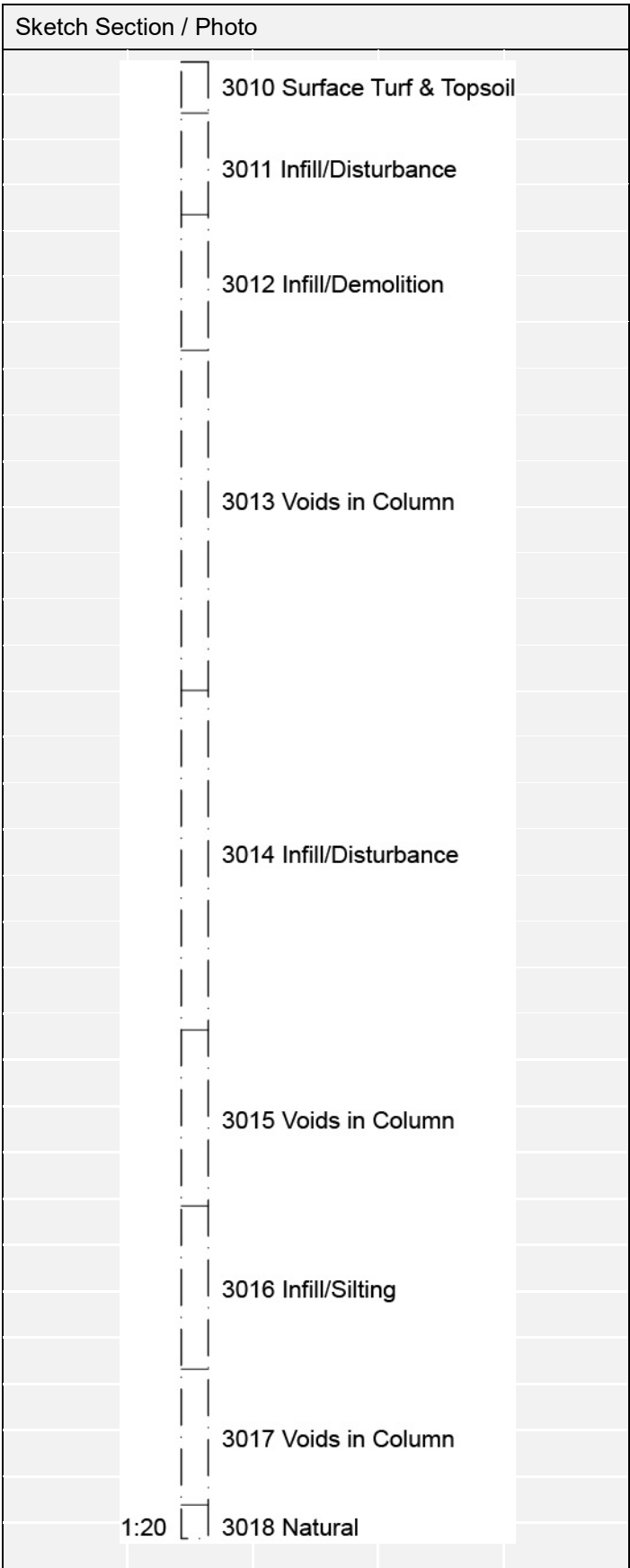
Intervention No. OP 06	
Time/Date pm 13/09/18	
Contexts / Numbers Assigned	
2360	Surface - Organic soil plus degraded wood.
2361	Infill/Disturbance - Friable, orangey grey brown, clay sand with cobbles and brick rubble.
2362	Infill/Disturbance - Friable, orangey grey brown, clay sand with cobbles and brick rubble.
2363	Bridge abutment - Sandstone structure with very degraded stepped concrete footing projecting 200mm out and 420mm down.
Notes	
500mm x 400mm and up to c.1500mm deep.	


Sketch Section / Photo





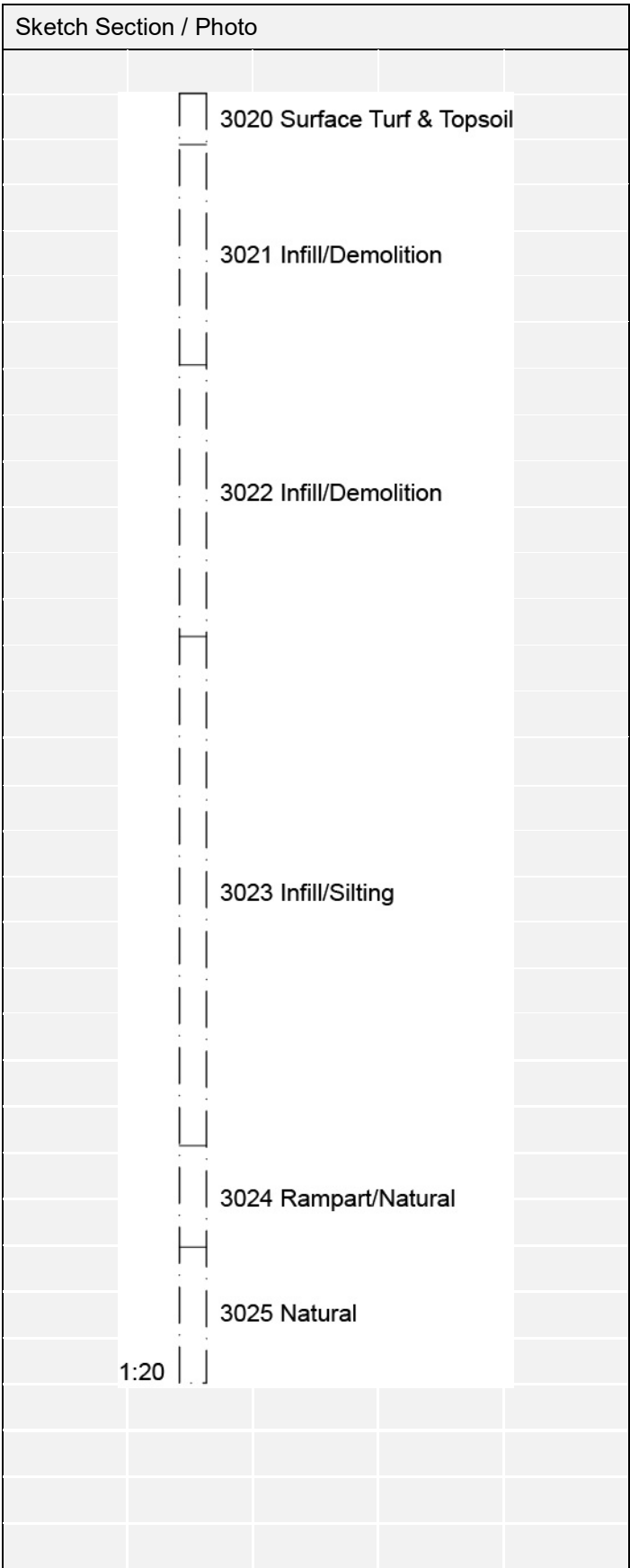
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 01	Sheet - 1 of 1


Intervention No. AWS 01	
Time/Date am 22/08/18	
Contexts / Numbers Assigned	
3010	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3011	Infill/Disturbance - Soft, dark grey brown sandy silt with concrete and other rubble.
3012	Infill/Demolition possibly linked with former School - Loose, pinkish orange silt with brick and mortar rubble.
3013	Voids in column * as above?
3014	Infill/Disturbance - Firm, dark grey silt clay with some medieval tile. Again voids in the column.
3015	Voids in column
3016	Infill/Silting which may be early deposits within the ditch - Soft, grey silty clay.
3017	Void in column, column collapsed. Rubble including clay tobacco pipe fallen into sample.
3018	Natural - Loose, orange yellow, sand and gravel.
Notes	
4.35m Deep. Hand dug to 850mm.	
Multiple column collapses.	
	




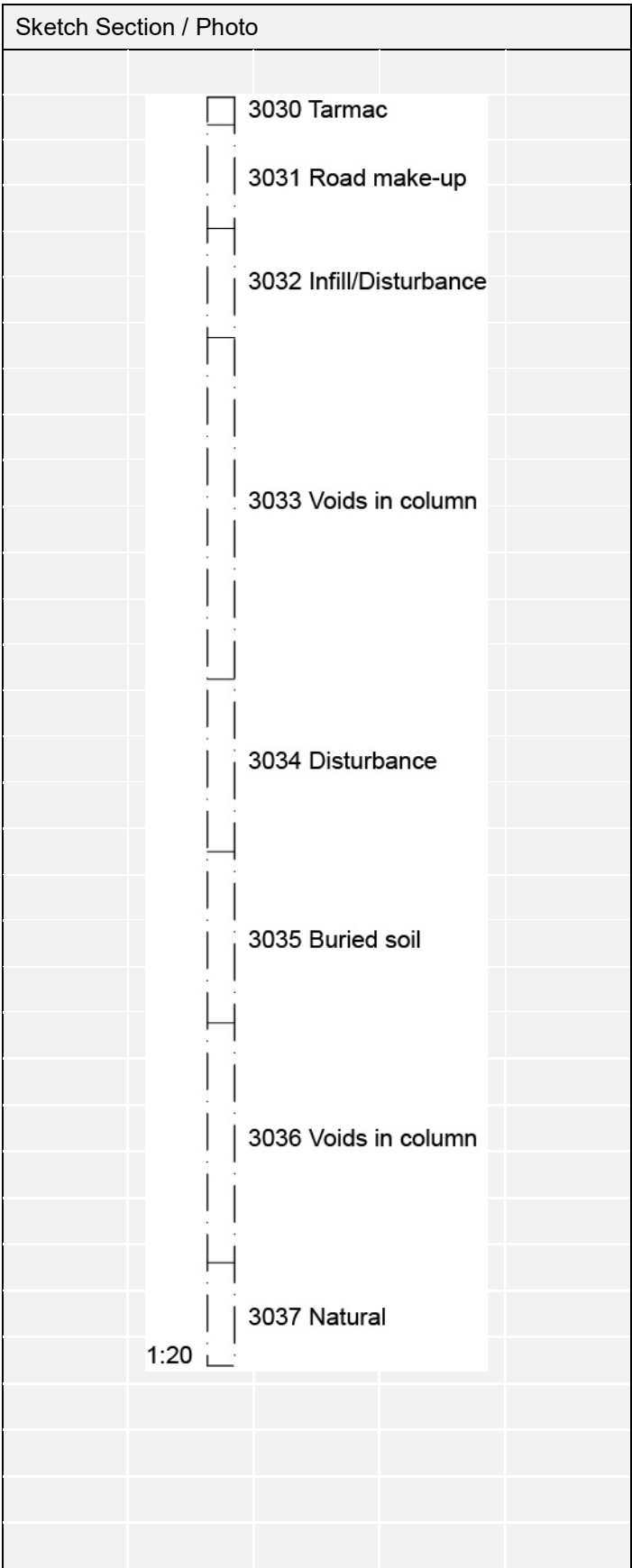
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 02	Sheet - 1 of 1


Intervention No. AWS 02	
Time/Date am 22/08/18	
Contexts / Numbers Assigned	
3020	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3021	Infill/Demolition, terrace fronting Queen Street? - Loose, grey brown sandy silt with brick rubble.
3022	Infill/Demolition, as above, Queen Street? - Loose, grey brown sandy silt with larger brick rubble.
3023	Infill/Silting within ditch - Firm, brownish grey, silty clay. No visible inclusions or finds.
3024	Rampart/Natural could be part of early rampart structure or natural clay - Firm, grey to pinkish grey, clay.
3025	Natural - Loose, orange yellow, sand.
Notes	
3.8m Deep. Hand dug to 850mm.	
	



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 03	Sheet - 1 of 1

Intervention No. AWS 03	
Time/Date pm 20/08/18	
Contexts / Numbers Assigned	
3030	Road surface - Tarmac.
3031	Road Make-up - Aggregate etc
3032	Infill/Disturbance - Loose, orangey brown, silt with mortar and rubble.
3033	Voids in column
3034	Disturbance, possibly earlier construction or landscaping - Firm grey or pinkish brown silty clay.
3035	Buried soil - Soft, dark grey clay silt with charcoal flecks.
3036	Voids in column
3037	Natural - Soft, yellow, slightly clayey sand.
Notes	
3.7m Deep. Hand dug to 700mm. 67mm bore column due to restriction	
	

