YORK ARCHAEOLOGICAL TRUST

Historic Building Recording at
Scarborough Railway Bridge, York

By Chris Curtis

YAT Report 2019/51 Feb 2019

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.

York Archaeological Trust, Cuthbert Morrell House, 47 Aldwark, York YO1 7BX

Phone: +44 (0)1904 663000 Fax: +44 (0)1904 663024

Email: archaeology@yorkat.co.uk Website: http://www.yorkarchaeology.co.uk

© 2015 York Archaeological Trust for Excavation and Research Limited
Registered Office: 47 Aldwark, York YO1 7BX
A Company Limited by Guarantee. Registered in England No. 1430801
A registered Charity in England & Wales (No. 509060) and Scotland (No. SCO42846)

CONTENTS

NON-TECHNICAL SUMMARY ..... **III**

KEY PROJECT INFORMATION ..... **III**

1 INTRODUCTION **1**

2 AIMS AND METHODOLOGY **1**

2.1 Aims 1

2.2 Methodology 1

3 LOCATION **1**

4 HISTORICAL BACKGROUND **2**

5 BUILDING DESCRIPTION **2**

5.1 Overview 2

5.2 Description 2

6 DISCUSSION **3**

REFERENCES **3**

ACKNOWLEDGEMENTS **3**

APPENDIX 1 – INDEX OF DIGITAL PHOTOGRAPHY

APPENDIX 2 – WRITTEN SCHEME OF INVESTIGATION

PLATES

FIGURES

Plates

Plate 1: Scarborough Railway Bridge, looking west
Plate 2: South abutment, east elevation
Plate 3: Pedestrian passage and retaining wall to south abutment, facing west
Plate 4: South abutment, west elevation
Plate 5: South stairs to pedestrian walkway, facing north
Plate 6: North abutment, east elevation
Plate 7: Cast iron sockets from post-1847 repairs, north abutment, facing north
Plate 8: Central pier, east and south elevations
Plate 9: Central pier, west and south elevations
Plate 10: Two levels of track deck, facing east
Plate 11: Pedestrian walkway, facing north

Figures

Figure 1 Site location

Figure 2 Site plan

Figure 3 1853 OS map

Figure 4 1892 OS map

Figure 5 1909 OS map

Figure 6 1931 OS map

Figure 7 1941 OS map

Figure 8 Photo location plan 1:250 @A3

NON-TECHNICAL SUMMARY

On the 16th November 2018 York Archaeological Trust conducted a building recording exercise at Scarborough Railway Bridge, York (SE 59620 52066).

The work was undertaken for Amco Giffen to as part of planning consent granted by the City of York Council (17/03049/FULM). The work was based on a Written Scheme of Investigation produced by YAT.

The bridge was built in 1845 to service the York and North Midland Railway Line from York to Scarborough. The bridge consists of a modern steel track deck carried by stone abutments and a central pier. The abutments and pier date to 1845 when the bridge carried a cast iron track deck. The track deck was replaced with the construction of York Station in 1877 with wrought iron lattice girders. The late 19th-century track deck survived until 2015 when it was replaced with a wider steel deck, carried by the original abutments and pier.

KEY PROJECT INFORMATION

Project Name	Scarborough Railway Bridge, York
YAT Project No.	1828
Document Number	2019/51
Type of Project	Historic Building Recording
Client	Amco Giffen
Planning Application No.	17/03049/FULM
NGR	SE 59620 52066
Museum Accession No.	N/A
OASIS Identifier	yorkarch1-348023

Document Control

Version	Produced by		Edited by		Approved by	
	Initials	Date	Initials	Date	Initials	Date
1	CC	27/02/19	BR	22/03/19	BR	22/03/19

Copyright Declaration:
York Archaeological Trust give permission for the material presented within this report to be used by the archives/repository with which it is deposited, in perpetuity, although York Archaeological Trust retains the right to be identified as the author of all project documentation and reports, as specified in the Copyright, Designs and Patents Act 1988 (chapter IV, section 79). The permission will allow the repository to reproduce material, including for use by third parties, with the copyright owner suitably acknowledged.

Disclaimer:
This document has been prepared for the commissioning body and titled project (or named part thereof) and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of the author being obtained. York Archaeological Trust accepts no responsibility or liability for the consequences of this document being used for a purpose other than that for which it was commissioned.

1 INTRODUCTION

On 16th November 2018 YAT conducted a building recording exercise at Scarborough Railway Bridge, York (SE 59620 52066) (Figure 1 Site Location).

The work was undertaken for Amco Giffen under condition 3 of planning consent approved by CYC (17/03049/FULM).

This report presents the results of a Level 2 historic building recording of the bridge. The survey was undertaken to record the history and the historic architectural features in advance of redevelopment.

2 AIMS AND METHODOLOGY

2.1 Aims

The general aim of the project was to produce a historic building record in line with guidelines for a level 2 survey as set of by historic England in *Understanding Historic Buildings* (HE 2016), guidance from the Chartered Institute for Archaeologists (CIFA 2014) and industry best practice. The methodology follows that set out in the WSI (Appendix 2)

2.2 Methodology

2.2.1 Desk-based research

Documentary research has been undertaken for a Heritage Statement for the site. The historical background in this report is based upon this and no new research has been undertaken.

2.2.2 Building Recording

A survey of the building was conducted, including written descriptions of the structure. The onsite survey consisted of written notes and annotated printouts of CAD drawings. The site was visited by Chris Curtis on 16th November 2018.

Photography of the structure was carried out using a 24-megapixel DSLR. The photos include:

- General views of the structure in the wider setting
- The external appearance of the structure, showing all elevations
- Decorative detail relevant to the structure's design, development and use;
- Dates, inscriptions or graffiti which contribute to the understanding of the building

A photo location plan is included as Figure 8 and a photo index is included as Appendix 1.

3 LOCATION

The bridge crosses the River Ouse just to the north-west of York City Centre and approximately 340 metres north of York Railway Station. The bridge carries the line between York and Scarborough over the Ouse and consists of a steel track deck supported by stone abutments and a central pier.

4 HISTORICAL BACKGROUND

The bridge was originally constructed in 1845 for the York and North Midland Railway Line from York to Scarborough. The bridge was designed in the office of Robert Stephenson and consisted of the extant stone pier and abutments carrying a track deck composed of cast iron beams with wrought iron tie rods. Following the collapse of the bridge over the Dee at Chester in 1847, the use of cast iron for large spans was understood to be unsound and remedial works were carried out to strengthen Scarborough Bridge. This involved bracing the deck to cast iron plates inserted in the pier and abutments.

With the construction of York Railway Station between 1872 and 1877, the track across Scarborough Bridge needed to be raised. The original deck was replaced with wrought iron lattice girders and the stonework at the top of the pier and abutments was raised.

