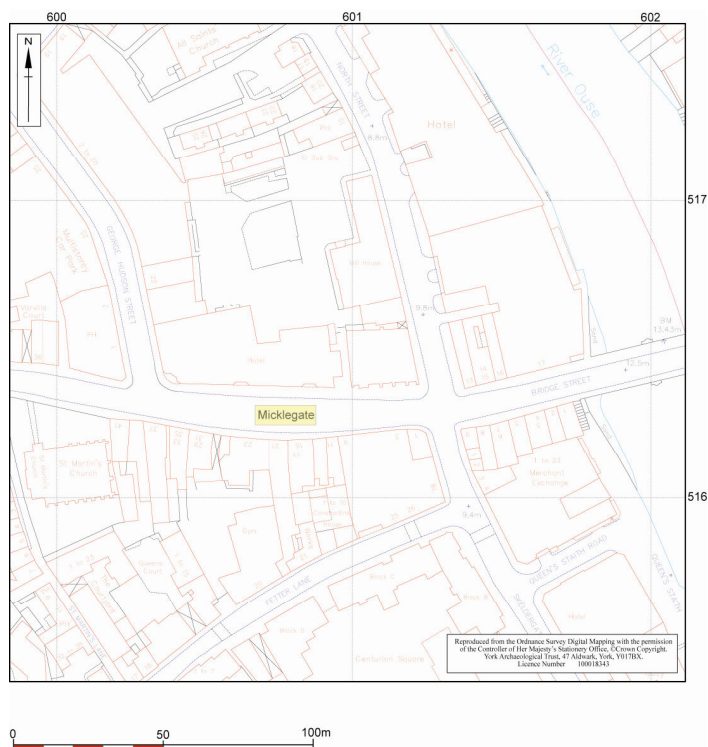




## YORK ARCHAEOLOGICAL TRUST REPORT

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<b>CLIENT NAME</b>	Morgan Est Plc		
<b>YAT PROJECT #</b>	5268	<b>YAT REPORT #</b>	2009/63
<b>MUSEUM ACCESSION #</b>	n/a	<b>GRID REFERENCE</b>	SE 6007 5163
<b>PLANNING REFERENCE #</b>	n/a	<b>AAI OPS NOTICE #</b>	09022

Between 7<sup>th</sup> September and 29<sup>th</sup> September 2009 York Archaeological Trust undertook a watching brief on utility works between 1 and 41 Micklegate, York (Figure 1). The objective was to record any deposits, features or buried structures exposed during the replacement of a gas main along the southern side of Micklegate, although two trenches, 9 and 10, were actually within Bridge Street. Trenches were dug outside a number of properties to expose the feeder pipes, already renewed in plastic, and sections of the old iron main. The new plastic main would then be pushed through the inside of the old main thus avoiding the need for a continuous trench. A total of ten trenches (Figure 2) were observed although not all were recorded in detail. All the recorded or observed trenches lay within the road. Most trenches were roughly rectangular and measured c.1m x 1.5 although there were some substantial variations in shape and size. Trench 8 was somewhat more irregular in shape but was approximately 12m in length. After cutting out the tarmac initial excavation was by mini-digger although as the gas main, or any other known service, was approached excavation was normally by hand. The numbering sequence for the trenches and sections, which do not correspond as not all trenches were recorded in detail, is that of York Archaeological Trust and in each case begins in the road outside St Martin's Church and proceeds eastwards into Bridge Street. The sections recorded in detail are described below. Recording took the form of written notes and measured sketches in a fieldwork notebook supplemented with a number of colour digital photographs. The works were monitored on a regular basis and usually visited at least twice a day when excavation work was in progress.