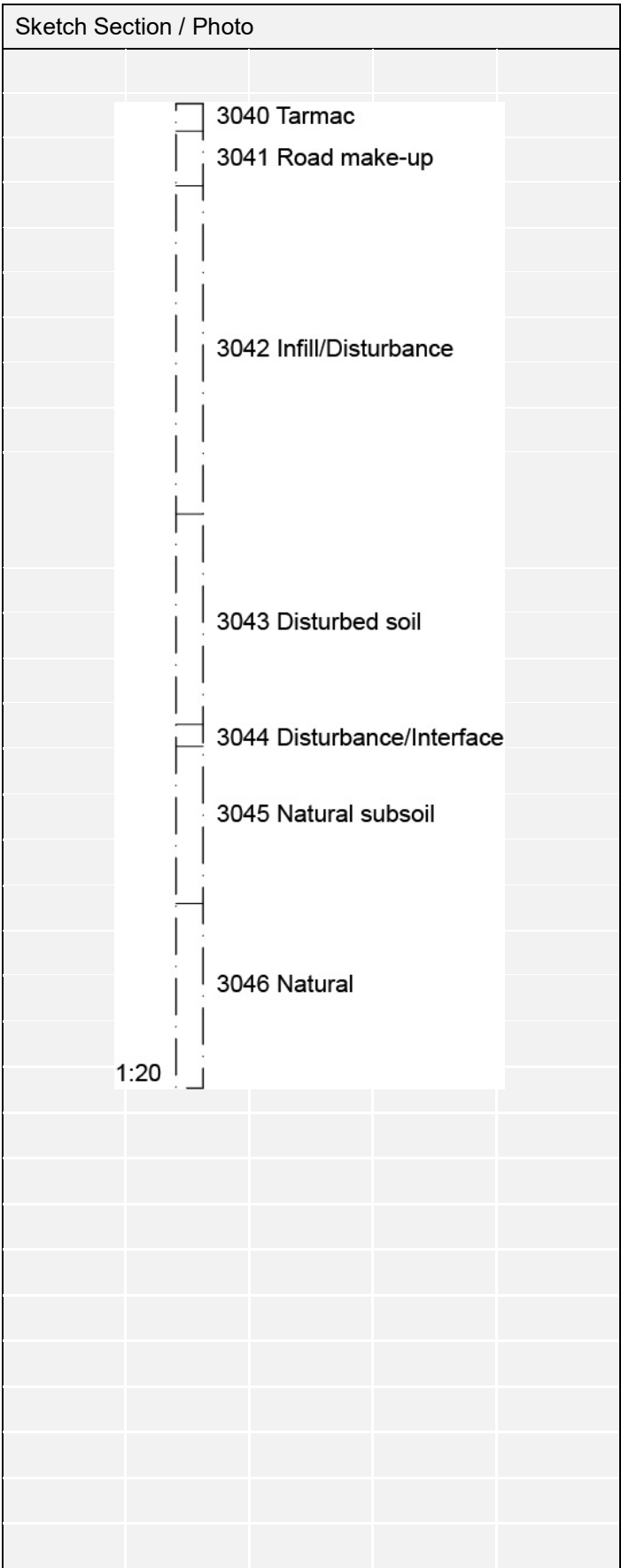



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 04	Sheet - 1 of 1


Intervention No. AWS 04	
Time/Date pm 20/08/18	
Contexts / Numbers Assigned	
3040	Road surface - Tarmac.
3041	Road Make-up - Aggregate etc
3042	Infill/Disturbance - Friable, grey brown, clayey silt with brick and other inclusions.
3043	Disturbed soil - Soft, dark greyish brown clayey silt with mortar flecks and charcoal.
3044	Disturbance/Interface - Soft, orange, sand silt clay with pebbles. * sampled.
3045	Natural subsoil - Soft, Light grey brown, silt sand.
3046	Natural - Soft light yellow grey or pinkish brown clay sand.

Notes


2.88m Deep. Hand dug to 880mm.





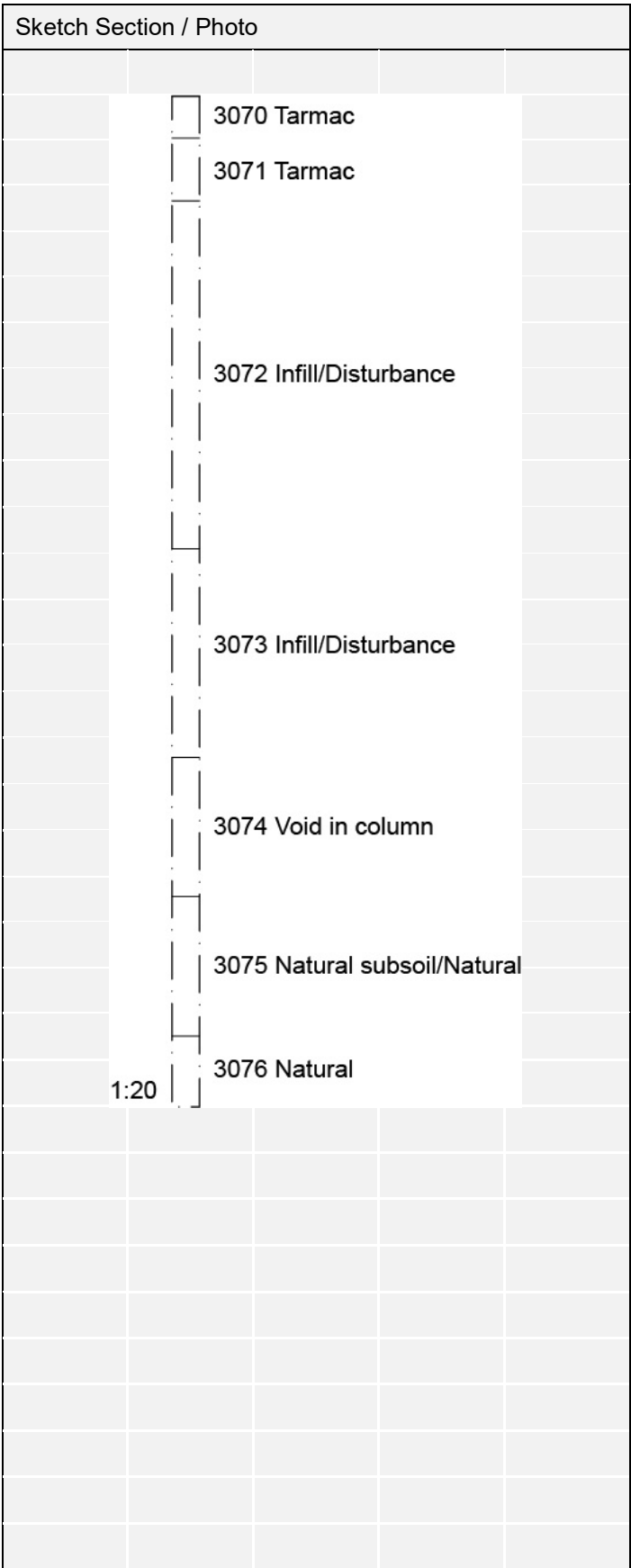
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 06	Sheet - 1 of 1


Intervention No. AWS 06	
Time/Date am 22/08/18	
Contexts / Numbers Assigned	
3060	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3061	Infill/Disturbance possibly disturbed during bridge construction - Soft, dark grey brown sandy silt.
3062	Buried soil - Friable, dark grey, clayey silt.
3063	Rampart / Disturbance - Firm, grey brown, clayey silt with mortar flecks and fragments.
3064	Rampart / Disturbance possibly linked with additions to rampart structure, but would require being sealed by more stable materials - Loose, orange, sand.
3065	Rampart / Disturbance mixed material which may be rampart component - Firm to loose, grey to orange silts clays and sands.
3066	Infill/Silting - Firm, grey brown, clay silt. Contains fragment of abraded Roman pottery
3067	Infill/Silting, could also be early soil development on rampart slope - Firm brownish grey silt clay.
3068	Rampart/Natural could be part of early rampart structure or natural clay - Firm, grey to pinkish grey, clay
3069	Natural - Soft, yellow, sand.
Notes	
5.0m Deep. Hand dug to 1000mm.	
	


Sketch Section / Photo	
	3060 Surface Turf & Topsoil
	3061 Infill/Disturbance
	3062 Buried Soil
	3063 Rampart/Disturbance
	3064 Rampart/Disturbance
	3065 Rampart/Disturbance
	3066 Infill/Silting
	3067 Infill/Silting
	3068 Rampart/Natural
1:20	3069 Natural

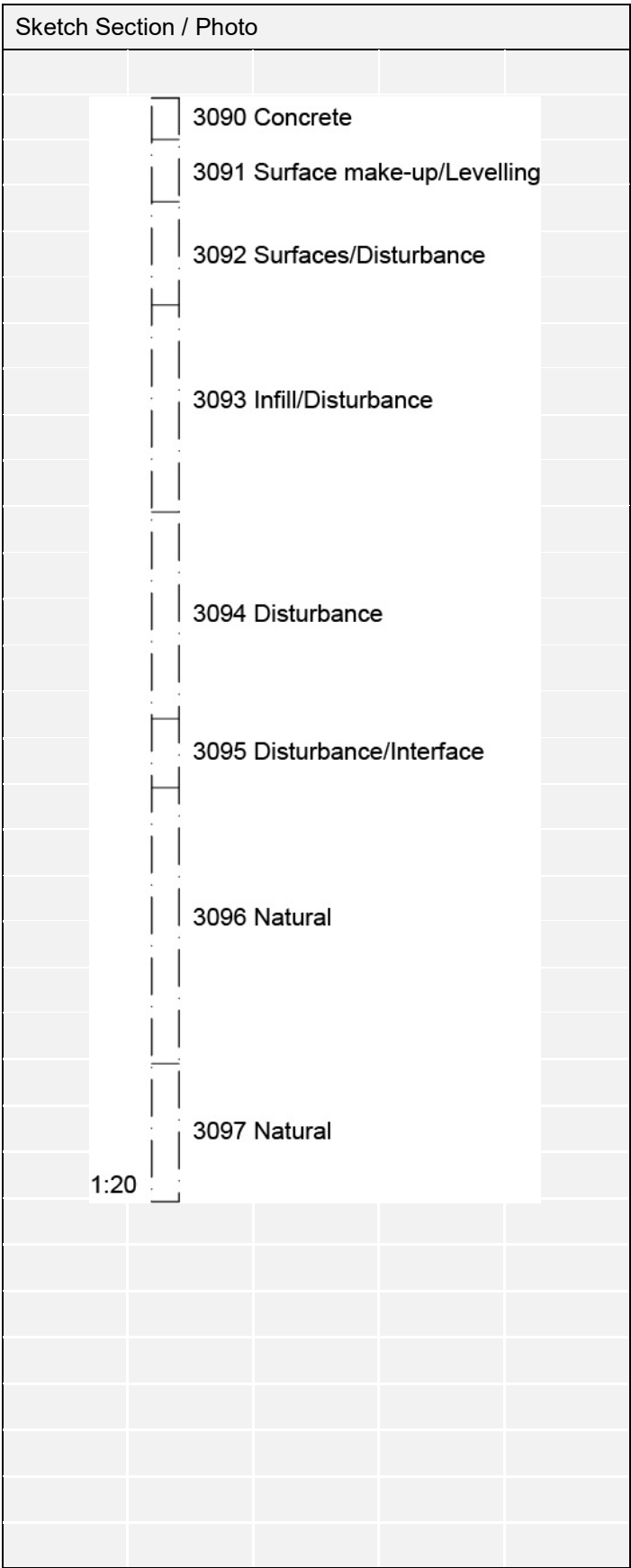
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 07	Sheet - 1 of 1


Intervention No. AWS 07	
Time/Date pm 23/08/18	
Contexts / Numbers Assigned	
3070	Road surface - Tarmac.
3071	Road surface - Tarmac.
3072	Infill/Disturbance - Soft to loose, black dark grey aggregate and other 'industrial' material.
3073	Infill/Disturbance - Firm, dark grey brown, silt clay with post-medieval brick.
3074	Void in column
3075	Natural subsoil/Natural - Firm, grey stained silt clay.
3076	Natural - Firm, orangey brown, clay with pebbles
Notes	
2.9m Deep. Hand dug to 900mm.	
	



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area AWS 09	Sheet - 1 of 1

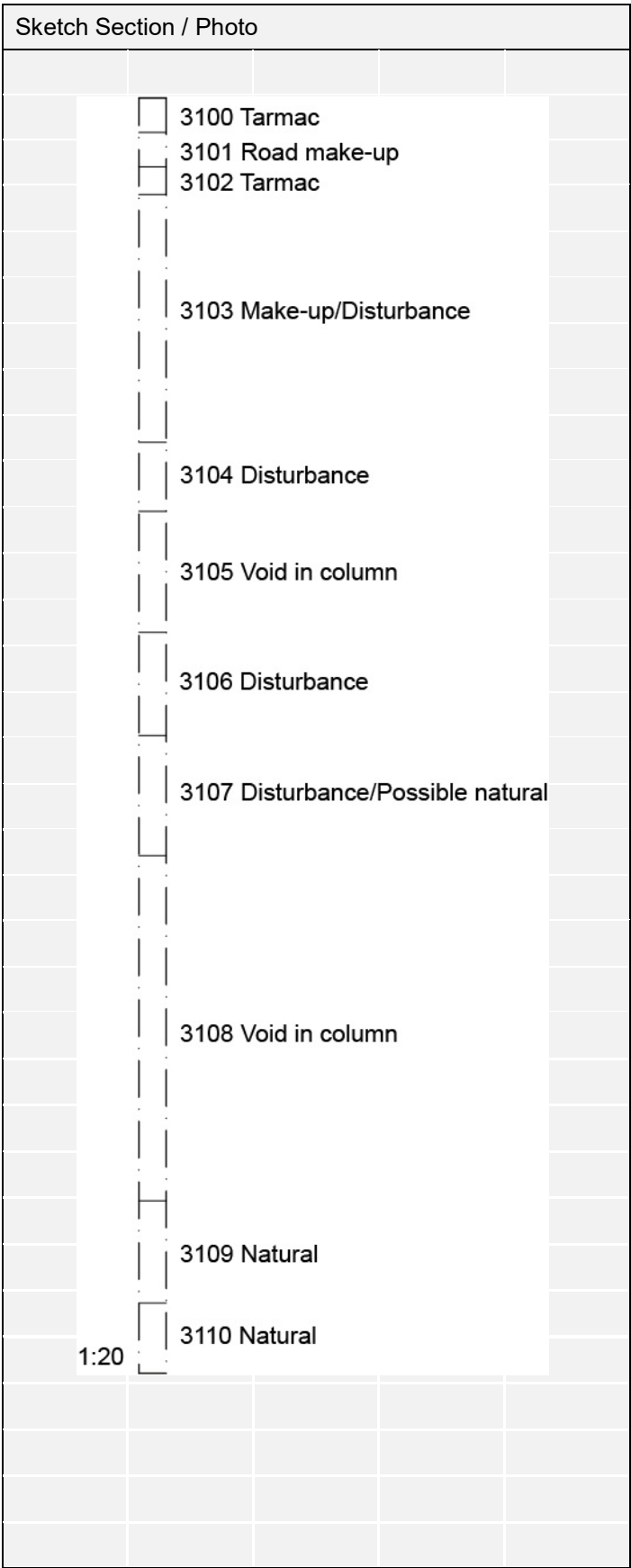
Intervention No. AWS 09	
Time/Date am 14/09/18	
Contexts / Numbers Assigned	
3090	Surface - Concrete
3091	Surface make-up/Levelling - Firm, brick rubble etc.
3092	Surfaces/Disturbance - Compact, yellowy grey, stone and pebbles
3093	Infill/Disturbance - Friable, orangey brown, clay sand with rubble fragments.
3094	Disturbance - Firm, orangey brown, clay sand with cobbles, stone fragments plus medieval tile.
3095	Disturbance/Interface - Friable, yellowy brown, gravel and sand.
3096	Natural - Firm, orangey brown sandy clay with pebbles. Becomes darker grey lower down.
3097	Natural - Laminated sand and clay. *links with Hudson House inside walls.
Notes	
3.2m Deep. Hand dug to 1200mm.	
	