Ordnance survey maps from 1853 to 1941 (Figures 3–7) show little change in the footprint of the bridge itself, however they show the rapid expansion of York around the site, including the construction of York Railway Station, opened in 1877.

In 2015 the bulk of the deck was removed and replaced with modern steelwork placed between replacement and original latticework.

5 BUILDING DESCRIPTION

5.1 Overview

The bridge is located to the west of York's historic city centre and to the north of York Railway Station. The structure is aligned approximately north-south and consists of a two-track steel railway deck and footpath supported by stone abutments and a central pier (Plate 1).

5.2 Description

The abutments and pier are constructed from buff ashlar sandstone. The south abutment, which shows considerable subsidence consists of a square pavilion with a blind arch to the east and west elevations (Plate 2). The pavilion is classically styled with architrave and keystone to the arch which springs from a string course. The pavilion is topped with a cornice and parapet. To the south of the abutment the track is carried on further ashlar stonework with a pedestrian passage underneath (Plate 3). The west elevation is broadly similar, except part of the parapet has been removed to accommodate a wider track deck (Plate 4). A stone staircase leads behind the east parapet to the pedestrian walkway (Plate 5). The structure terminates with a curving rusticated retaining wall supporting the railway embankment to the south. The abutment's north elevation drops straight into the river. In common with all of the river facing elevations the wall has cast iron sockets that would have held the retrofitted bracing installed after 1847.

The north abutment is similar to the south, except the footpath is carried through the main arch of the abutment and the river bank extends further away from it (Plate 6). The south side of the abutment presents clear views of the retrofitted cast iron sockets (Plate 7) The central pier is similar in style to the abutments (Plates 8 & 9). It is mostly plain with a high string course and cornice. The east side has a parapet, while the west parapet was probably

removed to accommodate the modern deck. The pier is surrounded by modern timber reinforcements in order to prevent damage from debris.

The track deck consists of a two-tiered structure. A steel substructure is supported by the piers and abutments roughly in the position of the former deck (Plate 10). This is covered on the south side by a lattice girder. The substructure supports the actual train deck which is also of modern steel construction but has decorative side rails to match those of the older deck.

The pedestrian walkway, on the east side of the bridge is carried on the original track level, behind the parapets of the abutments and pier. It is similarly guarded with wrought iron latticework (Plate 11).

6 DISCUSSION

Scarborough Bridge is a good example of early railway infrastructure in York. Whilst the abutments and pier date to the original construction in 1845, the structure of the bridge has changed significantly over time. The original cast iron train deck was reinforced with bracing after 1847 and evidence of this remains in the cast iron brace sockets left in the abutments and pier. The track deck was replaced in 1875 with one of wrought iron lattice girder construction, giving the pier much of its present appearance. The only significant change since the late 19th century has been the replacement of most of the track deck with a modern, wider deck in 2015, necessitating the removal of some of the parapets from the west side.

REFERENCES

Baxter A., 2017. Scarborough Bridge, York: Statement of Significance

Brown, D. H., 2007. Archaeological Archives: a guide to best practice in creation, compilation, transfer and curation. CIfA/AAA

CIfA. 2014. *Standard and Guidance for Historic Environment Desk-Based Assessment*. Reading: Institute for Archaeologists.

Historic England. 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*. Historic England: Swindon.

Historic Maps

1853 OS

1892 OS

1909OS

1931 OS

1941 OS

ACKNOWLEDGEMENTS

The author would like to thank Amco Giffen for commissioning this report.

APPENDIX 1 – INDEX OF DIGITAL PHOTOGRAPHY

Appendix 1 :Index of digital photography

1828_001.TIF

1828_006.TIF

1828_011.TIF

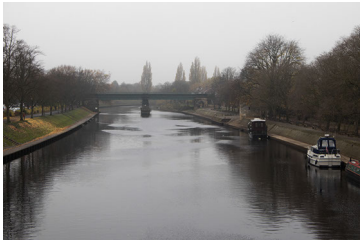
1828_016.TIF

1828_002.TIF

1828_007.TIF

1828_012.TIF

1828_017.TIF



1828_003.TIF

1828_008.TIF

1828_013.TIF

1828_018.TIF

1828_004.TIF

1828_009.TIF

1828_014.TIF

1828_019.TIF

1828_005.TIF

1828_010.TIF

1828_015.TIF

1828_020.TIF

Appendix 1 :Index of digital photography

1828_021.TIF

1828_026.TIF

1828_031.TIF

1828_036.TIF

1828_022.TIF

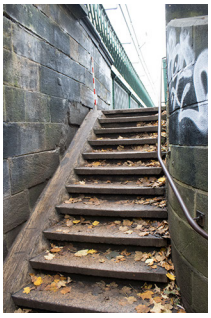
1828_027.TIF

1828_032.TIF

1828_037.TIF

1828_023.TIF

1828_028.TIF

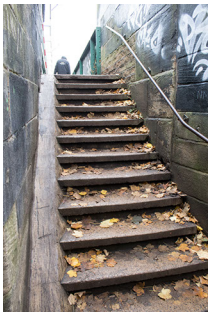


1828_033.TIF

1828_038.TIF

1828_024.TIF

1828_029.TIF



1828_034.TIF

1828_039.TIF

1828_025.TIF

1828_030.TIF

1828_035.TIF

1828_040.TIF

Appendix 1 :Index of digital photography

1828_041.TIF

1828_046.TIF

1828_051.TIF

1828_056.TIF

1828_042.TIF

1828_047.TIF

1828_052.TIF

1828_057.TIF

1828_043.TIF

1828_048.TIF

1828_053.TIF

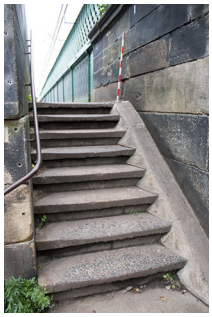
1828_058.TIF

1828_044.TIF

1828_049.TIF

1828_054.TIF

1828_059.TIF


1828_045.TIF

1828_050.TIF

1828_055.TIF

1828_060.TIF

Appendix 1 :Index of digital photography

1828_061.TIF

1828_066.TIF

1828_071.TIF

1828_076.TIF

1828_062.TIF

1828_067.TIF

1828_072.TIF

1828_063.TIF

1828_068.TIF

1828_073.TIF

1828_064.TIF

1828_069.TIF

1828_074.TIF

1828_065.TIF

1828_070.TIF

1828_075.TIF

APPENDIX 2 – WRITTEN SCHEME OF INVESTIGATION

YORK ARCHAEOLOGICAL TRUST

WRITTEN SCHEME OF INVESTIGATION FOR
ARCHAEOLOGICAL WATCHING BRIEF AND BUILDING RECORDING

Site Location: **Scarborough Bridge, Earlsborough Terrace, York, YO41 4YR**

NGR: **SE 59620 52066**

Proposal: **Replace 1.8m footpath/cycle path with 3.6m wide footpath/cycle path with associated alterations to bridge abutments, ramps and stair access arrangements**