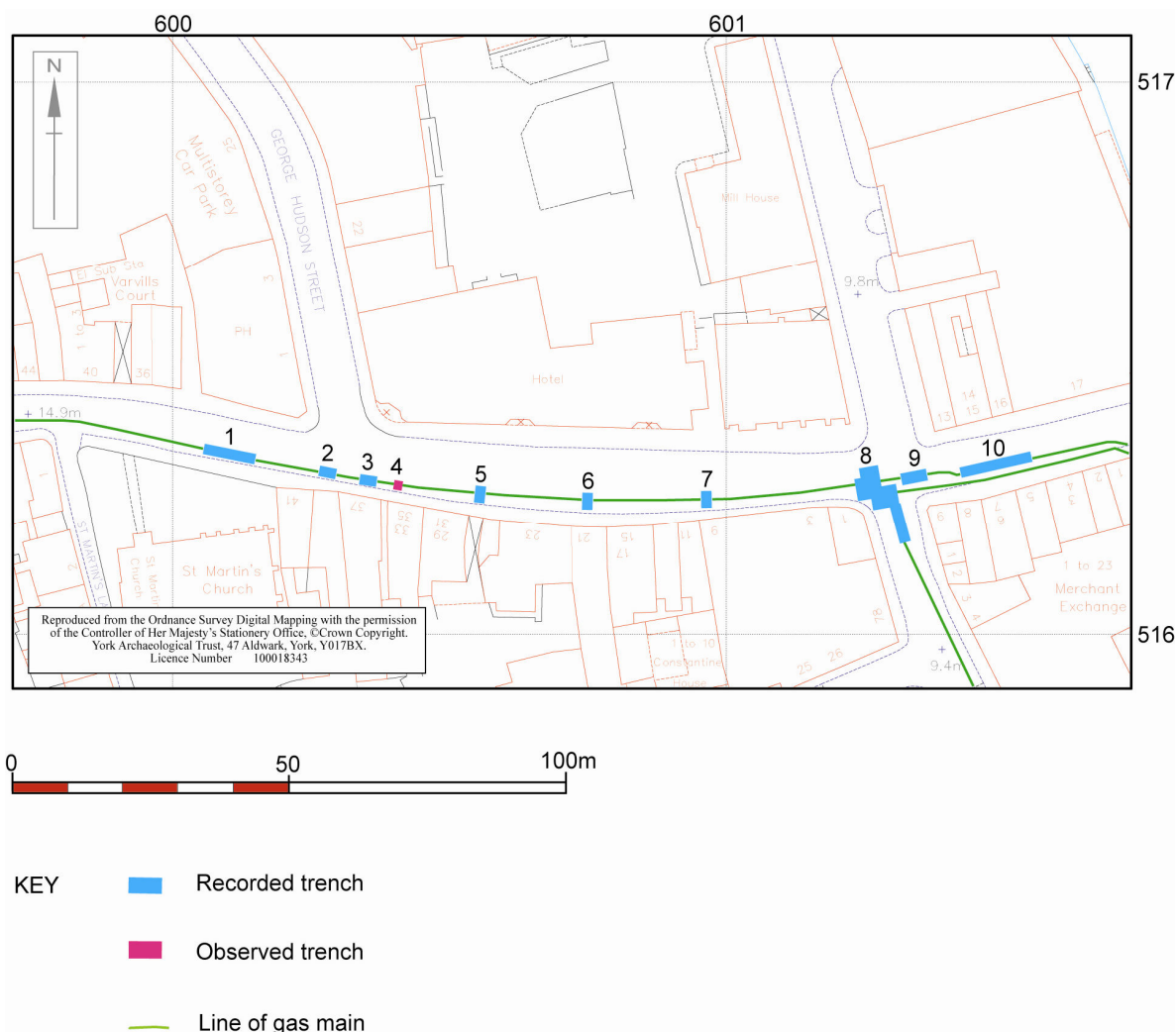
**Figure 1** Location of Micklegate

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**Figure 2** Location of observed and recorded trenches

### Section 1

This section was located towards the west end of Trench 1. The lowest deposit noted, between 0.7m and at least c.1.2m below ground level (BGL), was a mid brown very slightly clayey silt with moderate cobbles and occasional brick / tile (1000). It was sealed by a 0.2m deep layer of mid brown silt with moderate patches of mid orange-brown silt and occasional flecks of pale brown mortar (1001). Overlying this was a 0.15m deep deposit of dark greyish-brown silt with occasional brick / tile and very occasional flecks of pale brown mortar (1002). Above it was a 0.1m deep layer of dark greyish-brown very slightly clayey silt with moderate pale brown mortar (1003). This was sealed by a 0.15m deep layer of pale grey concrete (1004) which formed the bedding for the modern road surface of stone setts (1005).