 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
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Intervention No. AWS 10	
Time/Date am 14/09/18	
Contexts / Numbers Assigned	
3100	Road surface - Tarmac.
3101	Road make-up - Aggregate etc.
3102	Road surface - Tarmac
3103	Make-up/Disturbance - Friable, dark grey clinker and rubble.
3104	Disturbance - Firm, orangey brown, clay sand with cobbles
3105	Void in column with some rubble.
3106	Disturbance - Firm, dark grey, silty clay with stone and brick fragments.
3107	Disturbance/Possible natural - Firm, orangey brown, clay sand with pebbles.
3108	Void in column.
3109	Natural - Soft, dark grey, silty clay sand.
3110	Natural - Compact, greyish yellow, sand and gravel. *Refusal.

Notes
3.5m Deep. Hand dug to 1200mm.

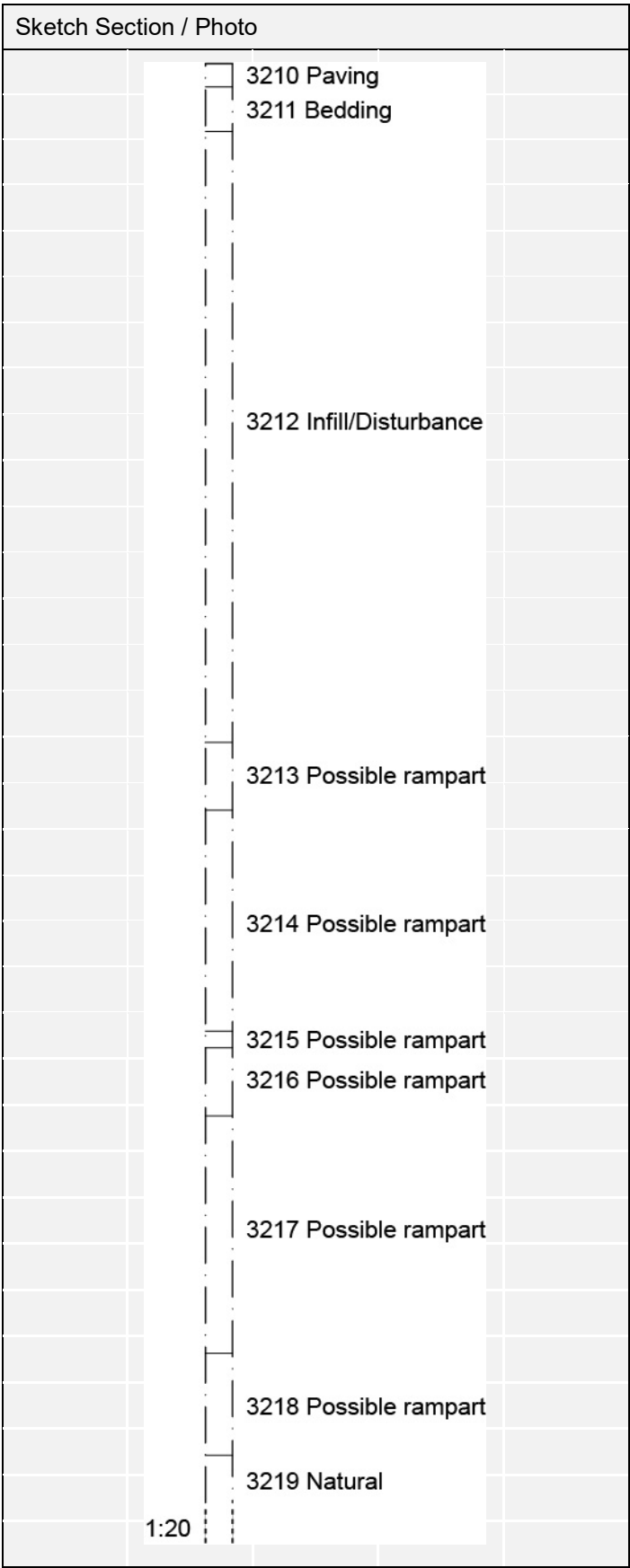




 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area WS 01	Sheet - 1 of 1

Intervention No. WS 01	
Time/Date am 23/08/18	
Contexts / Numbers Assigned	
3210	Paving - Square paving slabs.
3211	Paving bedding - Sharp sand.
3212	Infill/Disturbance - Soft, grey brown, silt clay. More compacted towards base.
3213	Possible rampart - Friable, orangey brown, sand.
3214	Possible rampart - Loose, dark grey silt with CBM flecks.
3215	Possible rampart - Limestone with mortar
3216	Possible rampart - Friable, dark grey brown
3217	Possible rampart - Limestone fragments with loose brown clay silt.
3218	Possible rampart - Firm, dark grey brown, silt clay with charcoal and CBM flecks.
3219	Possible natural - Firm, orangey brown sand clay with gravel.

Notes

4.2m Deep. Hand dug to 1000mm.


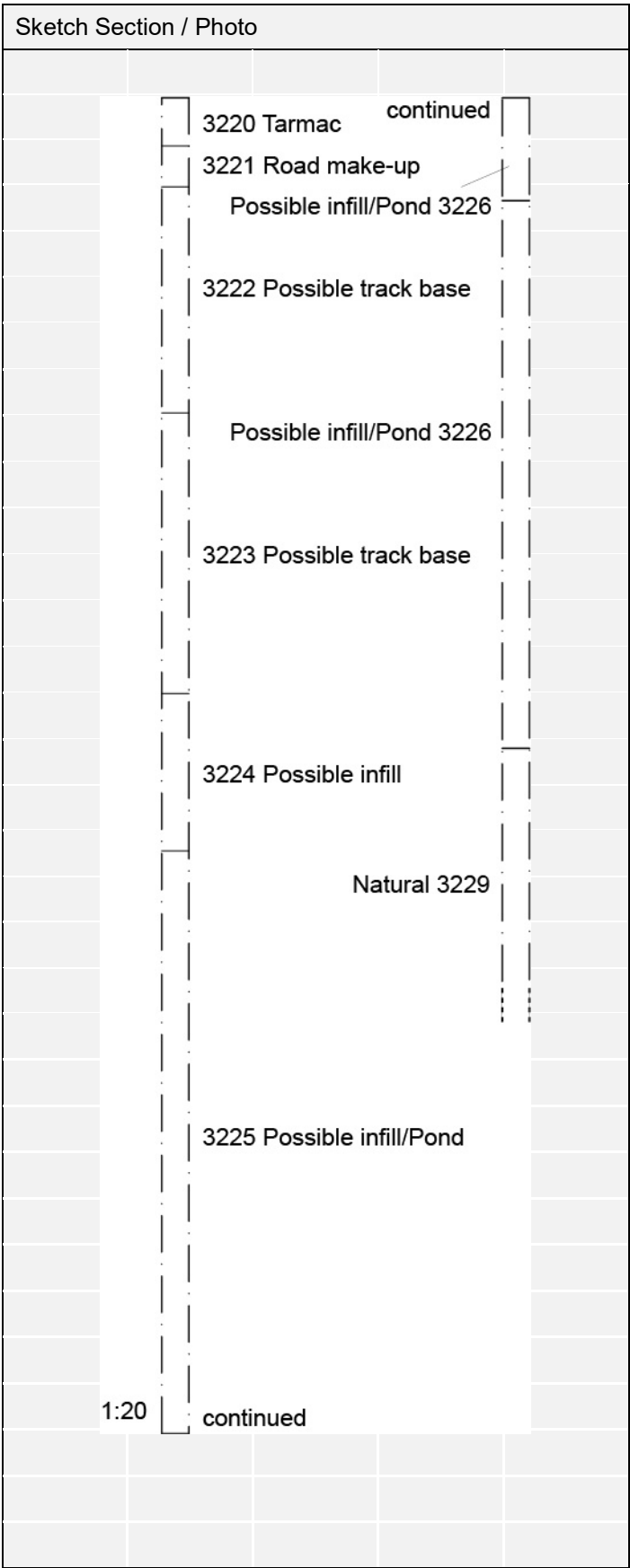




 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area WS 02	Sheet - 1 of 1


Intervention No. WS 02	
Time/Date pm 28/09/18	
Contexts / Numbers Assigned	
3220	Road surface - Tarmac.
3221	Road make-up - Aggregate etc.
3222	Possible track base - Loose, black, clinker.
3223	Disturbance - Limestone and brick with clay sand and pebbles lower down. 260mm void in middle.
3224	Possible infill - Soft dark grey, sandy clay, becoming firm clay at base.
3225	Possible infill/Pond - Soft, grey, silt clay sand with 300 void at top. Contained small animal rib fragment.
3226	Possible infill/Pond - Friable, orange brown, organic matter. Contains single medieval tile fragment. * Sampled
3227	Possible infill/Pond - Soft, dark grey, silt clay sand with 200mm void at top. Contains fragment of burnt animal bone. * Sampled.
3228	Possible infill/Pond - Soft, becoming firmer, dark grey silt clay sand with some voids in column.
3229	Natural - Firm natural clay.

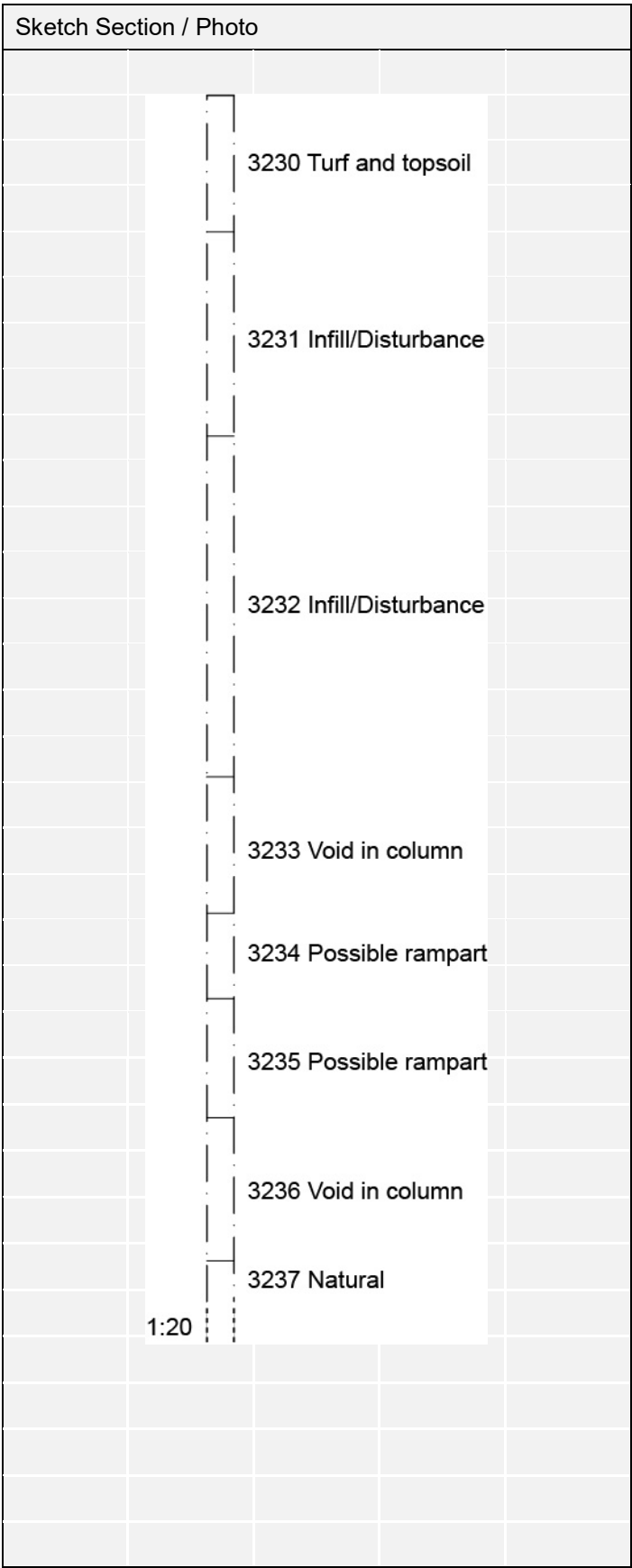
Notes


c.7m Deep. Hand dug to 1200mm.





