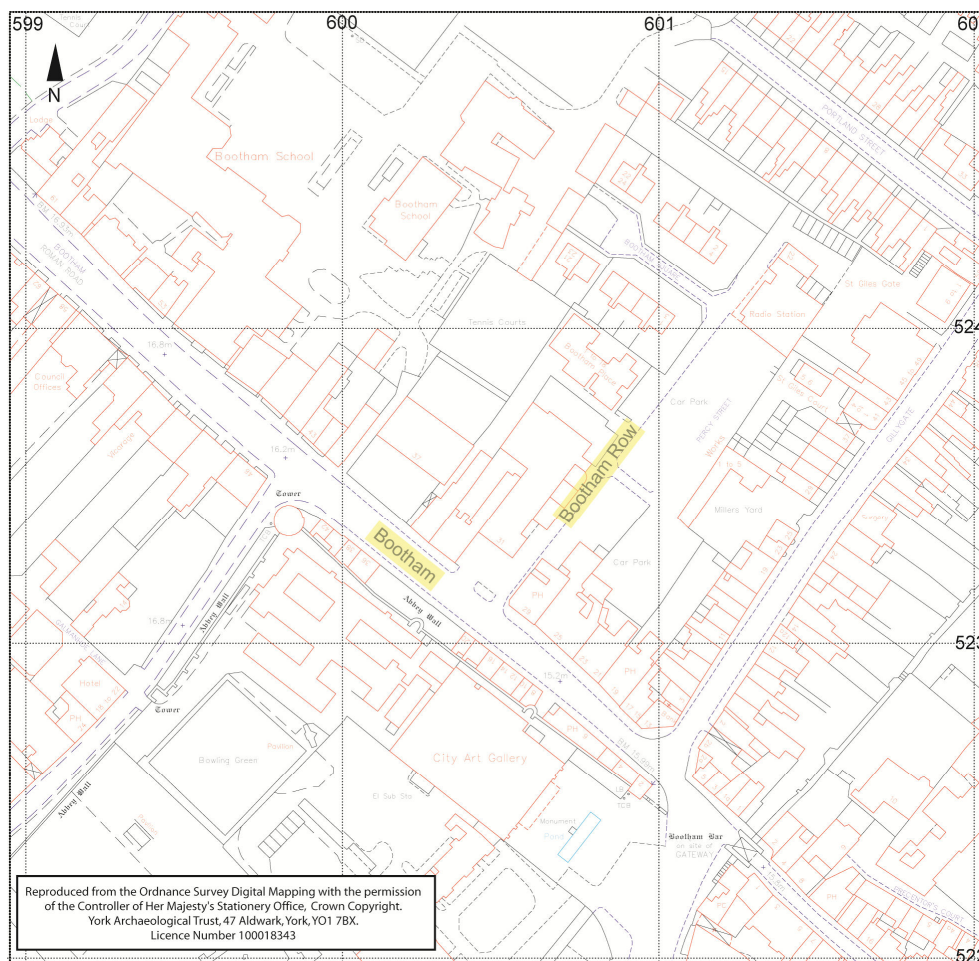




# YORK ARCHAEOLOGICAL TRUST REPORT

<b>SITE ADDRESS</b>	Utility trench, Bootham Row, Bootham, York		
<b>CLIENT NAME</b>	CE Electric UK		
<b>YAT PROJECT #</b>	5380	<b>YAT REPORT #</b>	2010/55
<b>MUSEUM ACCESSION #</b>	n/a	<b>GRID REFERENCE</b>	SE 6006 5236
<b>PLANNING REFERENCE #</b>	n/a	<b>AAI OPS NOTICE #</b>	10021

Between 9<sup>th</sup> June and 21<sup>st</sup> June 2010, York Archaeological Trust undertook a watching brief along Bootham Row and a short part of Bootham, York (Figure 1). The objective was to record any deposits, features or buried structures of archaeological interest exposed during the excavation of a trench for the installation of a new electric cable. Most of the trench lay along the north-west side of Bootham Row and was generally c.0.35m wide and 0.7m deep although larger and deeper trenches were excavated to the immediate south-west of the Radio York studios and in the pavement on the south-west side of Bootham (Figure 2). It was not necessary to dig up Bootham itself since it was possible to use existing ducting. A number of specimen sections were recorded along different parts of the trench along Bootham Row and the trench in the Bootham pavement and are described below. Recording took the form of written notes and measured sketches supplemented by a number of colour digital photographs. The site was visited on a regular basis, usually at least once a day, while the excavation work was in progress.



