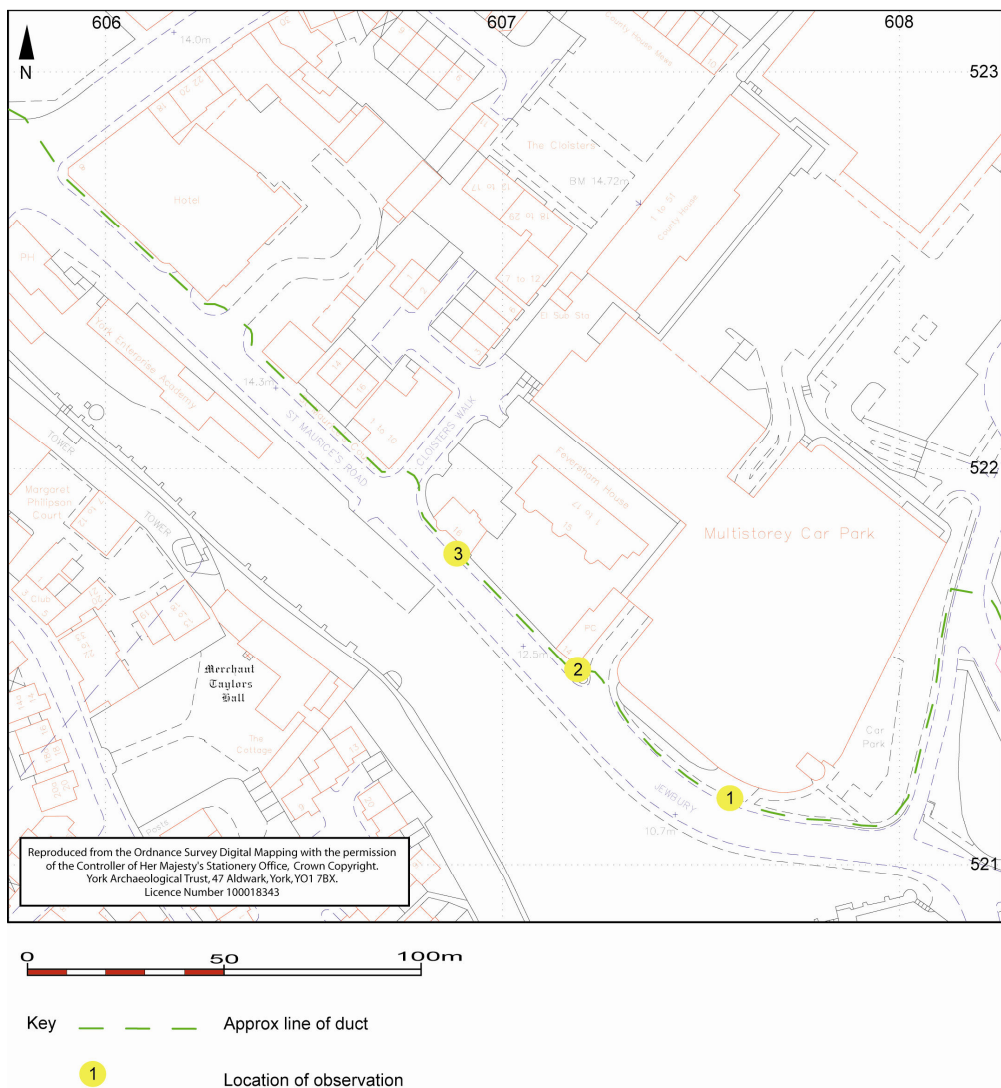




# YORK ARCHAEOLOGICAL TRUST REPORT

<b>SITE ADDRESS</b>	Utility trench, Jewbury – Lord Mayor’s Walk		
<b>CLIENT NAME</b>	H2O Networks Ltd		
<b>YAT PROJECT #</b>	5324	<b>YAT REPORT #</b>	2010/30
<b>MUSEUM ACCESSION #</b>	n/a	<b>GRID REFERENCE</b>	SE 6056 5230
<b>PLANNING REFERENCE #</b>	n/a	<b>AAI OPS NOTICE #</b>	10001

Between 20<sup>th</sup> January and 12<sup>th</sup> March 2010, York Archaeological Trust undertook a watching brief during the installation of ducting for a fibre optic cable along Jewbury and Lord Mayor’s Walk, York. Initially it had been planned to excavate a continuous trench along the route but a number of trial holes showed that the area below the pavement was already almost full of services. It was then decided that the majority of the ducting would be threaded into a conduit dug by remote control drill travelling below services except in the vicinity of new or existing chambers limiting the opportunity for observations. However a total of six representative sections (Figures 1 and 2) were recorded, three along Jewbury and three along Lord Mayor’s Walk. Recording took the form of written notes and measured sketches supplemented with a number of colour digital photographs.



**Figure 1** Location of duct and sections 1 – 3

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<b>FINDS</b>	No	<b>SAMPLES</b>	No	<b>PHOTOS</b>	Yes
				<b>PAGE</b>	1 of 5

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### SECTION 1

At this point along the line of the duct and seen between 0.3m and at least 0.45m below ground level (BGL) there was a firm mid orange-brown slightly sandy clay (1000). This may have been natural. Above this were modern levelling deposits (1001 and 1002) and the modern pavement surface of concrete flags (1003).