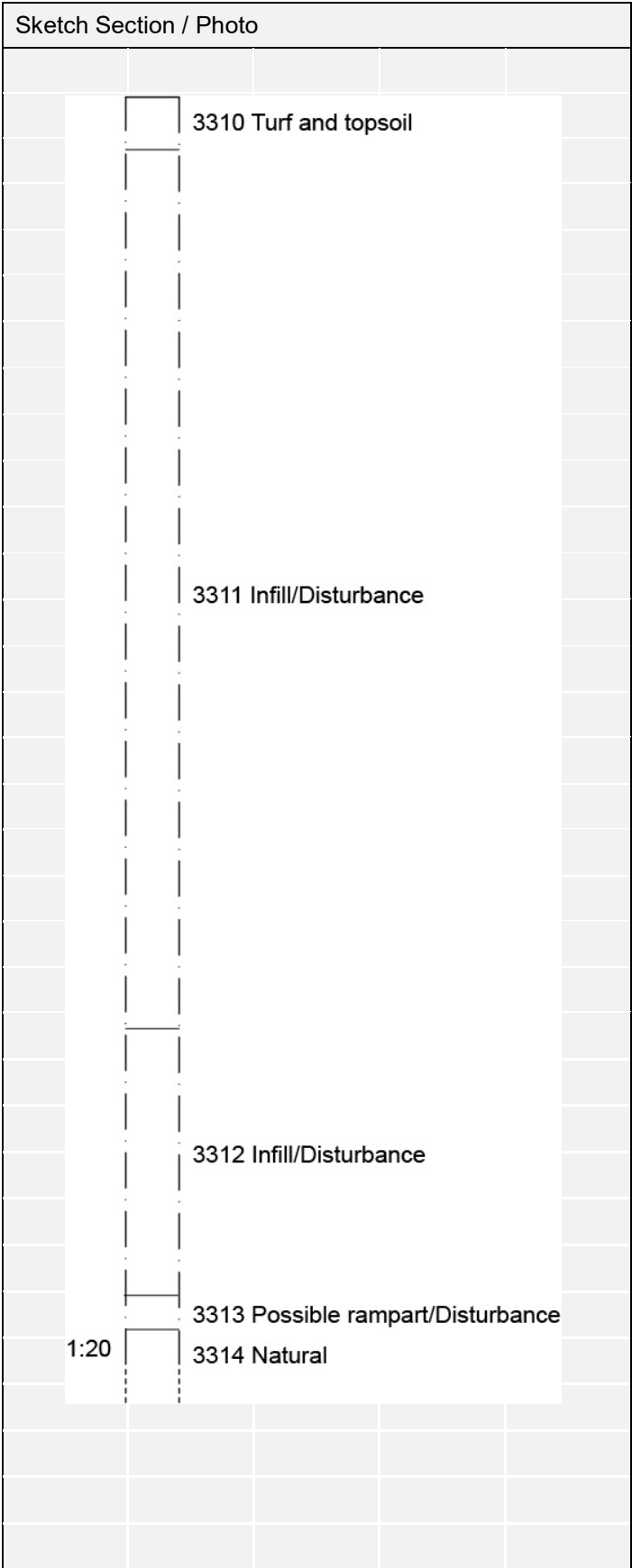
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area WS 03	Sheet - 1 of 1


Intervention No. WS 03	
Time/Date pm 14/09/18	
Contexts / Numbers Assigned	
3230	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3231	Infill/Disturbance - Friable, dark grey brown, sandy silt with occasional rubble fragments.
3232	Infill/Disturbance - Firm, grey brown clay sand silt with CBM and limestone fragments.
3233	Void in column.
3234	Possible rampart - Soft, orange, sand.
3235	Possible rampart - Loose, angular stone fragments and cobbles in sand.
3236	Void in column.
3237	Natural - Soft, light orangey yellow, sand and gravel at base. Refusal, but further probe suggests natural clay below.
Notes	
c.4m Deep. Hand dug to 1000mm.	
	



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area BH 01	Sheet - 1 of 1


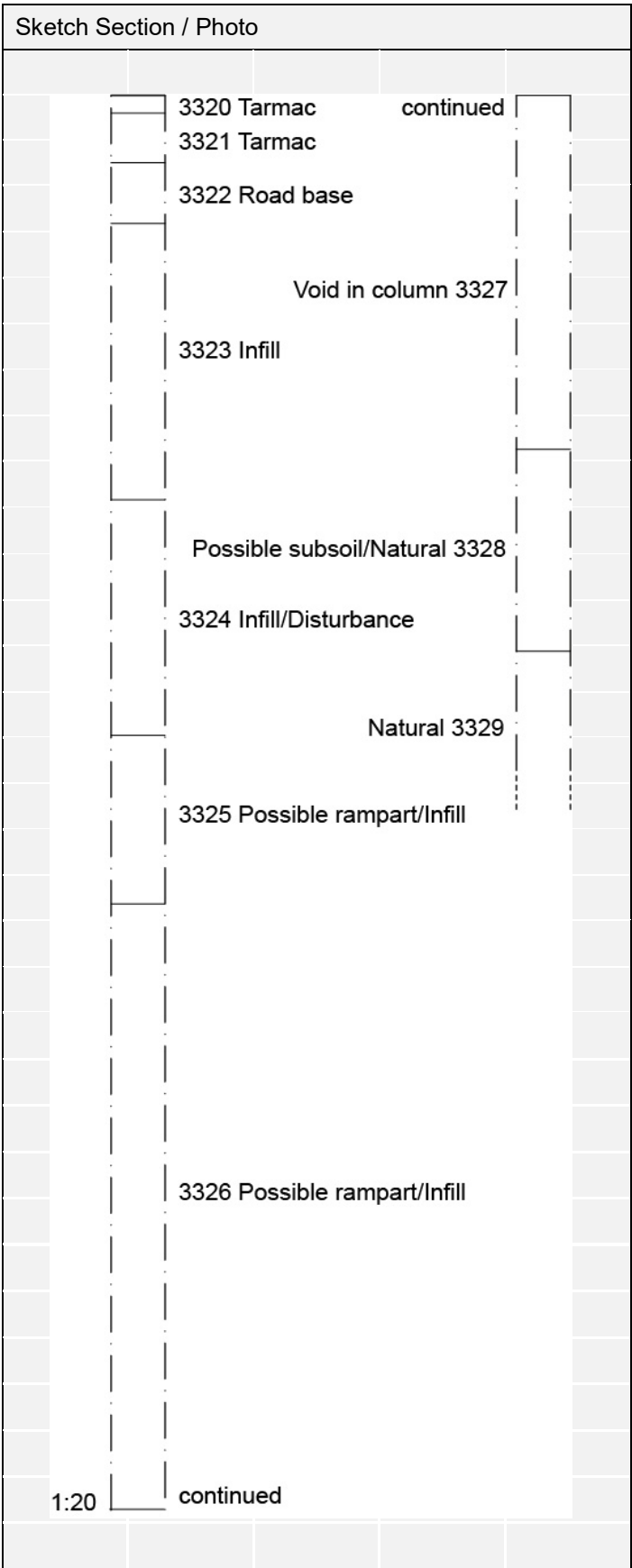
Intervention No. BH 01	
Time/Date am 27/09/18	
Contexts / Numbers Assigned	
3310	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3311	Infill/Disturbance - Soft, dark grey brown sandy silt with rubble. See WS 01 for more detail.
3312	Infill/Disturbance - Firm, dark grey silt clay.
3313	Possible rampart /Disturbance - Loose, limestone fragments.
3314	Natural - Firm, reddish brown clay with sand.
Notes	
4m+ Deep. Hand dug to 1200mm.	
	



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area BH 02	Sheet - 1 of 1

Intervention No. BH 02	
Time/Date am 09/09/18	
Contexts / Numbers Assigned	
3320	Road surface - Tarmac.
3321	Road surface - Tarmac.
3322	Road base - Concrete
3323	Infill - Rubble etc as part of road.
3324	Infill/Disturbance - Friable, dark grey brown, silty sand with limestone, brick, and charcoal.
3325	Possible rampart/Infill - Friable, orangey brow, clayey sand.
3326	Possible rampart/Infill - Firm, dark grey brown silt sand with limestone fragments and oyster shell.
3327	Void in column. Lowest 250mm may be continuation of rampart deposits.
3328	Possible subsoil/Natural - Soft, brownish orange, sand 300mm over light orangey brown sand 300mm.
3329	Natural - Loose, orange yellow, sand gravel and cobbles.

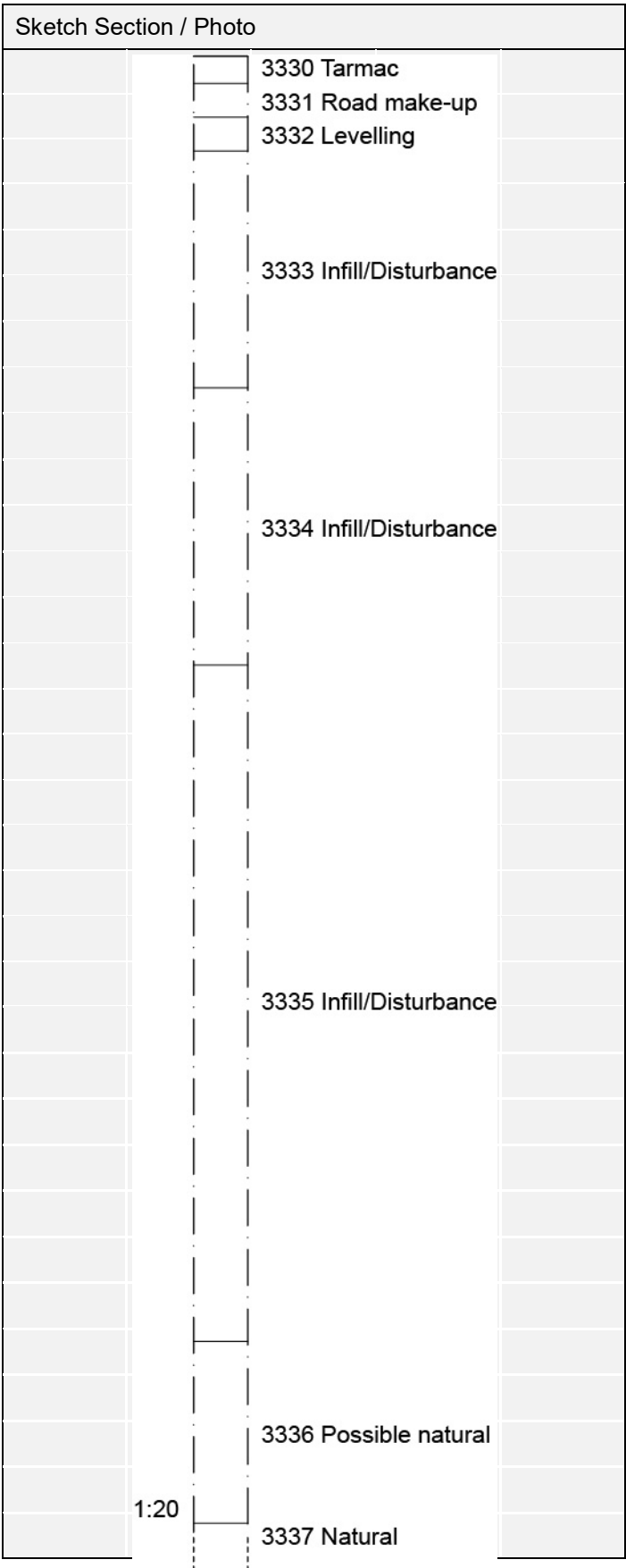
Notes
c.9m Deep. Hand dug to 1200mm.





 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area BH 03	Sheet - 1 of 1

Intervention No. BH 03	
Time/Date pm 26/09/18	
Contexts / Numbers Assigned	
3330	Road surface - Tarmac.
3331	Road make-up - Aggregate etc.
3332	Levelling - Hardcore.
3333	Infill/Disturbance - Firm, grey brown, clay sand with cobbles.
3334	Infill/Disturbance - Friable, dark grey, clay sand with 19 th century brick fragments.
3335	Infill/Disturbance - Soft, dark grey black, silt sand. Possible industrial staining.
3336	Possible natural - Soft, dark grey, sand and clay layers. These were disturbed during drilling.
3337	Natural - Compact, grey, gravel.

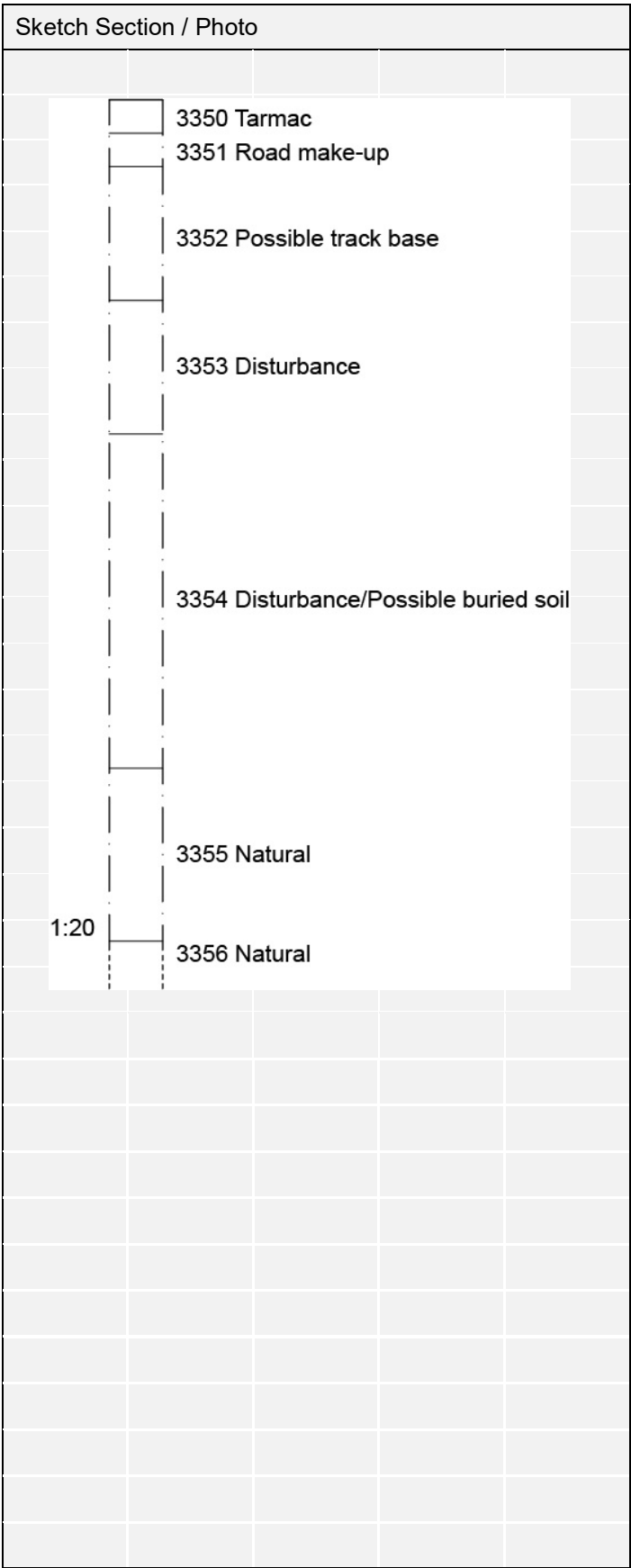
Notes
9m+ Deep. Hand dug to 1200mm.