Planning ref: **17/03049/FULM**

Prepared for: **AMCO GIFFEN**

Document Number: **2018/150**

Version	Produced by		Edited by		Approved by	
	Initials	Date	Initials	Date	Initials	Date
1	EB	19/10/18	BR	24/10/18	BR	24/10/18
2	BR	13/11/18	BR	13/11/18	BR	13/11/18

1 SUMMARY

1.1 AMCO GIFFEN have received planning consent for alterations and additions at Scarborough Bridge, Earlsborough Terrace, York, YO41 4YR**Error! Reference source not found.** (SE 59620 52066). The scheme will include replacing the 1.8m wide foot and cycle path, with a new 3.6m wide foot and cycle path, with the removal of the old footpath and alterations to the existing bridge abutments, ramps and stair access. A watching brief will be undertaken on all groundworks.

1.2 The following archaeological conditions have been imposed:

3: No groundwork shall commence on site until the applicant has secured the implementation of a programme of archaeological work (a watching brief on all ground works by an approved archaeological unit) in accordance with a specification approved by the Local Planning Authority. This programme and the archaeological unit shall be approved in writing by the Local Planning Authority before development commences.

Reason: The site lies within an Area of Archaeological Importance and the development may affect important archaeological deposits which must be recorded during the construction programme.

4: A programme of archaeological building recording, specifically a photographic recording of Scarborough Bridge to Historic England Level of Recording 2, is required for this application.
A) No alteration shall take place until a written scheme of investigation (WSI) for the recording has been submitted to and approved by the local planning authority in writing. The WSI should conform to standards set by the Chartered Institute for Archaeologists.
B) The programme of recording and post investigation assessment shall be completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition will be secured. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.
C) A copy of a report and archive images shall be deposited with City of York Historic Environment Record to allow public dissemination of results within 3 months of completion or such other period as may be agreed in writing with the Local Planning Authority.
The archaeological scheme comprises 3 stages of work. Each stage shall be completed and approved by the Local Planning Authority before it can be discharged.

Reason: The structure on this site is of archaeological interest and must be recorded prior to alteration in accordance with Section 12 of NPPF.
The work will be carried out in accordance with the planning condition and this WSI, and according to the principles of the Institute for Archaeology (CIfA) Code of Conduct and all relevant standards and guidance.

1.3 This Written Scheme of Investigation (WSI) has been prepared in response to a condition brief written by The City of York Planning Department. The work will be carried out in accordance with the Brief and this WSI.

2 SITE LOCATION & DESCRIPTION

2.1 The proposal site is at Scarborough Bridge, Earlsborough Terrace, York, YO41 4YR (Figure 1).

2.2 The site consists of an operational railway bridge carrying the line between York and Scarborough over the River Ouse. The bridge is situated to the north-west of the city centre and lies approximately 340m north of York Railway Station (Figure 2).

2.3 The bridge consists of a steel track deck supported by stone abutments and a central pier.

2.4 The geology of this area is mainly of the Sherwood Sandstone Group, with overlying deposit of the York Moraine sand, clay and gravel to the south-west end of the bridge, with variations of the river alluvium, silt, sand and clays to the north-east.

https://www.bgs.ac.uk/ (accessed 19/10/18)

2.5 There is a cut bench-mark on the north side of the bridge, west facing, recorded at 8.74m AOD.

3 DESIGNATIONS & CONSTRAINTS

3.1 The proposed development site lies within the Area of Archaeological Importance (AAI).

3.2 The proposed development site lies within the York Central Conservation area (MacRae, 2013).

3.3 There are no scheduled monuments (SMs) within the proposed site.

3.4 There are no listed buildings within the proposed development site.

4 ARCHAEOLOGICAL INTEREST

4.1 *Prehistory*

4.1.1 There is no evidence of prehistoric remains near the proposed development site.

4.2 *Roman*

4.2.1 The site is outside the main Roman Fortress and colonia area (Addyman 2015). The landscape to the south of the bridge comprises of the Roman burial ground underneath what is now York Station (MYO 56611).

4.3.1 During excavations at the former Foxton's Garage site, 140m to the south-east of the bridge on the south side, there were fragmentary pieces of Roman pottery, possibly part of the northern extent of the Roman Cemetery in this area (RCHME 1962).

4.3.2 On the north bank of the bridge there have also been a Roman inhumation cemetery remains found to the west (MYO56609), as well as along the Scarborough bridge railway line north-eastwards, where stone cist's were disturbed in 1885 (MYO56605).

4.3.3 Any Roman remains around the north and south ends of the bridge may still survive insitu, but it is likely that extensive disturbance has resulted from the bridge construction in the 19th – 20th century.

4.3 Medieval

4.3.1 The landscape around the proposed development site consisted mainly of open farmland right up until the mid-19th Century.

4.4 Post Medieval – Modern

4.4.1 On the northern side of Scarborough Bridge, terrace buildings were starting to be built for the influx of workers in York's factories. Groundworks in the area of Almery Terrace which lies 40m to the north-west of the proposed development site revealed demolition rubble and modern land build-up in this area (YAT 1985).

4.4.2 Scarborough bridge was built in 1845 for the York and North Midland Railway Line from York to Scarborough. The bridge was designed in the office of Robert Stephenson and consisted of the

extant stone pier and abutment carrying a tack deck composed of cast iron beams with wrought iron tie rods. Following the collapse of the bridge over the Dee at Chester in 1847, the use of cast iiron for large spans was considered unsound and remedial works were carried out to strengthen the Scarborough Bridge. This involved bracing the deck to cast iron plates inserted in the pier and abutments.

4.4.3 With the construction of York Railway Station between 1892 and 1877, the track across Scarborough Bridge needed to be raised. The original deck was replaced with wrought iron lattice girders and the stonework at the top of the pier and abutments was raised.

4.4.4 In 2015 the bulk of the deck was removed and replaced with modern steelwork placed between the two lattice girders.

4.4.5 The bridge has been heavily altered over time, however, as a building dating to the Heroic Age of railway construction in Britain, designed by the office of Robert Stephenson, the structure has local historical and archaeological significance (MYO535044).

4.4.6 Modern groundworks have revealed a mixture of 19th and 20th century deposits associated with the Railway Station and associate train lines, especially the Scarborough Line (YAT 1998).