### SECTION 2

Between c.0.2m and 0.7m BGL there was a possible build-up deposit of mid brown silt with occasional flecks of pale brown mortar (1004). It was sealed by a modern levelling deposit (1005) and the existing pavement surface of tarmac (1006).

### SECTION 3

All deposits recorded at this point were modern and consisted of levelling deposits (1007 – 1009) overlain by the modern pavement surface of tarmac (1010).



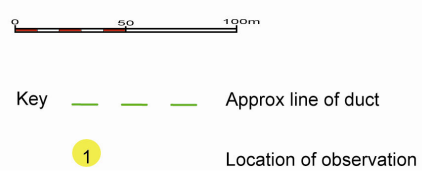
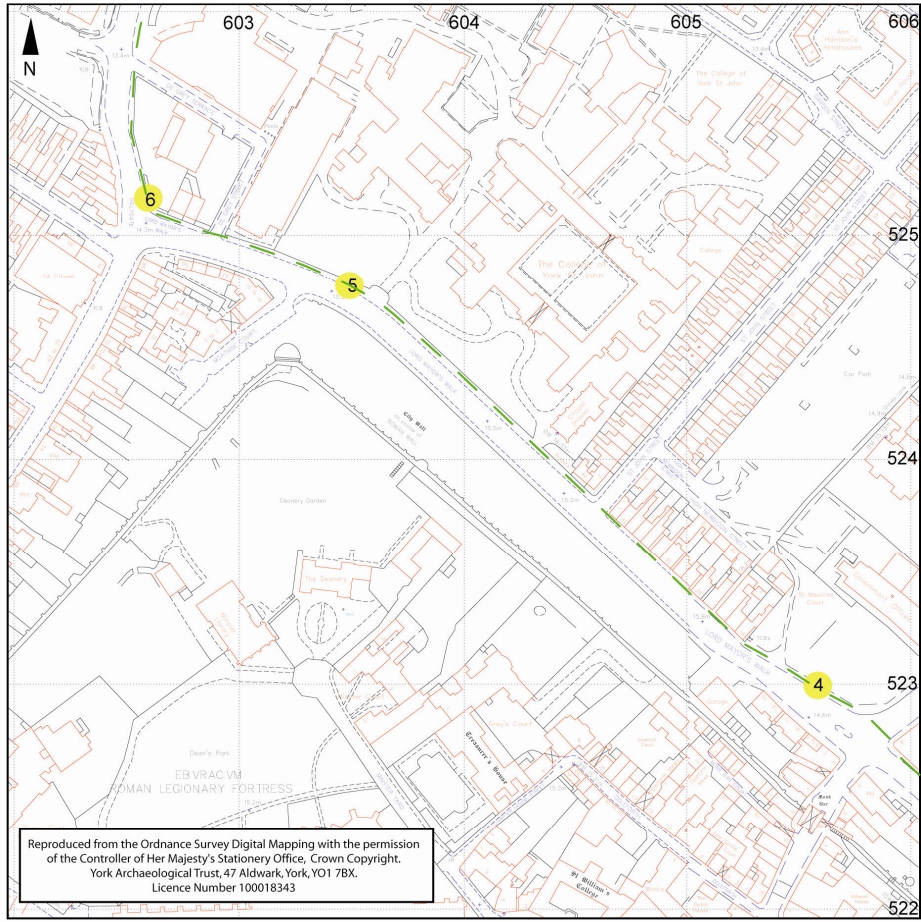
*Plate 1 Section 3, looking north-west*

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**Figure 2** Location of duct and sections 4-6

## SECTION 4

The earliest deposit in this section, seen between 0.5m and the base of the trench at 0.9m BGL, was a dark greyish-brown clayey silt with moderate patches of mid brown sand (1011). It was sealed by a 0.4m deep layer of dark brown slightly clayey silt with occasional brick / tile (1012). Both of these may have been disturbed build-up deposits or modern levelling / backfill. The remaining contexts were a modern levelling deposit of crushed limestone (1013) and the modern pavement surface of concrete slabs (1014).

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### SECTION 5

In this section the lowest deposit, seen between 0.6m and at least the base of the trench at 0.9m BGL, was a mid greyish-brown slightly clayey silt with moderate white mortar and brick / tile (1015). Overlying it was a 0.3m deep layer of mid to dark brown slightly clayey silt with occasional white mortar (1016). Both could have been build-up deposits. Above Context 1016 was a modern levelling deposit of crushed limestone with some dark grey slightly clayey silt (1017) which was the bedding for the current pavement surface of tarmac (1018).

### SECTION 6

Here the earliest deposit noted, between 0.7m and at least 1.1m BGL, was a dark brown very slightly clayey silt with moderate brick / tile and pale brown mortar (1019), possibly a build-up deposit. All the other contexts noted in this section were clearly modern and comprised levelling / backfill deposits (1020 – 1022) and the modern pavement surface of concrete slabs (1023).



*Plate 2 Deposits in section 6, looking north-west*

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### DISCUSSION

Possible natural was noted in the base of Section 1 and although it was relatively high it is known that the area was landscaped during the construction of the adjacent multi-storey car park and this may have resulted in the lowering of the ground surface hereabouts. Elsewhere possible build-up deposits, disturbed to at least some extent, were recorded in Sections 2, 4, 5 and 6. The remaining contexts were all clearly modern levelling or backfill deposits. It is, therefore, unlikely that any archaeology of any great significance was encountered during the works.

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