 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area BH 05	Sheet - 1 of 1

Intervention No. BH 05	
Time/Date am 01/10/18	
Contexts / Numbers Assigned	
3350	Road surface - Tarmac.
3351	Road make-up - Aggregate etc.
3352	Possible track base - Loose, black, clinker.
3353	Disturbance - Firm, clay sand with cobbles.
3354	Disturbance & Possible buried soil - Friable, orangy brown, sand silt clay with medieval tile and mortar flecks.
3355	Natural - Compact, yellowy brown, gravel. Special drilling tools require to puncture.
3356	Natural - Firm, brownish orange, sands and clays.

Notes
3m+ Deep. Hand dug to 1200mm.

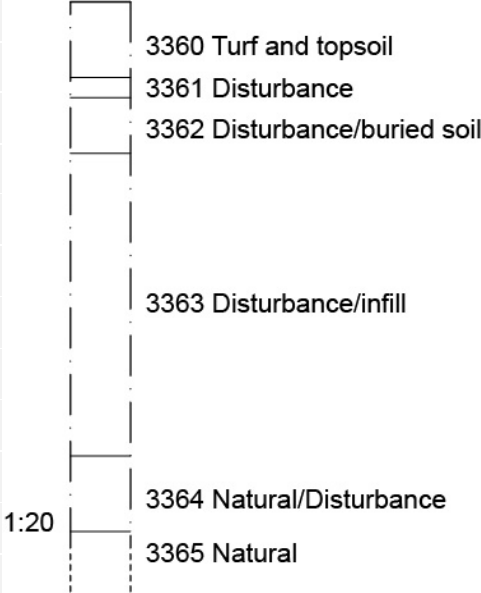
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area BH 06	Sheet - 1 of 1

Intervention No. BH 06	
Time/Date pm 20/09/18	
Contexts / Numbers Assigned	
3360	Surface - Turf and topsoil, loose dark grey brown, sandy silt.
3361	Disturbance - Loose, brown silt with lots of limestone fragments. May be disturbed modern hardcore.
3362	Disturbance/Buried soil - Friable, brownish dark grey, sandy silt.
3363	Disturbance/Infill - Friable, orangey brown, silty clay sand with cobble and pebbles.
3364	Natural/Disturbance - Soft, brownish orange, sand.
3365	Natural - Firm, orange, sand.

Notes
3m+ Deep. Hand dug to 1200mm.




Sketch Section / Photo



3360 Turf and topsoil
3361 Disturbance
3362 Disturbance/buried soil
3363 Disturbance/infill
3364 Natural/Disturbance
3365 Natural

1:20

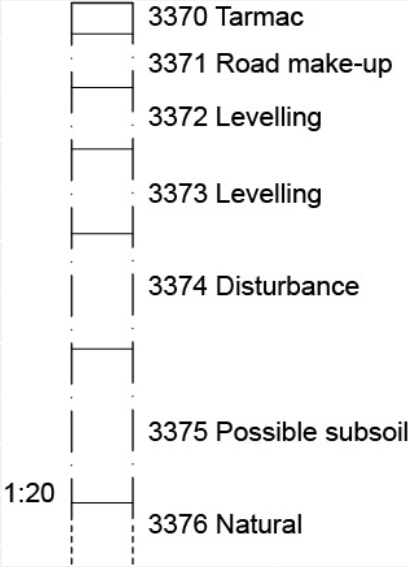
 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area BH 07	Sheet - 1 of 1


Intervention No. BH 07	
Time/Date am 11/09/18	
Contexts / Numbers Assigned	
3370	Road surface - Tarmac.
3371	Road make-up - Aggregate plus concrete slab etc.
3372	Levelling - Hardcore.
3373	Levelling - Hardcore and concrete slab.
3374	Disturbance - Loose gravel, soil and rubble
3375	Possible subsoil - Friable, orange brown, clay sand with charcoal flecks.
3376	Natural - Friable, brownish orange, clay sand.

Notes
2.5m+ Deep. Hand dug to 1200mm.



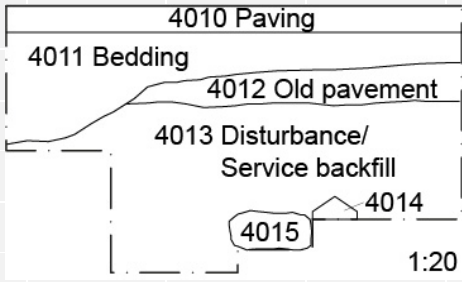


Sketch Section / Photo



 YORK ARCHAEOLOGICAL TRUST	Site Code -	
TEST PIT/BOREHOLE/WINDOW SAMPLE LOG	Project Number- 6076	
Site Name - York Station Frontage SI	Trench/Area UT 01	Sheet - 1 of 1

Intervention No. UT 01	
Time/Date am 21/08/18	
Contexts / Numbers Assigned	
4010	Paving – Square paving slabs
4011	Paving bedding – Sharp sand
4012	Old pavement – Tarmac
4013	Disturbance/Service backfill - Friable, grey brown, clay sand silt with brick and other rubble
4014	Services – Service pipes and ducts
4015	Structure – Limestone cobble and lime mortar bonded. May be aligned NW-SE. Could pre date terrace or be linked with cellar construction.
Notes	
1120mm long, 440mm wide and up to 700mm deep.	

Sketch Section / Photo



YORK ARCHAEOLOGICAL TRUST

WRITTEN SCHEME OF INVESTIGATION FOR ARCHAEOLOGICAL INVESTGATIONS, YORK STATION FRONTAGE

Site Location: York Station Frontage
NGR: SE 59661 51657
Proposal: Site Investigation works and archaeological evaluation
Planning ref: 18/01511/EIASN
Prepared for: WYG Environment Planning Transport Ltd
Document Number: 2018/115

Version	Produced by		Edited by		Approved by	
	Initials	Date	Initials	Date	Initials	Date
1	MS	10/08/18	IDM	15/08/19	IDM	15/08/18

1 SUMMARY

- 1.1 York Archaeological Trust have been commissioned by WYG Ltd to undertake a programme of archaeological evaluation and watching brief during SI works at York Station Frontage (SE 59661 51657).
- 1.2 The scheme will consist of four distinct and separate elements:
- i) an archaeological evaluation and test pits within the York Station Frontage;
 - ii) a Palaeoenvironmental assessment and recording of continuous core window samples;
 - iii) an archaeological watching brief on all other intrusive works for the development.
 - iv) A full report, including a deposit model, tabulated data and a catalogue of the archive
- 1.3 The work will be carried out in accordance with this WSI, and according to the principles of the Chartered Institute for Archaeology (CIfA) Code of Conduct and all relevant standards and guidance.

2 SITE LOCATION & DESCRIPTION

- 2.1 The proposal site is located at York Station Frontage (Illustration 1). The north-eastern site boundary is located on Station Road, to the north of the entrance to the Principal Hotel. It extends to the south-west along Queen Street, including Queen Street Bridge, and follows the road to the east, where it terminates at the junction with Micklegate, Blossom Street and Nunnery Lane. The south-western boundary runs along the southern side of Queen Street, past the Railway Institute, through the Left Luggage and gymnasium building and through the long stay car park. The western boundary is formed by the eastern facade of York Railway Station. The eastern boundary broadly follows the alignment of York City Walls.
- 2.2 The underlying bedrock is comprised of Sherwood Sandstone Group - Sandstone, a sedimentary bedrock formed approximately 237 to 272 million years ago in the Triassic and Permian Periods when the local environment was dominated by rivers. Above this are superficial deposits of glacial moraine, consisting of clay, sand and gravel, which were formed up to 2 million years ago in the Quaternary Period when the local environment was dominated by ice age conditions (www.bgs.ac.uk).

3 DESIGNATIONS & CONSTRAINTS

The site lies within the Micklegate, Railway Station and Railway Industrial Character Areas, areas 22, 23 and 31 of the York Central Historic Core Conservation Area and within York's Area of Archaeological Importance (AAI).

3.1 Scheduled Monuments

Just to the south of the site the city walls wrap around the historic core of York. The city walls and their gates are part of a single scheduled monument (National Monument No 13280).

3.2 Conservation Areas

The York Central Historic Core Conservation Area is one of the largest and most complex in England with 24 character areas forming the whole of the conservation area. Each one is considered in a separate character statement. The site is part of Character Area Twenty Two: Railway Area. This area takes in the old and the current railway areas, covering an area both inside and outside the city walls up to the river Ouse to the north.

A large part of the site lies within the southwest part of the conservation area, however many of the buildings like the water tower and gymnasium do not. It has been recommended in the Conservation Area Appraisal that the boundary shift to include them as they are an important part of the railway development.

4 ARCHAEOLOGICAL INTEREST

4.1 Archaeological Background

4.1.1 Prehistoric Period

Archaeological evidence for prehistoric activity in this part of York is scarce. A Neolithic axe was found at Holgate Docks and crouched burials found beneath a Roman cemetery during the construction of the railway station may have been of Iron Age date and suggest the presence of a contemporary settlement to the south-west of the River Ouse.

4.1.2 Roman Period

The site lies immediately to the west and south of the Roman *colonia*, located on the south side of the River Ouse, and on the eastern and northern edges of the Railway Station and Blossom Street cemeteries. The site is bisected by the York to Tadcaster road (RCHME 1962, Road 10) to the south and by a north-west/south-east road in the area of the present railway station (RCHME 1962, Road 8). Within the southern part of the search area lies the route of the York to Aldborough road (RCHME 1962, Road 9). The site therefore lies between an important area of Roman settlement and cemeteries from the late 1st century AD onwards, following the founding of the legionary fortress on the northern bank of the Ouse. Growth of the civilian settlement was particularly rapid in the late 2nd century, represented by the construction of new buildings and streets. To the south-west of the Ouse these included a baths complex recorded during the construction of the former railway station, now West Offices, a high status building at Station Road, a temple to Serapis and an apsidal building with mosaic pavement in the Tanner Row/Toft Green area.

4.1.3 Anglo-Scandinavian Period

The 6th–9th centuries saw a continuation of settlement along the York to Tadcaster road, contained within the former Roman *colonia* boundaries. The areas of the Roman cemeteries to the south and west of the *colonia* appear to have reverted to agricultural land during this period, although there may have been small scale settlement along Blossom Street.

4.1.4 Medieval Period

The site lies immediately outside the line of the medieval city walls, and to the south-west of Micklegate Bar gatehouse, constructed between the early 12th–14th centuries. The modern street of Micklegate, and its continuation south to become Blossom Street, was one of the major routes into York in the medieval period. The layout of the present street was likely to have been established by the 13th–14th centuries, and may have been established before this (RCHMY 1972). The Toft Green area was divided into two: an area of

open ground to the south-west used for militia meetings and a cattle market; and to the north-east a Dominican Friary which was founded in the early 13th century. Following the Reformation the friary became a nursery garden. The open area to the south-west was used for the dumping of rubbish and waste.

During the medieval period, much of the area the site occupies was rural in nature, as indicated by the original name of the present Blossom Street, Ploughswaingate, c. 1300. Water meadows and pastures, named Bishop's Fields, lay to the west of the medieval city walls. However, expansion of the medieval city immediately south of the city walls did occur during this period, with burgage plots present along Ploughswaingate by the later medieval period, if not earlier. At the south-eastern corner of the site, at the junction of Ploughswaingate and Baggergate (now Nunnery Lane), was the site of St. Thomas's Hospital, constructed in AD 1391 and demolished in AD 1862.

4.1.5 Post-medieval Period

During the post-medieval period the area to the south and west of the city walls remained largely agricultural land until the late 18th–early 19th centuries, with the exception of the continued expansion southwards beyond Micklegate. Within the walls, the Friary Gardens continued in use as a nursery until the early 19th century. The south-west corner of this area was the site of a house of correction, constructed in 1814. It was a short-lived building however, as by 1839 the land was acquired by the York and North Midland Railway Company. During this time the line of Queen Street had been established, and continued around the city walls to the south bank of the River Ouse. A cholera burial ground was established to the west of the walls in the first half of the 19th century and is still present.