**Figure 1** Location of Bootham Row and Bootham

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

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47 Aldwark, York YO1 7BX  
Tel: 01904 663000 Fax: 01904 663024

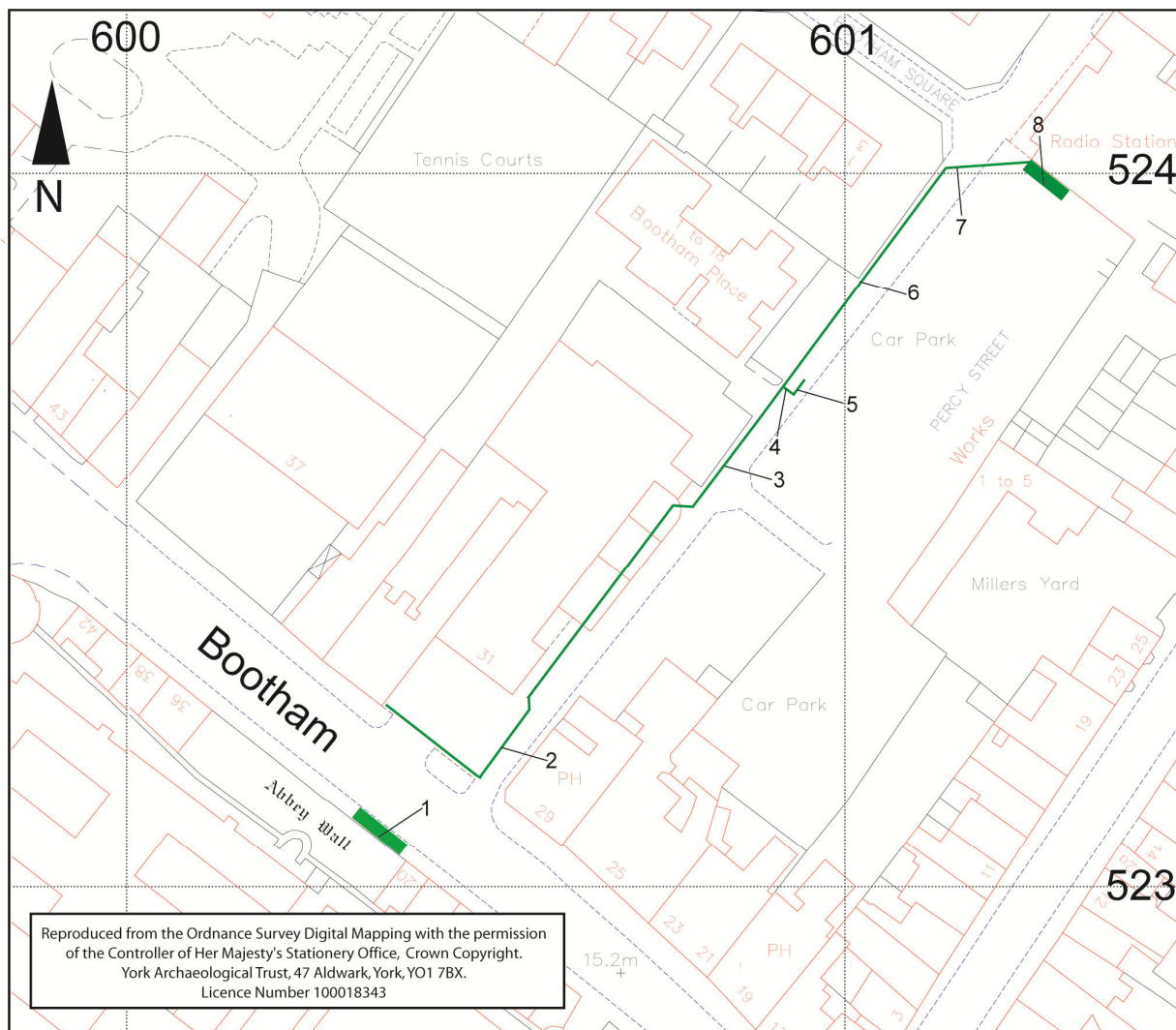


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**Figure 2** Location of trenches and recorded sections

A section was recorded in the trench in the pavement to the south-west of Bootham. Here the earliest deposit noted, at between 0.5m and at least 0.8m below ground level (BGL), was a mid brown sandy silt with occasional patches of light brown sand and flecks of charcoal and pale brown mortar (1000). Many services were within this layer which was clearly modern. Overlying it was a 0.4m deep deposit of dark brown slightly clayey silt with moderate pale brown mortar and occasional charcoal and brick / tile (1001). Above this was a modern levelling deposit of mid orange-brown sand (1002) and the pavement surface of concrete flags (1003).