5 GROUNDWORKS TO BE MONITORED

5.1 This work will comprise a **continuous** watching brief, on the excavation of all foundations, trenches services and any subsequent groundworks involving excavation. The watching brief may be stepped down **to intermittent monitoring**, depending on the results, and following agreement from the City of York Archaeologist, John Oxley.

6 DELAYS TO THE DEVELOPMENT SCHEDULE

6.1 All earth-moving machinery must be operated at an appropriate speed to allow the archaeologist to recognise, record and retrieve any archaeological deposits and material.

6.2 It is not intended that the archaeological monitoring should unduly delay site works. However, the archaeologist on site should be given the opportunity to observe, clean, assess and, where appropriate hand excavated, sample and record any exposed features and finds. In order to fulfil the requirements of this WSI, it may be necessary to halt the earth-moving activity to enable the archaeology to be recorded properly.

6.3 Plant or excavators shall not be operated in the immediate vicinity of archaeological remains until the remains have been recorded and the archaeologist on site has given explicit permission for operations to recommence at that location.

7 GROUNDWORKS RECORDING METHODOLOGY

7.1 If a base plan of intervention areas is available, the areas being monitored will be determined using this information. If a plan is not available, or the watching brief work involves monitoring of long linear works, interventions which are not mapped, or large open areas, the location of the monitoring will be determined using a hand-held GPS.

7.2 Unique context numbers will only be assigned if artefacts are retrieved, or stratigraphic relationships between archaeological deposits are discernable. In archaeologically 'sterile' areas, soil layers will be described, but no context numbers will be assigned. Where assigned, each context will be described in full on a pro forma context record sheet in accordance with the accepted context record conventions.

7.3 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-sections 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. All drawings will be drawn on inert materials. All drawings will adhere to accepted drawing conventions.

7.4 Photographs of archaeological deposits and 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 are inaccessible (e.g. for health and safety reasons) will be recorded as thoroughly as possible within the site constraints. In these instances, recording may be entirely photographic, with sketch drawings only.

7.6 All finds will be collected and handled following the guidance set out in the CIfA 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 A soil sampling programme will be undertaken for the recovery and identification of charred and waterlogged remains where suitable deposits are identified. The collection and processing of environmental samples will be undertaken in accordance with Historic England guidelines (Campbell, Moffatt and Straker 2011). Environmental and soil specialists will be consulted during the course of the evaluation with regard to the implementation of this sampling programme. Soil samples of approximately 30 litres for flotation (or 100% of the features if less than this volume) will be removed from selected contexts, using a combination of the judgement and systematic methodologies.

- **Judgement sampling** will involve the removal of samples from secure contexts which appear to present either good conditions for preservation (e.g. burning or waterlogging) or which are significant in terms of archaeological interpretation or stratigraphy. (Given the nature of an archaeological watching brief, it is anticipated that the implementation of a systematic sampling methodology will not be possible).

7.9 It is unlikely to find any evidence of industrial activity. If industrial activity of any scale is detected, industrial samples and process residues will also be collected. Separate samples (c. 10ml) will be collected for micro-slags (hammer-scale and spherical droplets) (Historic England 2015).

7.10 Other samples will be taken, as appropriate, in consultation with YAT specialists and the Historic 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.

7.11 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 curator 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 **articulated** remains are encountered, these will be excavated in accordance with recognised guidelines (see 7.12) and retained for assessment.
- Any grave goods or coffin furniture will be retained for further assessment.

7.12 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, CIfA Technical Paper 13 (1993) and Historic England guidance (2005).

8 BUILDING RECORDING METHODOLOGY

8.1 The principal aim is to produce a written and photographic record of the building. This includes analysis of the building's development and use. The brief corresponds to levels set out in Historic England's guide Understanding Historic Buildings (2016). The survey will roughly equate to a level 2 building recording survey that addresses in Condition 4 of the planning consent.

8.2 Documentary research has been undertaken for a Heritage Statement for the site, no new research will be undertaken.

8.3 A photographic record of the structure will be made. The archive will comprise digital photographs. Photographic scales will be placed in each photograph, where possible. Plans showing the location and direction of each photograph will be compiled.

8.4 A written description of the structure will be produced detailing the structure's form, function, date and sequence of development. Attention will also be given to any other features such as: fixtures, fittings, decorative elements.

9 REPORT & ARCHIVE PREPARATION

9.1 Upon completion of the groundworks, 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 results of the operation, describing structural data, associated finds and environmental data.

d) A selection of photographs and drawings, including an overall plan of the site accurately identifying the areas monitored.

e) Specialist artefact and environmental reports as necessary.

f) Details of archive location and destination (with accession number, where known), together with a catalogue of what is contained in that archive.

g) A copy of the key OASIS form details

h) Copies of the Brief and WSI

i) Additional photographic images may be supplied on a CDROM appended to the report

9.2 Copies of the report will be submitted to the commissioning body and the HER/SMR (also in PDF format).

9.3 The requirements for archive preparation and deposition will be addressed and undertaken in a manner agreed with the recipient museum. In this instance the Yorkshire Museum is recommended and an agreed allowance should be made for the curation and storage of this material.

9.4 Provision for the publication of results, as outlined in the Brief, will be made.

9.5 The owner of the Intellectual Property Rights (IPR) in the information and documentation arising from the work, would grant a licence to the County Council 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.

10 BUILDING RECORDING REPORT AND ARCHIVE PREPARATION

10.1 Upon completion of the site work, a report will be prepared to include the following:

a) The date of the record, the name(s) of the recorder(s) and the location of the archive.

b) Ordnance Survey location map(s) showing the exact position of building at relevant scales and including the Ordnance Survey licensing number, if required.

c) The building's precise location, as a National Grid Reference and in address form.

d) A summary of the archaeological context of the project including the purpose of the recording and any relevant background information.

e) An expanded summary of the building's type or purpose, historically and at present, its materials and possible date(s), in so far as these are apparent from a visual inspection. The names of architects, builders, patrons and owners will be given if known.

f) A note of any statutory or non-statutory designations.

g) Annotated floor plans, elevations and cross-sections based on the architectural drawings provided by the client.

h) Plates illustrating the nature of the building and pertinent points in the text.

I) Plans showing the viewpoints of photographs.

j) A description of the results including drawings and photographs to illustrate the text.

k) A concise non-technical summary.

l) Bibliographic references and acknowledgements, including references of any maps and documents used.

m) A digital copy of the report will be submitted to the commissioning body. The report will be submitted in digital format directly to CYC for planning purposes and inclusion into the City of York HER.

n) Any original photographic negatives or prints will be deposited with York Explore Library or Yorkshire Museum.

o) Digital files arising from the work will be deposited with the City of York Historic Environment Record (HER) and Archaeology Data Services (ADS). Thumbnails of the archive images will be included for ease of reference.

o) 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.

p) Upon completion of the project an OASIS form will be completed at http://oasis.ac.uk/form.