The establishment of the railway in the 1830s–1840s dramatically changed the character and topography of this part of York. The original railway station was opened in 1839 by the York and North Midland Railway and comprised of a temporary timber building on Queen Street just outside the city walls. The second station, which is now known as the Old Railway Station was housed on the site of the Friary Gardens within the city walls, which were breached by two large arches to allow access for the rail networks. Land south of Leeman Road was levelled and the natural valley through which a stream flowed was infilled. Associated infrastructure such as coal depots, engine sheds and workshops were also constructed. Due to the city walls it was necessary for the trains to reverse out of the city, which meant that there was limited capacity for the station as there were only two train arches through the city walls. Therefore, in 1877, the present railway station was constructed immediately outside of the city walls, along with a new road network which included Rougier Street and Lendal Bridge. Industrial expansion continued along Holgate and Leeman Roads, including terraced housing for the railway workers.

4.1.6 Modern Period

On April 29th 1942 a German air raid took place in York; at around 10.30pm the train station was bombed destroying the Station Masters Booking Office and the Parcels Office, and damaging the Refreshments Room. The destroyed and damaged areas are where Cycle Heaven and the Parcel Square are now located. By 1947 the two buildings had been rebuilt. Few changes have taken place in the area of the development since the middle of the 20th century.

5 AIMS

5.1 The aims of the evaluation are:

- to determine the extent, condition, character, importance and date of any archaeological remains present
- to provide information that will enable the remains to be placed within their local, regional, and national context and for an assessment of the significance of the archaeology of the proposal area to be made
- to provide information to enable the local authority to decide any requirements for further archaeological mitigation for the site

6 EXCAVATION METHODOLOGY

6.1 The evaluation will comprise the following elements:

- Four 3 x 3m trial trenches
- Four 1 x 1m test pits
- 10 windowless samples

Please note that further stages of work or other mitigation measures could be required by the local authority, depending upon the results of the evaluation.

6.2 The locations of all investigations will be accurately plotted using an EDM Total station, by measurement to local permanent features shown on published Ordnance Survey maps or by GPS as appropriate. All measurements will be accurate to +/-10cm, and the trenches locatable on a 1:2500 Ordnance Survey map. This is to ensure that the trenches can be independently relocated in the event of future work.

6.3 Overburden such as turf, topsoil or other superficial fill materials would be removed by a machine fitted with a toothless bucket. Mechanical excavation equipment would be used judiciously, under archaeological supervision down to the top of archaeological deposits, or the natural subsoil, whichever appears first. If archaeology is present machining will cease and excavation will normally proceed by hand. Where deep homogenous deposits, or deposits such as rubble infill, are encountered, these may be carefully removed by machine, after consultation with the City of York Archaeologist.

6.4 The use of mechanical, air-powered, or electrical excavation equipment may also be appropriate for removing deep intrusions (e.g. modern brick and concrete floors or footings) or through deposits to check that they are of natural origin, after consultation with the City of York Archaeologist. The machine will not be used to cut arbitrary sondages down to natural deposits.

6.5 All trenches will be sufficiently cleaned by hand to enable potential archaeological features to be identified and recorded; areas without archaeological features will be recorded as sterile and no further work will take place in these areas. The stratigraphy of all trenches and borehole cores will be recorded on trench and borehole record sheets even where no archaeological features are identified.

6.6 A sufficient sample of any archaeological features and deposits revealed will be excavated in an archaeologically controlled and stratigraphic manner in order to establish the aims of

the evaluation.

- Discrete features will be half-sectioned in the first instance.
 - Linear features will be sample excavated (to a minimum of 25% of their length) with each sample being not less than 1m in length
 - Deposits at junctions or interruptions in linear features will be sufficiently excavated to allow relationships to be determined.
 - Structures will be sample excavated to a degree whereby their extent nature, form, date, function and relationships to other features and deposits can be established.
- 6.7 Test pits will each measure 1m x 1m. They will be hand-excavated and material will be sieved using a mesh of not more than 1cm square.
- 6.8 Each pit will be photographed. If a pit is archaeological sterile, the relative depths below ground level of each soil layer will be recorded. Any archaeological features will be drawn, following standard conventions. Context numbers will be assigned to each identifiable soil layer. Artefacts retrieved from the sieve or the pit will be bagged by context.
- 6.9 Turfs will be stored separately from excavated soil, to facilitate the reinstatement of the pits.
- 6.10 Processing and assessment of bulk environmental samples will be undertaken by **Oxford Archaeology North**. Oxford Archaeology (OA) has a dedicated team of highly trained and qualified environmental specialists who provide expert analysis of plant and animal remains to reconstruct and interpret past diets, environments and economies. Across their three offices, they have experts in charred and waterlogged plant macrofossils (including charcoal and wood); pollen; fungal spores; mammal, bird and fish bones; and terrestrial, freshwater and marine molluscs. They have purpose-built facilities dedicated to the processing and correct storage of soil samples and have ties with universities and other organisations for the processing and analyses of a wide range of specialist material.
- 6.11 Undisturbed samples from any organic, water-logged deposits, if encountered, will be cut from the cores and sealed prior to specialist assessment by **Geolabs Ltd**, who provide triaxial permeability testing, porosity/bulk density/moisture content testing, particle size distribution analysis and chemical redox potential testing. This permits assessment of the condition of any organic deposits, to inform later decision making.
- 6.12 The programme will also include a programme of archaeological monitoring of all intrusive ground works. During the watching brief a YAT archaeologist will be in attendance at such times during the excavation for the ground works as he or she considers appropriate and necessary. The methodologies detailed above will apply.

7 RECORDING METHODOLOGY FOR EXCAVATION

- 7.1 All archaeological features will be recorded using standardised pro forma record sheets. Plans, sections and elevations will be drawn as appropriate and a comprehensive photographic record will be made where archaeological features are encountered.
- 7.2 Archaeological deposits will be planned at a basic scale of 1:50, with individual features requiring greater detail being planned at a scale of 1:20. Larger scales will be utilised as

appropriate. Cross-section of features will be drawn to a basic scale of 1:10 or 1:20 depending on the size of the feature. All drawings will be related to Ordnance Datum. Where it aids interpretation, structural remains will also be recorded in elevation.

- 7.3 Each context will be described in full on a pro forma context record sheet in accordance with the accepted context record conventions. Each context will be given a unique number. These field records will be checked and indexes compiled.
- 7.4 Photographs of work in progress and post-excavation of individual and groups of features will be taken. This will include general views of entire features and of details such as sections as considered necessary. All site photography will adhere to accepted photographic record guidelines.
- 7.5 Areas which do not contain any archaeological deposits will be photographed and recorded as being archaeologically sterile. The natural stratigraphic sequence within these areas will be recorded.
- 7.6 All finds will be collected and handled following the guidance set out in the ClfA guidance for archaeological materials. Unstratified material will not be kept unless it is of exceptional intrinsic interest. Material discarded as a consequence of this policy will be described and quantified in the field. Finds of particular interest or fragility will be retrieved as Small Finds, and located on plans. Other finds, finds within the topsoil, and dense/discrete deposits of finds will be collected as Bulk Finds, from discrete contexts, bagged by material type. Any dense/discrete deposits will have their limits defined on the appropriate plan.
- 7.7 All artefacts and ecofacts will be appropriately packaged and stored under optimum conditions, as detailed in the RESCUE/UKIC publication *First Aid for Finds*, and recording systems must be compatible with the recipient museum. All finds that fall within the purview of the Treasure Act (1996) will be reported to HM Coroner according to the procedures outlined in the Act, after discussion with the client and the local authority.
- 7.8 Other samples will be taken, as appropriate, in consultation with York Archaeological Trust specialists and the Heritage England Regional Science Advisor, as appropriate (e.g. dendrochronology, soil micromorphology, monolith samples, C14, etc.). Samples will be taken for scientific dating where necessary for the development of subsequent mitigation strategies. Material removed from site will be stored in appropriate controlled environments.
- 7.9 In the event of human remains being discovered during the evaluation these will be left *in-situ*, covered and protected, in the first instance. The removal of human remains will only take place in compliance with environmental health regulations and following discussions with, and with the approval of, the Ministry of Justice. If human remains are identified, the Ministry of Justice and the City of York Archaeologist will be informed immediately. An osteoarchaeologist will be available to give advice on site.
 - If **disarticulated** remains are encountered, these will be identified and quantified on site. If trenches are being immediately backfilled, the remains will be left in the ground. If the excavations will remain open for any length of time, disarticulated remains will be removed and boxed, for immediate reburial by the Church if practicable.
 - If **articulated** remains are encountered, these will be excavated in accordance with recognised guidelines (see 7.10) and retained for assessment.
 - Any grave goods or coffin furniture will be retained for further assessment.

- 7.10 Where a licence is issued, all human skeletal remains must be properly removed in accordance with the terms of that licence. Where a licence is not issued, the treatment of human remains will be in accordance with the requirements of Civil Law, ClfA Technical Paper 13 (1993) and Historic England guidance (2005).

8 SPECIALIST ASSESSMENT

- 8.1 The stratigraphic information, artefacts, soil samples, and residues will be assessed as to their potential and significance for further analysis and study. The material will be quantified (counted and weighted). Specialists will undertake a rapid scan of all excavated material. Ceramic spot dates will be given. Appropriately detailed specialist reports will be included in the report.
- 8.2 Materials considered vulnerable should be selected for stabilisation after specialist recording. Where intervention is necessary, consideration must be given to possible investigative procedures (e.g. glass composition studies, residues on or in pottery, and mineral-preserved organic material). Allowance will be made for preliminary conservation and stabilization of all objects and a written assessment of long-term conservation and storage needs will be produced. Once assessed, all material will be packed and stored in optimum conditions, in accordance with Watkinson and Neal (1998), ClfA (2014) and Museums and Galleries (1992).
- 8.3 All finds will be cleaned, marked and labelled as appropriate, prior to assessment. For ceramic assemblages, any recognised local pottery reference collections and relevant fabric Codes will be used.
- 8.4 Allowance will be made for the recovery of material suitable for scientific dating and contingency sums will be made available to undertake such dating, if necessary. This will be decided in consultation with the City of York Archaeologist.

9 REPORT & ARCHIVE PREPARATION

- 9.1 Upon completion of the site work, a report will be prepared to include the following:
- a) A non-technical summary of the results of the work.
 - b) An introduction which will include the planning reference number, grid reference and dates when the fieldwork took place.
 - c) An account of the methodology and detailed results of the operation, describing structural data, archaeological features, associated finds and environmental data, and a conclusion and discussion.
 - d) A selection of photographs and drawings, including a detailed plan of the site accurately identifying the areas monitored, trench locations, selected feature drawings, and selected artefacts, and phased feature plans where appropriate.
 - e) A deposit sequence for each trench, test pit and window sample, illustrating the stratigraphic sequence of deposits and any noted archaeological features or remains

(at an appropriate and recognised scale)

- f) An interpretative deposit model of each area if appropriate.
 - g) Where appropriate, an appendix containing specialist assessment /analysis reports (artefacts; palaeoenvironmental) or their equivalent.
 - h) An assessment /conclusion and a statement of potential with recommendations for post-excavation, analysis and publication, if appropriate
 - i) Details of archive location and destination (with accession number, where known), together with a catalogue of what is contained in that archive.
 - j) A copy of the key OASIS form details
 - k) Copies of the Brief and WSI
 - l) Additional photographic images may be supplied on a CDROM appended to the report
- 9.2 Three copies of the report will be submitted to the commissioning body. A bound and digital copy of the report will be submitted direct to the City of York Council for planning purposes, and subsequently for inclusion into the SMR/HER.
- 9.3 A field archive will be compiled consisting of all primary written documents, plans, sections and photographs. Catalogues of contexts, finds, soil samples, plans, sections and photographs will be produced. York Archaeological Trust will liaise with the appropriate museum prior to the commencement of fieldwork to establish the detailed curatorial requirements of the museum and discuss archive transfer and to complete the relevant museum forms. The relevant museum curator would be afforded access to visit the site and discuss the project results.
- 9.4 The owner of the Intellectual Property Rights (IPR) in the information and documentation arising from the work, would grant a licence to the Local Authority and the museum accepting the archive to use such documentation for their statutory functions and provide copies to third parties as an incidental to such functions. Under the Environmental Information Regulations (EIR), such documentation is required to be made available to enquirers if it meets the test of public interest. Any information disclosure issues would be resolved between the client and the archaeological contractor before completion of the work. EIR requirements do not affect IPR.
- 9.5 Upon completion of the project an OASIS form will be completed at <http://ads.ahds.ac.uk/project/oasis/>.

10 POST EXCAVATION ANALYSIS & PUBLICATION

- 10.1 The information contained in the evaluation report will enable decisions to be taken regarding the future treatment of the archaeology of the development site and any material recovered during the evaluation.
- 10.2 If further archaeological investigations (mitigation) take place, any further analyses (as recommended by the specialists, and following agreement with the City of York Archaeologist) may be incorporated into the post-excavation stage of the mitigation programme unless such analysis are required to provide information to enable a suitable

mitigation strategy to be devised. Such analysis will form a new piece of work to be commissioned.

- 10.3 In the event that no further fieldwork takes place on the site, a full programme of post excavation analysis and publication of artefactual and scientific material from the evaluation may be required by the City of York Archaeologist. Where this is required, this work will be a new piece of work to be commissioned.
- 10.4 If further site works do not take place, allowance will be made for the preparation and publication in a local and/or national journal of a short summary on the results of the evaluation and of the location and material held within the site archive.
- 10.5 The results of the work will be publicised locally e.g. by presenting a paper and talking to local societies, as appropriate.
- 10.6 A summary report accompanied by illustrations will be presented in digital format for publication in an appropriate volume depending on the results.

11 HEALTH AND SAFETY

- 11.1 Health and safety issues will take priority over archaeological matters and all archaeologists will comply with relevant Health and Safety Legislation.
- 11.2 A Risk Assessment will be prepared prior to the start of site works.