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**Plate 1** Western end of Trench 1, looking north

### Section 2

This section was recorded close to the east end of Trench 1. Here the earliest deposit, seen between 0.8m and at least 1.2m BGL, was a mid greyish-brown slightly clayey silt with occasional limestone fragments (1006). It was sealed by a 0.3m deep layer of dark brown slightly clayey silt with very occasional flecks of pale brown mortar (1007) and above this was a 0.2m deep deposit of dark greyish-brown slightly clayey silt with occasional flecks of pale brown mortar (1008). Overlying this was a 0.2m deep layer of pale grey concrete (1009) which was the bedding for the modern street surface of stone setts (1010).

### Section 3

This section was located within Trench 2 where the lowest deposit, noted between 0.5 and at least 1.4m BGL, was a mid brown sand containing frequent gravel (1011). It was overlain by a 0.25m deep layer of very pale grey concrete (1012). Above it was a 0.15m deep mixture of tarmac pieces and clinker (1013) which formed the bedding for the current road surface of black tarmac (1014).

### Section 4

This section was situated along the south-east part of Trench 3. Here the lowest observed deposit, between 1.1m and at least 1.4m BGL, was a very dark brown slightly clayey silt (1015) and above it

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was a 0.35m deep layer of light orange-brown-grey sand (1016). Overlying it was a 0.15m deep deposit of firm, dark brown slightly clayey silt with moderate flecks of pale brown mortar (1017). This was sealed by a 0.25m deep layer of light to mid orange-brown silty sand with occasional flecks of white mortar (1018) and above this was a 0.1m deep deposit of mid brown silt with moderate limestone fragments (1019). Overlying this was a 0.05m deep layer of pale grey concrete (1020). It was sealed by a 0.1m deep layer of tarmac pieces (1021) forming the bedding for the existing road surface of black tarmac (1022).

### Section 5

A stretch of the east side of Trench 5 was recorded as this section. The lowest deposit, between 1m and at least 1.4m BGL, was a very dark brown very slightly clayey silt with occasional flecks of pale brown mortar (1023). This was sealed by a 0.3m deep layer of light to mid brown sandy silt containing occasional brick / tile (1024) and above this was a 0.35m deep deposit of very dark brown silt with occasional pebbles and white mortar (1025). This was overlain by a 0.25m deep layer of pale grey concrete (1026) which formed the bedding for the current road surface of black tarmac (1027).



**Plate 2** Trench 6, looking east

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### Section 6

The eastern side of Trench 6 was recorded for this section in which the lowest deposit seen, between 0.3m and at least 1m BGL, was a dark brown very slightly clayey silt with occasional limestone fragments and flecks of pale brown mortar (1028). Sealing this was a 0.2m deep layer of pale grey concrete (1029) which was the bedding for the modern road surface of black tarmac (1030).

### Section 7

Part of the south-west side of Trench 7 was recorded for this section. The earliest deposit, between 0.25m and at least 1.2m BGL, was a dark greyish-brown silt with moderate limestone fragments and occasional brick / tile (1031). It was overlain by a 0.15m deep layer of pale grey concrete (1032) which was the bedding for the current road surface of black tarmac (1033).



**Plate 3** Trench 8, looking north

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### Section 8

This section was located at the northern end of Trench 8. The lowest deposit, noted between 0.3m and at least 0.8m BGL, was a very dark greyish-brown slightly clayey silt with occasional brick / tile and cobbles (1034). Overlying it was a 0.2m deep layer of pale grey concrete (1035) which formed the bedding for the current tarmac road surface (1036).