10.2 The archive will be fully catalogued and prepared to recognised standards (Brown 2007) Where necessary the documentary archive will be sent to the NMR for copying.

10.3 The paper and digital archive generated by YAT will remain the property of YAT until deposited with the appropriate archive.

10.4 Network Rail will be notified in writing on completion of fieldwork, with a proposed timetable for deposition of the archive. This should be confirmed in the project report.

10.5 Network Rail will be informed in writing on final deposition of archive which will happen within 6 months of completion of the project.

10.6 The archive will be fully indexed and include:

a) all field records

b) site notes

c) complete digital archive with catalogue and high-resolution images used in the report (.jpg or .tiff)

d) site drawings (plans and elevations)

e) DVDs and printouts

10.7 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.

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 and for the building recording.

11.3 It is intended that YAT staff will remain off track (ie. on land that is not designated as part of the live railway). However, if for any reason access to track is necessary as part of the watching brief a self-certification medical form and Track Visitor Permit (TVP) request form will be completed.

11.4 YAT staff will only be allowed on track if they have been approved by their sponsor AMCO and when under the supervision of AMCO staff and their designated safety officials.

12 TIMETABLE & STAFFING

12.1 The timetable will be agreed with the client

12.2 Specialist staff available for this work are as follows:

- Building Recording Specialist – Chris Curtis (ArcHeritage)
- Human Remains – Malin Holst (York Osteoarchaeology Ltd)
- Palaeoenvironemtal remains – PRS ltd
- Head of Curatorial Services - Christine McDonnell
- Finds Researcher – Nicky Rogers
- Medieval Pottery Researcher – Anne Jenner
- Finds Officers – Nienke Van Doorne
- Archaeometallurgy & Industrial Residues – Dr Rod Mackenzie & Dr Roger Doonan
- Conservation – Ian Panter

13 MONITORING OF ARCHAEOLOGICAL FIELDWORK

13.1 As a minimum requirement, John Oxley, 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. York Archaeological Trust will notify John Oxley 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 John Oxley, City of York Archaeologist **Error! Reference source not found.**.

14 COPYRIGHT

14.1 York Archaeological Trust retain the copyright on this document. It has been prepared expressly for AMCO GIFFEN, and may not be passed to third parties for use or for the purpose of gathering quotations.

15 KEY REFERENCES

Addyman, P., 2015. British Historic Town Atlas. Vol. V: York. Historic Town Trust and York Archaeological Trust

ADS and Digital Antiquity. 2013. *Caring for Digital Data in Archaeology: A guide to Good Practice.*

Alan Baxter Ltd. 2017. *Scarborough Bridge, York: Statement of Significance*. Prepared for Network Rail

Alan Baxter Ltd., City of York Council., and English Heritage., 2014. *York Historic Core Conservation: Area 1. York Central Area.*

Brown, D. H., 2007. *Archaeological Archives: A Guide to Best Practice in Creation, Compilation, Transfer and Curation.* CIfA/AAA

Campbell, G., Moffett, L., and Straker, V. (eds.), 2011. *Environmental Archaeology. A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-Excavation (second edition).* English Heritage (Portsmouth)

CIfA. Chartered Institute for Archaeologists, 1993. McKinley, J. I., and Roberts, C. (eds.). Ex*cavation and Post-Excavation Treatment of Cremated and Inhumed Human Remains*. Technical Paper No. 13

CIfA. Chartered Institute for Archaeologists, 2011. Brown, D.H. *Archaeological Archives: A Guide to Best Practice in Creation, Compilation, Transfer and Curation (second edition).*

CIfA. Chartered Institute for Archaeologists, 2014. *Standard and Guidance for the Collection, Documentation, Conservation and Research of Archaeological Materials.*

CIfA. Chartered Institute for Archaeologists, 2014. *Standard and Guidance for Archaeological Field Evaluation*

CIfA. Chartered Institute for Archaeologists, 2014a. *Standard and guidance for the archaeological investigation and recording of standing buildings or structures.*

Department for Communities and Local Government, 2012. National Planning Policy Framework.

Historic England, 2016. *Understanding Historic Buildings: A Guide to Good Recording Practice*

Historic England, 2002. *With Alidade and Tape – Graphical and Plane Table Survey or Archaeological Earthworks.*

Historic England, 2005. *Guidance for Best Practice for Treatment of Human Remains Excavated from Christian Burial Grounds in England*.

Historic England, 2006. *Guidelines on the X-Radiography of Archaeological Metalwork*.

Historic England, 2007. *Understanding the Archaeology of Landscape – a Guide to Good Recording Practice.*

Historic England, 2015. *Archaeometallurgy*. *Guidelines for Best Practice.*

Historic England, 2015. *Geoarchaeology: Using Earth Sciences to Understand the Archaeological Record.*

Historic England, 2015. *Management of Research Projects in the Historic Environment: The MoRPHE Project Managers' Guide.*

Historic England, 2015. *Piling and Archaeology. Guidelines and Best Practice.*

Historic England, 2015. *Where on Earth are We? The Role of Global Navigation Satellite Systems (GNSS) in Archaeological Field Survey.*

Historic England, 2016. *Preserving Archaeological Remains. Decision-taking for Sites under Development.*

Historic England, 2008. *Investigative Conservation. Guidelines on How the Detailed Examination of Artefacts from Archaeological Sites can Shed Light on their Manufacture and Use.*

Leigh, D., Neal, V., and Watkinson, D. (eds.), 1998. *First Aid for Finds: Practical Guide for Archaeologists.* United Kingdom Institute for Conservation of Historic & Artistic Works, Archaeology Section; 3rd Revised Edition.

MacRae, C., 2013. *City of York Historic Characterisation Project: Character 22. Railway area.* City of York Council.

Museum and Galleries Commission, 1992. *Standards in the Museum Care of Archaeological Collections.*

RCHME, 1962. *An Inventory of the Historical Monuments in the City of York. Volume 1. Eboracum: Roman York.*

RCHME, 1999. *Recording Archaeological Field Monuments – a Descriptive Specification.*

Standing Conference of Archaeological Unit Managers (SCAUM), 2007. *Health and Safety in Field Archaeology*

York Archaeological Trust., 1998. *National Railway Museum, Leeman Road, York: An Archaeological Watching Brief.* YAT Archive

YAT Archive, 1998. *Former Foxton's Garage Site: An Archaeological Evaluation.*

York Archaeological Trust, 1985.1017. *1 Almery Terrace, York: A Watching Brief.* YAT Archive.