12 PRE-START REQUIREMENTS

- 12.1 The client will be responsible for ensuring site access has been secured prior to the commencement of site works, and that the perimeter of the site is secure.
- 12.2 The client will provide York Archaeological Trust with up to date service plans and will be responsible for ensuring services have been disconnected, where appropriate.
- 12.3 The client will be responsible for ensuring that any existing reports (e.g. ground investigation, borehole logs, contamination reports) are made available to York Archaeological Trust prior to the commencement of work on site.

13 REINSTATEMENT

- 13.1 Following excavation and recording the spoil from the trenches will be backfilled unless requested otherwise. The backfill material will be levelled and compressed as far as possible with the mechanical excavator bucket, but will not be compressed to a specification. York Archaeological Trust are not responsible for reinstating any surfaces, including reseeding, unless specifically commissioned by the client who will provide a suitable specification for the work.

14 TIMETABLE & STAFFING

14.1 The timetable will be agreed with the client prior to work commencing.

14.2 Specialist staff available for this work are as follows:

- Human Remains – Malin Holst
- Palaeoenvironmental remains – Oxford Archaeology (North)
- Head of Curatorial Services - Christine McDonnell
- Finds Researcher - Nicky Rogers
- Pottery Researcher - Anne Jenner
- Finds Officers – Nienke Van Doorn
- Archaeometallurgy & Industrial Residues – Rachel Cubitt and Dr Rod Mackenzie
- Conservation - Ian Panter

15 MONITORING OF ARCHAEOLOGICAL FIELDWORK

15.1 As a minimum requirement, the City of York Archaeologist will be given a minimum of one week's notice of work commencing on site, and will be afforded the opportunity to visit the site during and prior to completion of the on-site works so that the general stratigraphy of the site can be assessed and to discuss the requirement any further phases of archaeological work. York Archaeological Trust will notify the City of York Archaeologist of any discoveries of archaeological significance so that site visits can be made, as necessary. Any changes to this agreed WSI will only be made in consultation with the City of York Archaeologist.

15.2 With the client's agreement illustrated notices will be displayed on site to explain the nature of the works.

16 COPYRIGHT

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17 KEY REFERENCES

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For the latest Historic England guidance documents see:

<https://historicengland.org.uk/advice/latest-guidance/>

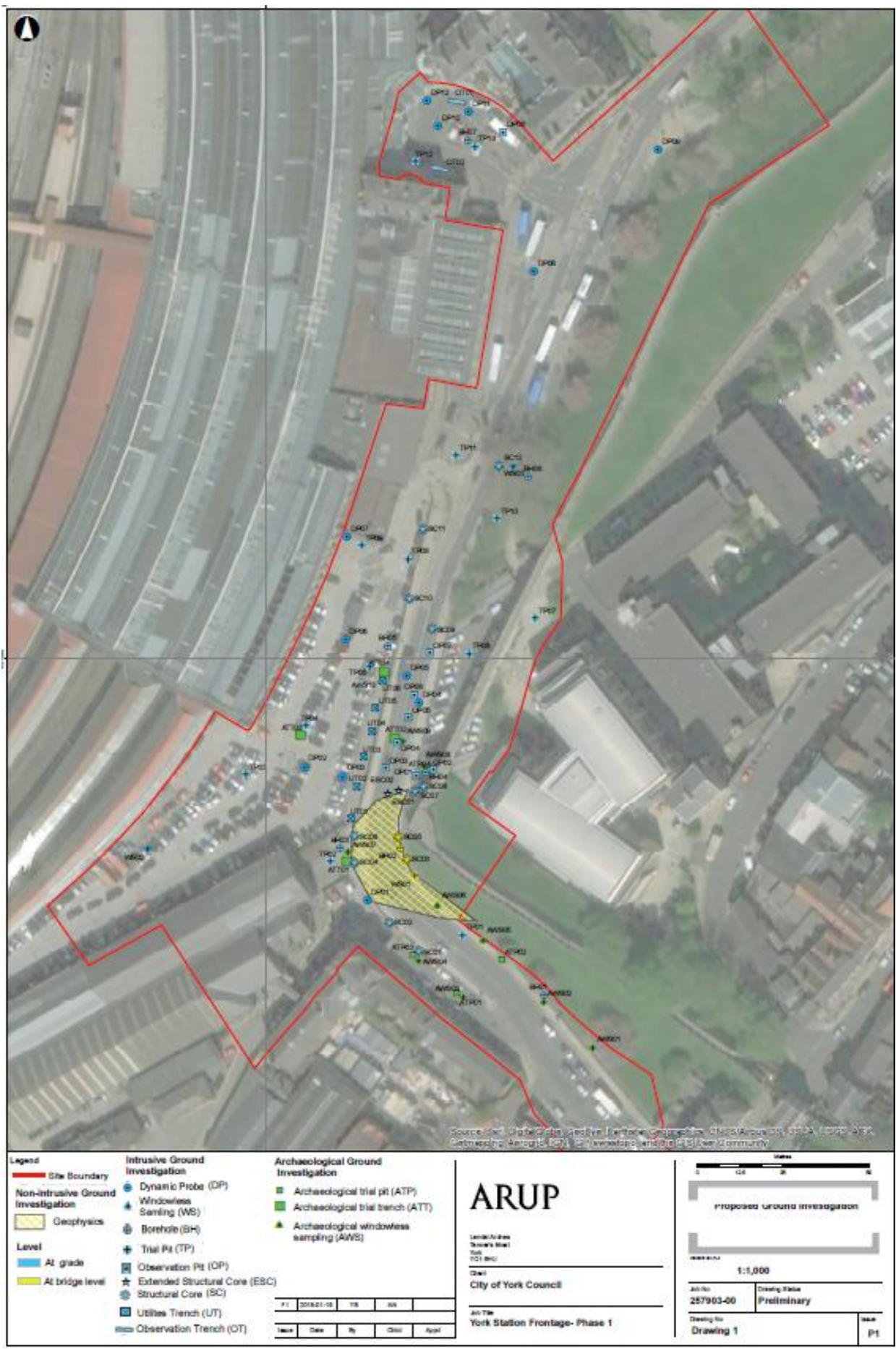


Figure 1 Location of Archaeological Investigations (From ARUP)

