



# YORK ARCHAEOLOGICAL TRUST

|                             |   |                         |              |
|-----------------------------|---|-------------------------|--------------|
| <b>SITE</b>                 | Holgate Park Drive, Holgate, York, YO26 4GA |                         |              |
| <b>CLIENT NAME</b>          | Network Rail                                |                         |              |
| <b>YAT PROJECT #</b>        | 6102  | <b>YAT REPORT #</b>     | 2018/178     |
| <b>MUSEUM ACCESSION #</b>   | N/A   | <b>GRID REFERENCE</b>   | SE 5871 5171 |
| <b>PLANNING REFERENCE #</b> | 17/02906/FULM                               | <b>AAI OPS NOTICE #</b> | N/A          |

## INTRODUCTION

On 13<sup>th</sup> November 2018, a watching brief on ground works for the construction of a railway track fan to serve the railway vehicle maintenance facility was undertaken by York Archaeological Trust on behalf of Network Rail on at Holgate Park Drive, Holgate, York, YO26 4GA, NGR SE 5871 5171 (Figure 1). The objective of the watching brief was to monitor the ground reductions within the development area and characterise the nature of archaeological deposits or structures that occupy the site in advance of the proposed redevelopment.

## METHODOLOGY

The construction of the track fan required ground reduction at the north-east side of the development area down to approximately 1.50m. This also required the construction of a beck adjacent to the development, located at the centre running approximately north-south of the development area.

Digital photographs were taken using a 12 megapixel camera and notes were taken whilst monitoring.

## RESULTS

The monitoring of the ground reductions showed limited results in the form of modern made ground from previous works within the development area (Plate 2). This consisted of cinder and ash relating to the use of the demolished building complex, overlain by the leveling and landscaping of the land post-demolition, capped by a soft dark brownish grey silty clay topsoil.

## CONCLUSIONS

The area of monitoring correlates with the results outlined in the 1995 watching brief on an environmental survey of the area, where deposits of ash and cinder relating to the construction and use of buildings associated with the York Carriageworks reached depths of as far down as 3.70m.

Due to the industrial scale re-landscaping that has occurred in the area since the 19<sup>th</sup> century and the formation depth of the track fan was no deeper than 1.50m, there was no evidence of any archaeological potential and thus no finds or features of archaeological significance were discovered during the course of the works.

YAT thanks National Railway for their cooperation during the course of the works.

|                     |           |                   |          |                 |               |
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| <b>FINDS</b>        | 0         | <b>SAMPLES</b>    | 0        | <b>PHOTOS</b>   | 7             |
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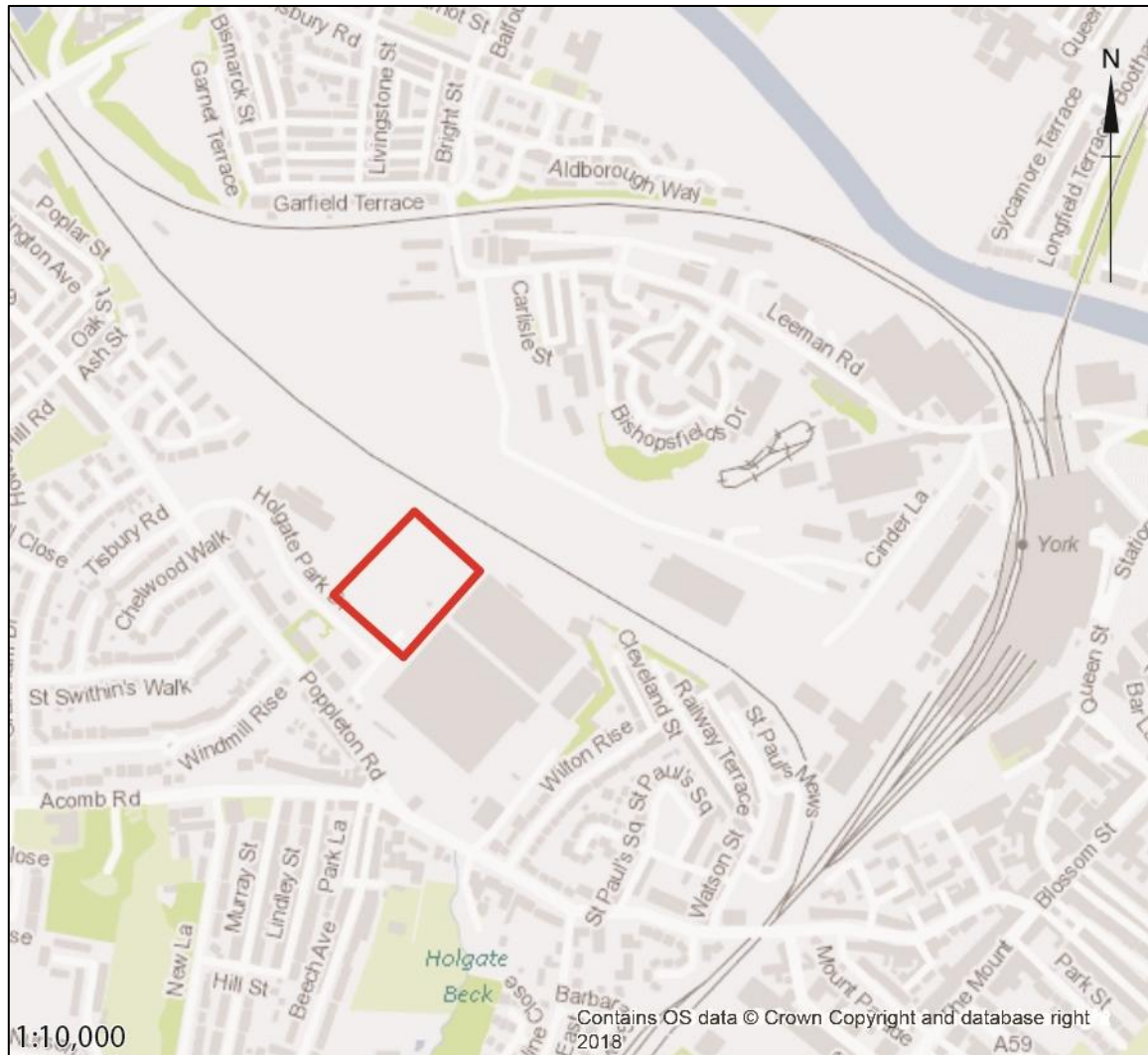


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**Figure 1** Site Location

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**Plate 1** View of site looking east-north-east

|                     |           |                   |          |                 |               |
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**Plate 2** View of ground reduction at the north of development looking east

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