For the latest Historic England guidance documents see:

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

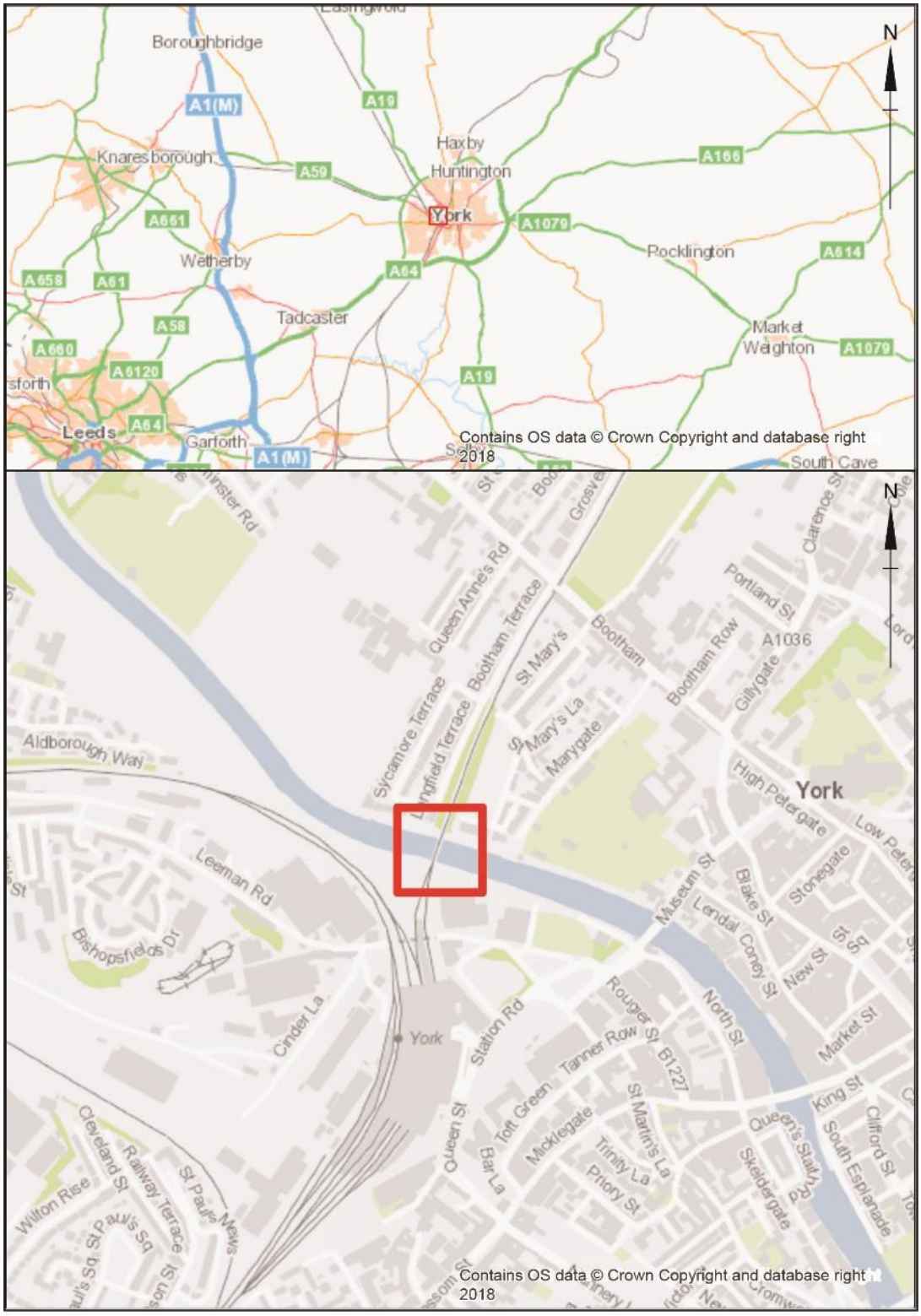


Figure 1. Site Location

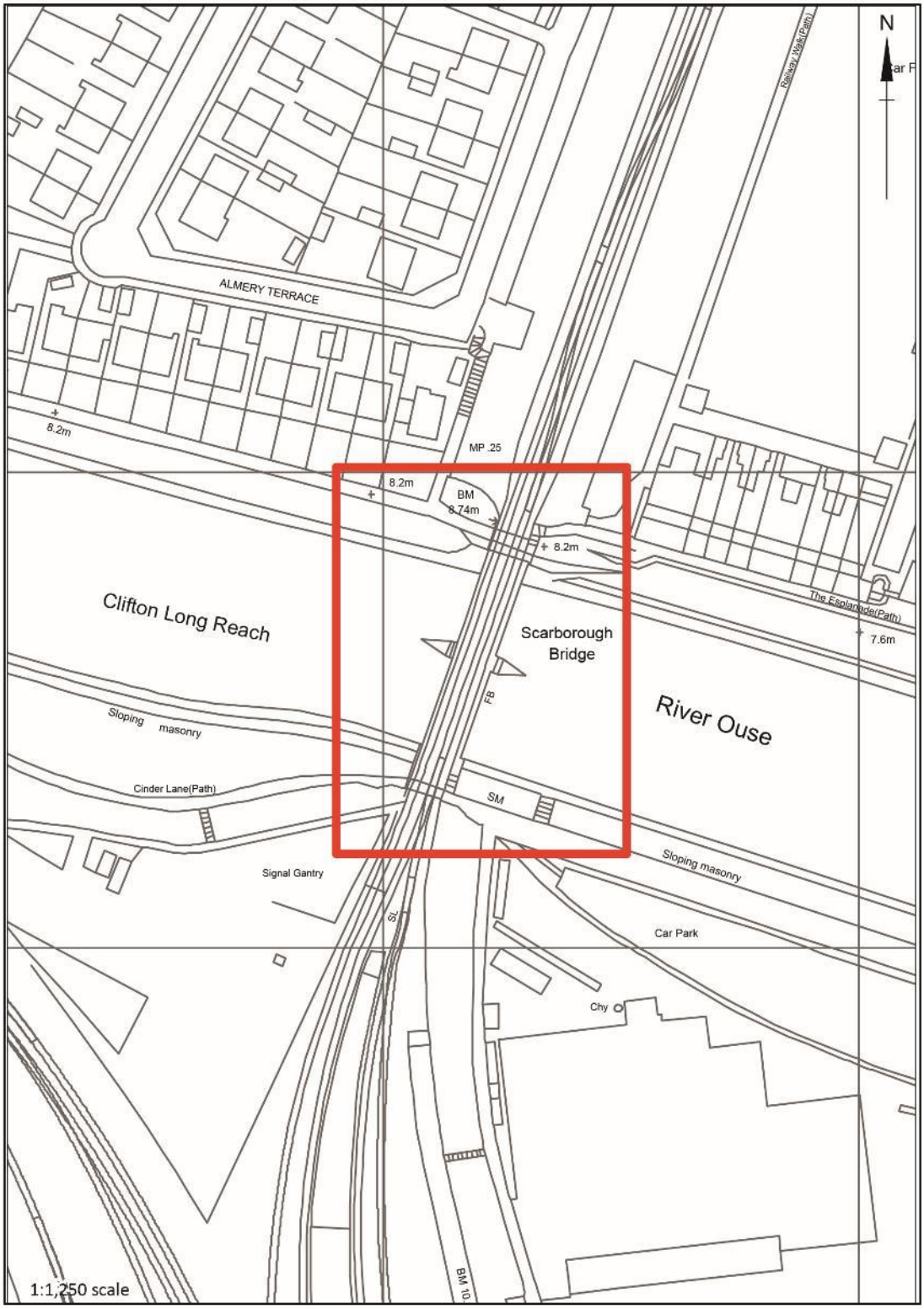


Figure 2 Works Location

PLATES

Plate 1 Scarborough Railway Bridge, looking west

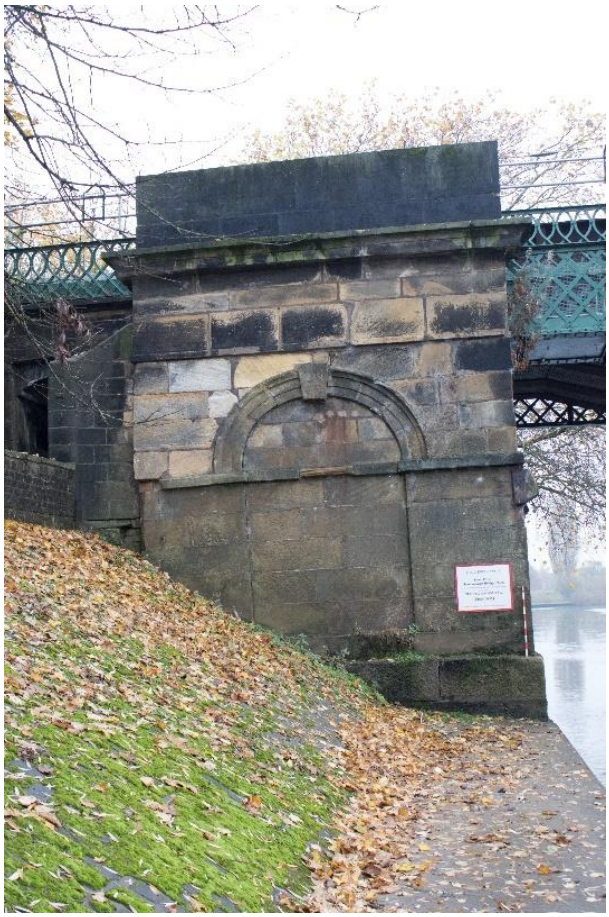