PLATES



Plate 1 ATT 02 Section, facing east-northeast, scale unit 100mm

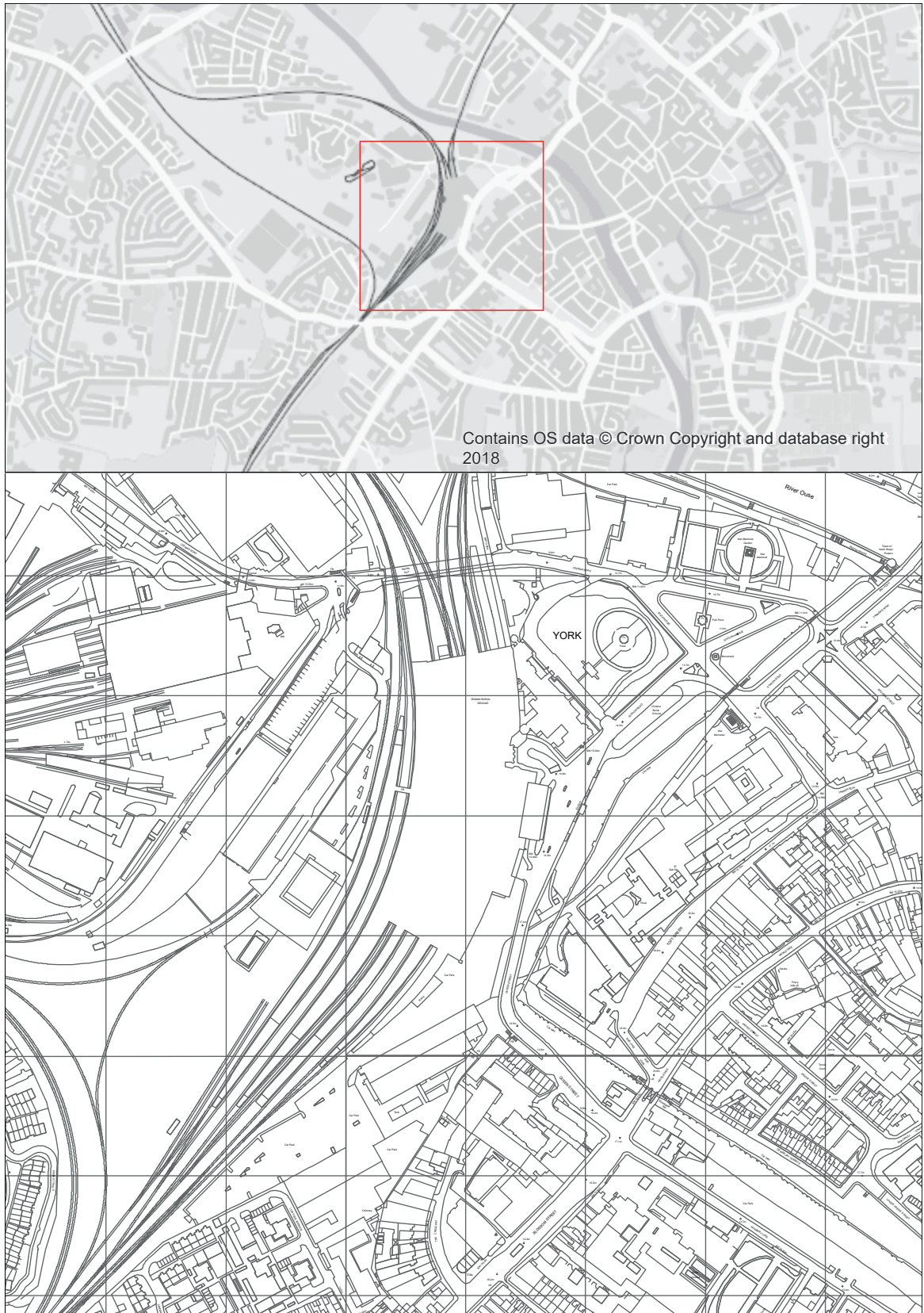


Figure 1 Site Location 1:25000 and 1:5000

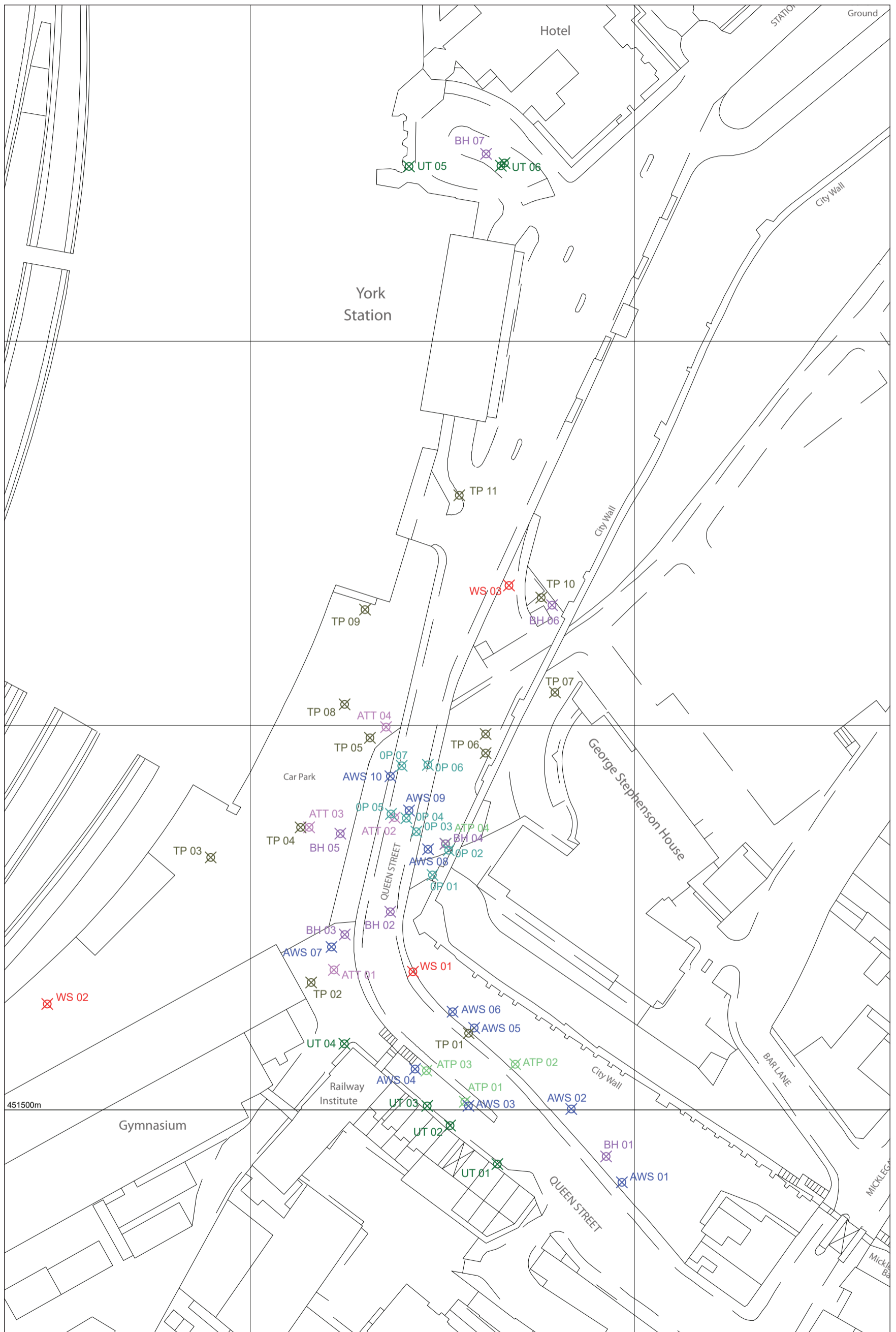


Figure 2 Works Location 1:1000

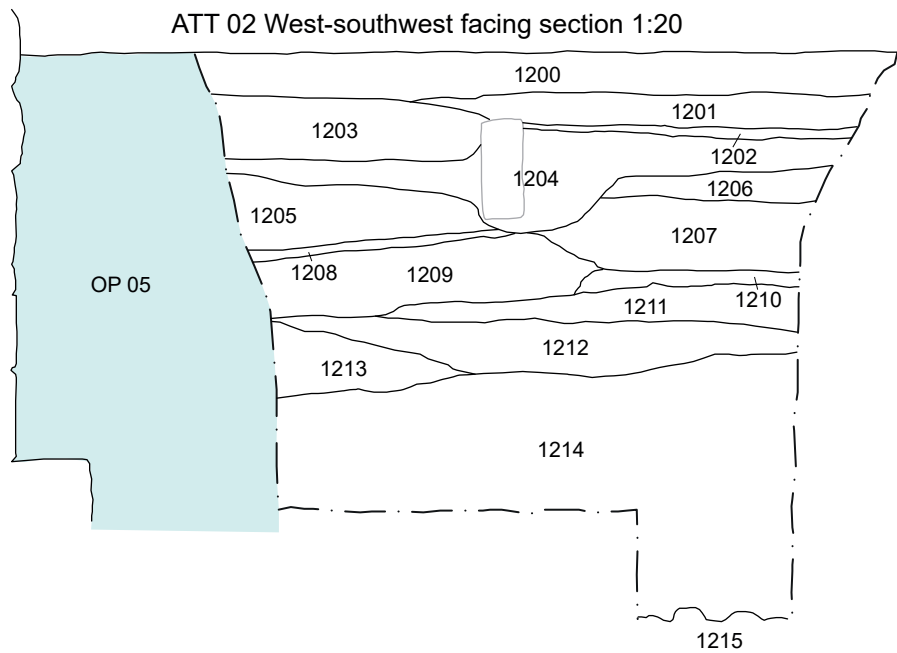


Figure 3 ATT 02 Section and Plan

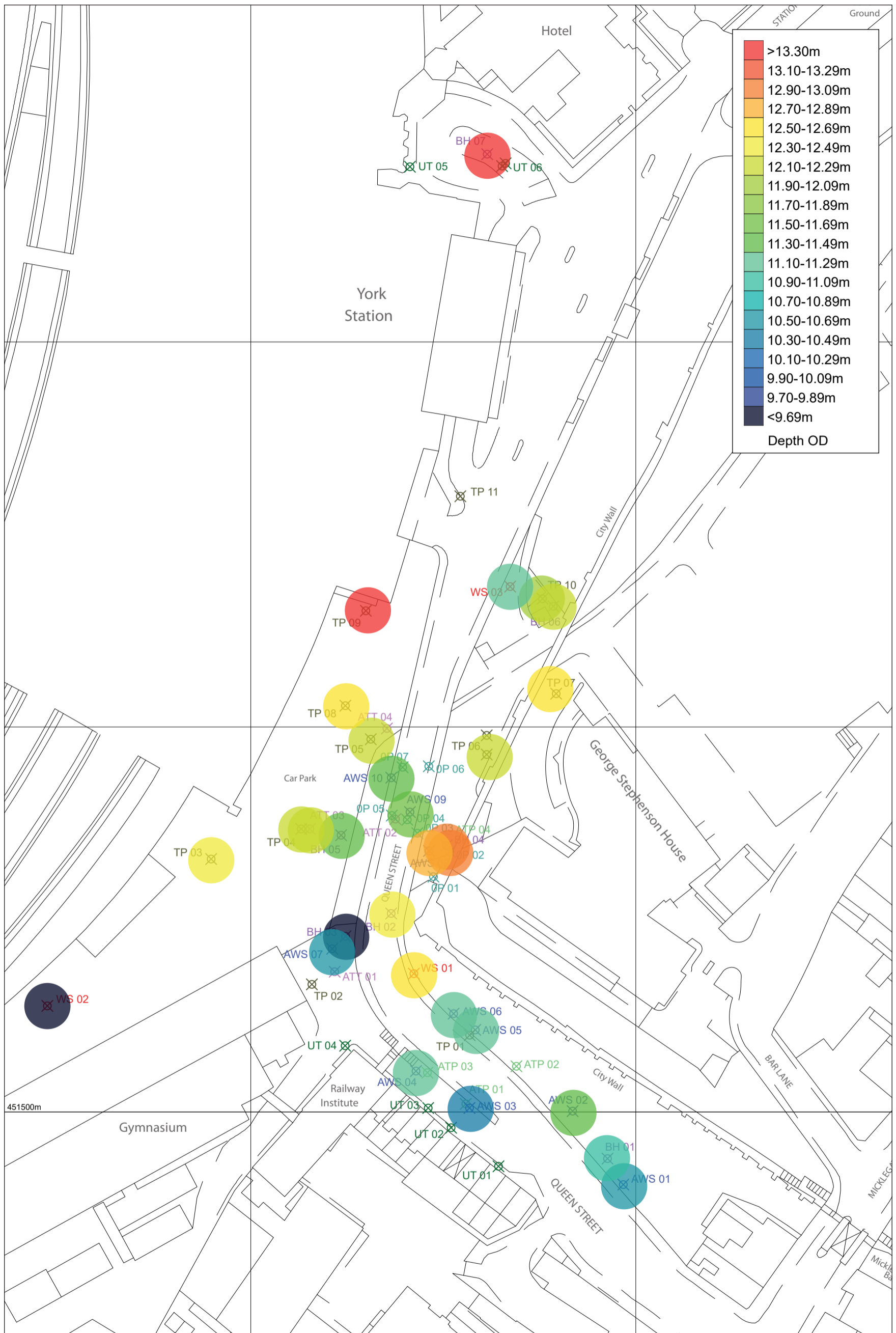


Figure 4 Depth of Natural OD 1:1000

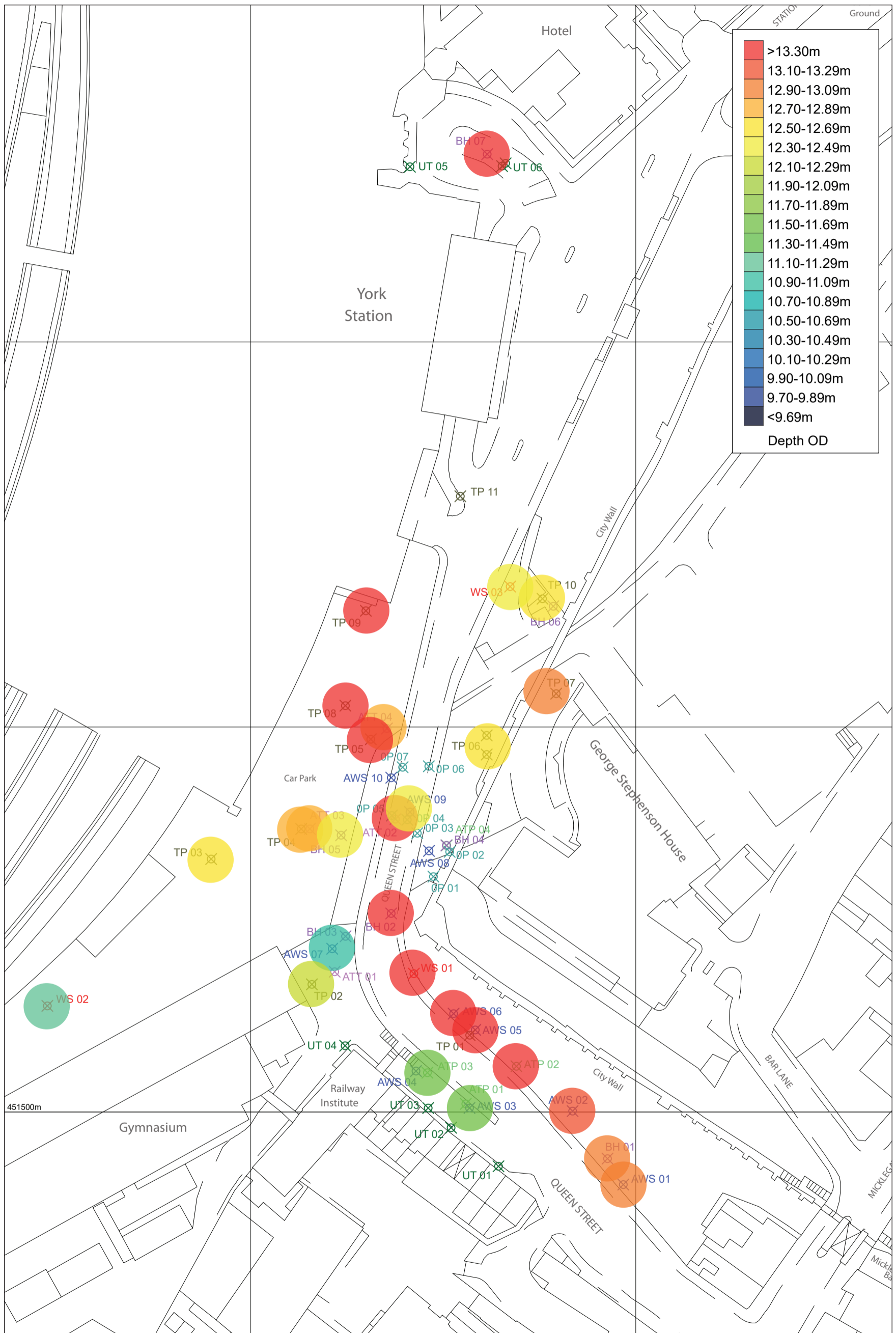


Figure 5 Depth of Archaeology OD 1:1000

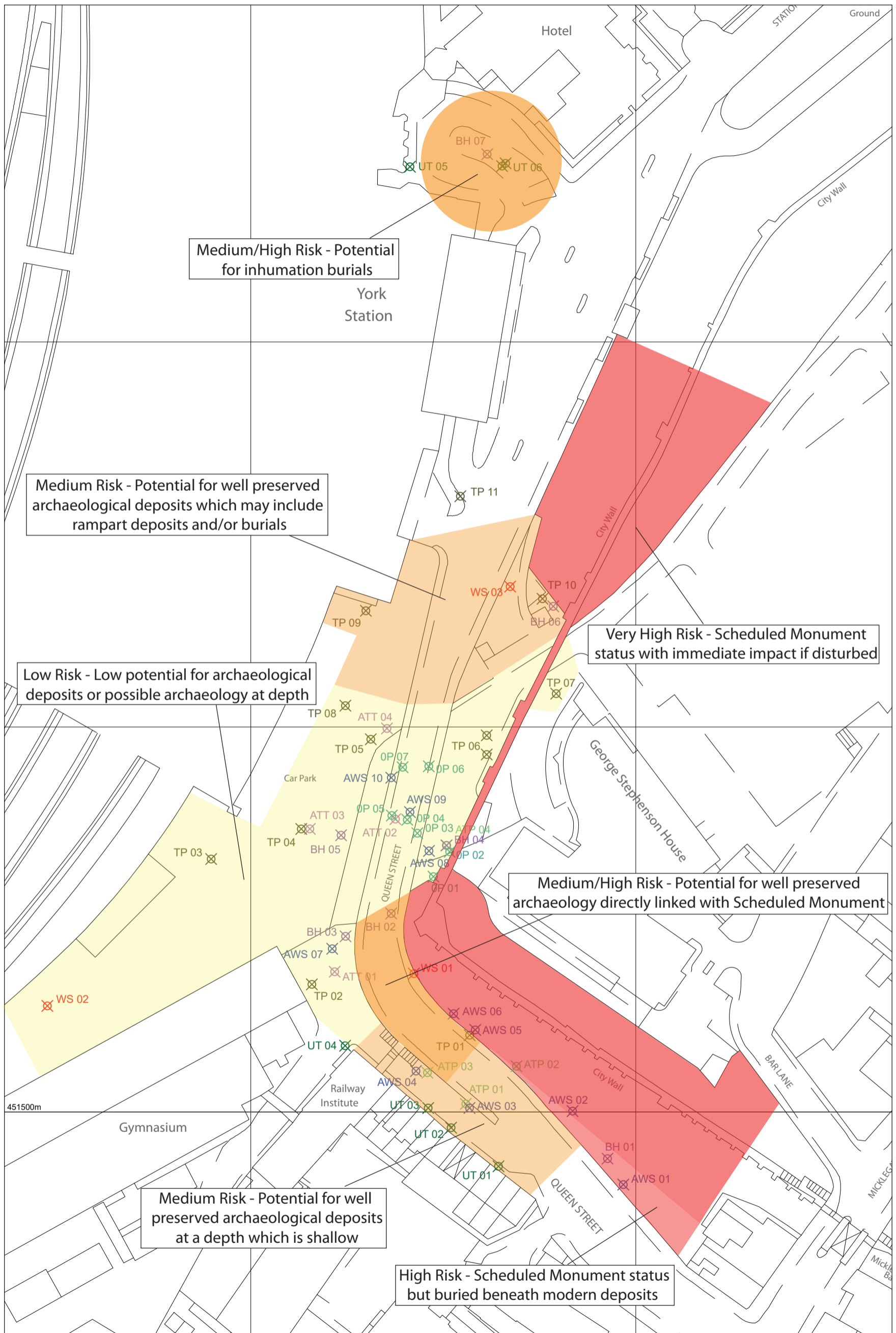


Figure 6 Archaeological Potential Map 1:1000



YORK ARCHAEOLOGICAL TRUST

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



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