### Section 9

This section was recorded at the southern end of Trench 8. The earliest deposit seen, between 0.8 and at least 1.4m BGL, was a mid greyish-brown silt with moderate limestone fragments and occasional brick / tile (1037). Overlying it was a 0.5m deep layer of mid greyish-brown silt with frequent brick / tile and pale brown mortar (1038). Above this was a 0.2m deep layer of pale grey concrete (1039) forming the bedding for the road surface of black tarmac (1040).

### Section 10

This section was recorded towards the north-central part of Trench 8. The lowest deposit recorded, between 0.8m and at least 1.1m BGL, was a mid brown silt with moderate pale brown mortar and brick / tile (1041). Overlying it was a 0.4m deep layer of very dark greyish-brown very slightly clayey silt with moderate brick / tile (1042) and above this was a 0.2m deep mixture of pale grey and light orange-brown crushed limestone (1043). Sealing this was a 0.1m deep deposit of pale grey crushed limestone (1044) which formed the bedding for the road surface of black tarmac (1045).

### Section 11

This section was located in the south-central part of Trench 8 and the lowest recorded deposit, between 0.8m and at least 1.4m BGL, was a mid greyish-brown silt with moderate limestone fragments and occasional brick / tile (1046). Overlying it was a 0.5m deep layer of mid greyish-brown silt with frequent brick / tile and pale brown mortar (1047). Above this was a 0.2m deep layer of pale grey concrete (1048) which was the bedding for the modern road surface of black tarmac (1049).

### Section 12

This section was in the north-central part of Trench 9. The earliest deposit recorded, between 0.7m and at least 1.1m BGL, was a mixture of pale brown mortar fragments and mid brown silt with occasional brick / tile (1050). This was overlain by a 0.5m deep layer of dark grey silt with occasional very pale brown mortar (1051). Above this was a 0.1m deep deposit of tarmac pieces (1052) forming the bedding for the current road surface of black tarmac (1053).

### Section 13

This section was situated towards the north-west corner of Trench 10. The lowest deposit noted, between 0.4m and at least 1.6m BGL, was a mixture of dark brown silt and mid greyish-brown silt with moderate patches of mid orange-brown sand and occasional brick / tile and limestone fragments (1054). Sealing it was a 0.15m deep layer of pale grey concrete (1055). Overlying this was a 0.15m deep deposit of tarmac pieces (1056) forming the bedding for the road surface of black tarmac (1057).

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### Section 14

This section was located towards the north-east part of Trench 10. The earliest deposit recorded, between 0.8m and at least 1.6m BGL, was a mid brown sandy silt with occasional limestone fragments (1058). Above this was a 0.3m deep layer of dark brown silt with moderate pebbles (1059) and overlying this was a 0.25m deep mixture of pale brown crushed limestone, mid orange sand and mid grey silt (1060). This was sealed by a 0.15m deep layer of very pale grey concrete (1061) forming the bedding for the modern road surface of black tarmac (1062).

### Conclusion

Although in places the trenches reached depths of c.1.5m or greater it was clear that virtually all the deposits seen were of modern origin and were the result of inserting various services. The, apparently, sole exception to this was Trench 1 where examination of the south – facing section clearly indicated that the present excavation had extended a short distance, c.0.15m, beyond the original service trench. The result was that deposits of some archaeological significance were exposed within this trench although their interpretation is not easy. There was no indication at any point within the trench for any previous road surfaces belonging to Micklegate and it is likely that previous works in the area have removed any such surfaces. The deposits recorded, however, appeared to be build-up deposits and possibly at one time formed part of the churchyard, known to be of greater extent than at present, of the adjoining St Martin's Church although no trace of any burials or even disarticulated human bone were noted from this trench. If this is correct, the evidence from Trench 1 appears to indicate that Micklegate, despite its name, "The Great Street", was considerably narrower than it is at present with the implication that away from services and other modern disturbances archaeology may survive in the area. No deposits, features or buried structures of any significance were recorded in any of the other trenches and it is therefore concluded that very little damage was done to the archaeology of the area.

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