Plate 2 South abutment, east elevation

Plate 3 Pedestrian passage and retaining wall to south abutment, looking west

Plate 4 South abutment, west elevation

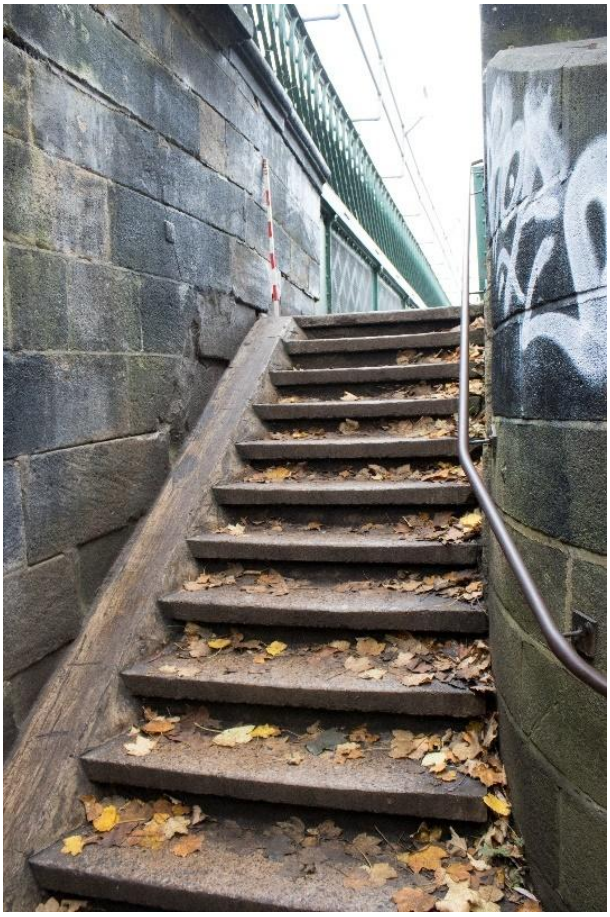


Plate 5 South stairs to pedestrian walkway, looking north

Plate 6 North abutment, east elevation

Plate 7 Cast iron sockets from post-1847 repairs, north abutment, looking north