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				<b>PAGE</b>	<b>2 of 5</b>

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**Plate 1** Trench on south-west side of Bootham, looking south-east

The second section was located close to the junction of Bootham and Bootham Row. All contexts seen were modern and consisted of a levelling deposit of crushed limestone (1004), between 0.6m and at least 0.9m BGL, a backfill or levelling deposit of mid brown very slightly clayey silt with moderate pale brown mortar (1005), between 0.3m and 0.6m BGL and the concrete bedding (1006) for the existing kerb.

The third section was situated on the north-west side of Bootham Row opposite the south-west end of the car park. The earliest deposit recorded, between 0.8m and at least 0.9m BGL, was a clean, mid brown clay (1007). It was sealed by a 0.4m deep layer of mid orange-brown slightly clayey sand (1008). Above this was a 0.25m deep deposit of dark greyish-brown very slightly clayey silt (1009) and this was overlain by a horizontal band, 0.1m deep, of cobbles in dark grey silt (1010). The uppermost context was the present road surface of tarmac (1011).

The fourth section was some distance to the north-east in the road beside the parking bays for Bootham Place. Here the lowest deposit, noted between 0.25m and at least 0.7m BGL, was a light to mid brown silt with occasional pale brown mortar (1012). This was sealed by pale yellow crushed limestone (1013) forming a levelling deposit for the modern road surface of tarmac (1014).

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				<b>PAGE</b>	<b>3 of 5</b>



## YORK ARCHAEOLOGICAL TRUST REPORT

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**Plate 2** The trench in the central part of Bootham Row, looking south-west

The next recorded section was located a short distance to the south-east, close to the centre of Bootham Row. The earliest deposit, seen between 0.6m and at least 0.8m BGL, was a mid brown silt with moderate flecks of pale brown mortar and occasional charcoal (1015). It was sealed by a 0.4m deep deposit of very dark grey very slightly clayey silt with occasional pale brown mortar (1016) and above this was a 0.1m deep layer of dark brown silt with occasional pale brown mortar and brick / tile fragments (1017). Overlying this was the crushed limestone make-up (1018) for the existing tarmac road surface (1019).

The sixth section was in the road outside the north-east boundary of Bootham Place. The lowest deposit, between 0.3m and at least 0.6m BGL, was a mid brown silt with moderate patches of mid brown sand and occasional brick / tile (1020). Sealing this was a 0.25m deep layer of dark greyish-brown silt with frequent pale brown mortar and brick (1021) forming a levelling deposit for the modern tarmac road surface (1022).

The next section was recorded close to the junction of Bootham Row and Bootham Square. Here the lowest deposit, seen between 0.4m and at least 0.7m, was a dark greyish-brown very slightly clayey silt with moderate pale brown mortar and occasional charcoal (1023). Above this was a series of modern backfill or levelling deposits consisting of mid brown sand (1024), concrete (1025) and very dark greyish-brown silt (1026). The uppermost context was the modern tarmac road surface (1027).

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				<b>PAGE</b>	<b>4 of 5</b>



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The last section was recorded within a stretch of trench to the south-east side of Bootham Row and butting the Radio York studios. The earliest context noted was a brick wall (1028) aligned approximately south-west / north-east. It was two bricks, 0.23m, wide and at least six courses, standing c.0.55m high, survived bonded with a hard white mortar. Butting its south-east face, and recorded between 0.45m and 0.8m BGL, was a 0.35m deep deposit of clean dark brown very slightly clayey silt (1029) and above this was a 0.2m deep layer of dark greyish-brown silt with occasional brick / tile and pale brown mortar (1030). Butting the north-west face of the wall was a 0.3m deep layer of mid greyish-brown very slightly clayey silt with occasional brick / tile and pebbles (1031). Overlying it was a 0.25m deep deposit of mid greyish-brown silt with moderate pale brown mortar and occasional brick / tile (1032). Sealing Contexts 1028, 1030 and 1032 was a levelling deposit of firm, dark brown silt with moderate brick / tile and occasional pale brown mortar (1033) forming the make-up for the current road surface of tarmac (1034).



**Plate 3** Trench adjacent to Radio York studios, looking south-east

Although no finds were recovered from this watching brief it was evident that the majority of contexts recorded were modern. The clay (1007) seen in Section 3 may have been natural and possible build-up deposits were noted in Sections 3, 4 and 6. The cobbles (1010) noted in Section 3 were probably part of an earlier road surface but need not be of any great age and the wall recorded as part of Section 8 probably belongs to the 19<sup>th</sup> century housing known to have been within what is now the car park. It is believed that little damage was done to any archaeological remains although previous work close by has demonstrated the survival of deposits, features and structures of the Roman period and later from the Bootham Row area.

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				<b>PAGE</b>	<b>5 of 5</b>