Plate 8 Central pier, east and south elevations

Plate 9 Central pier, west and south elevations

Plate 10 Two levels of track deck, looking east

Plate 11 Pedestrian walkway, looking north

Figure 1. Site location

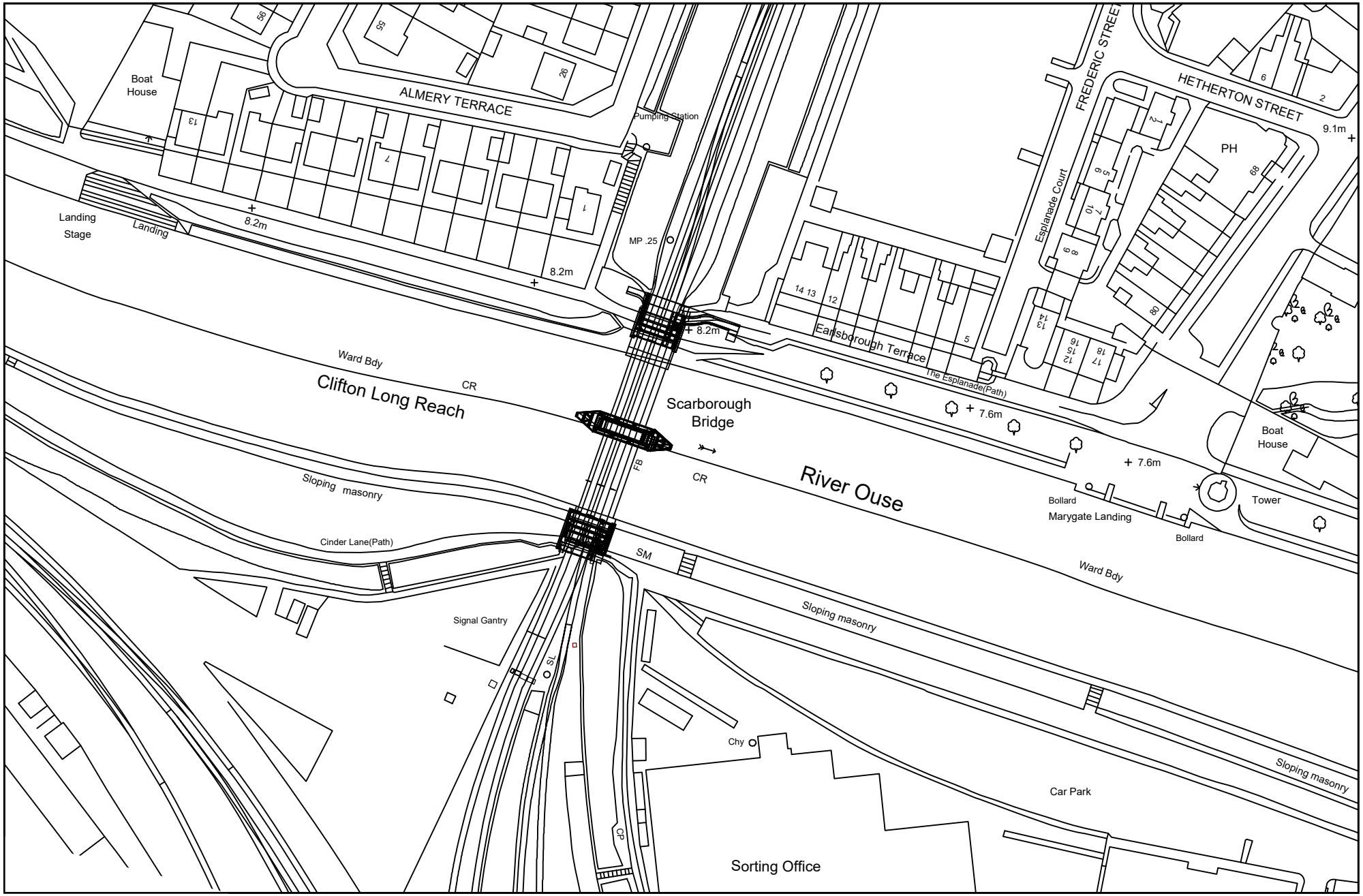


Figure 2: Site plan

Figure 3. 1853 OS map

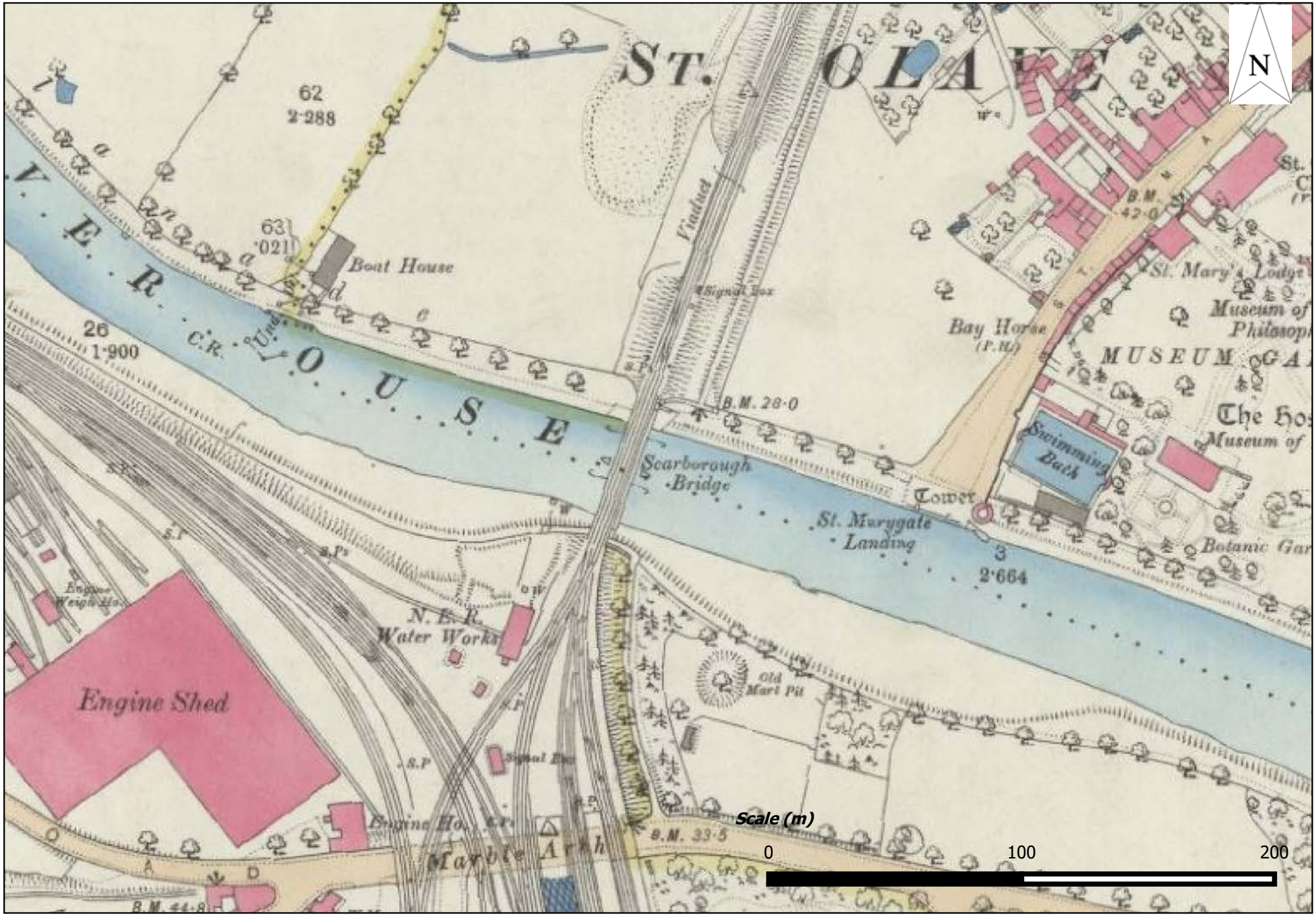


Figure 4. 1892 OS map

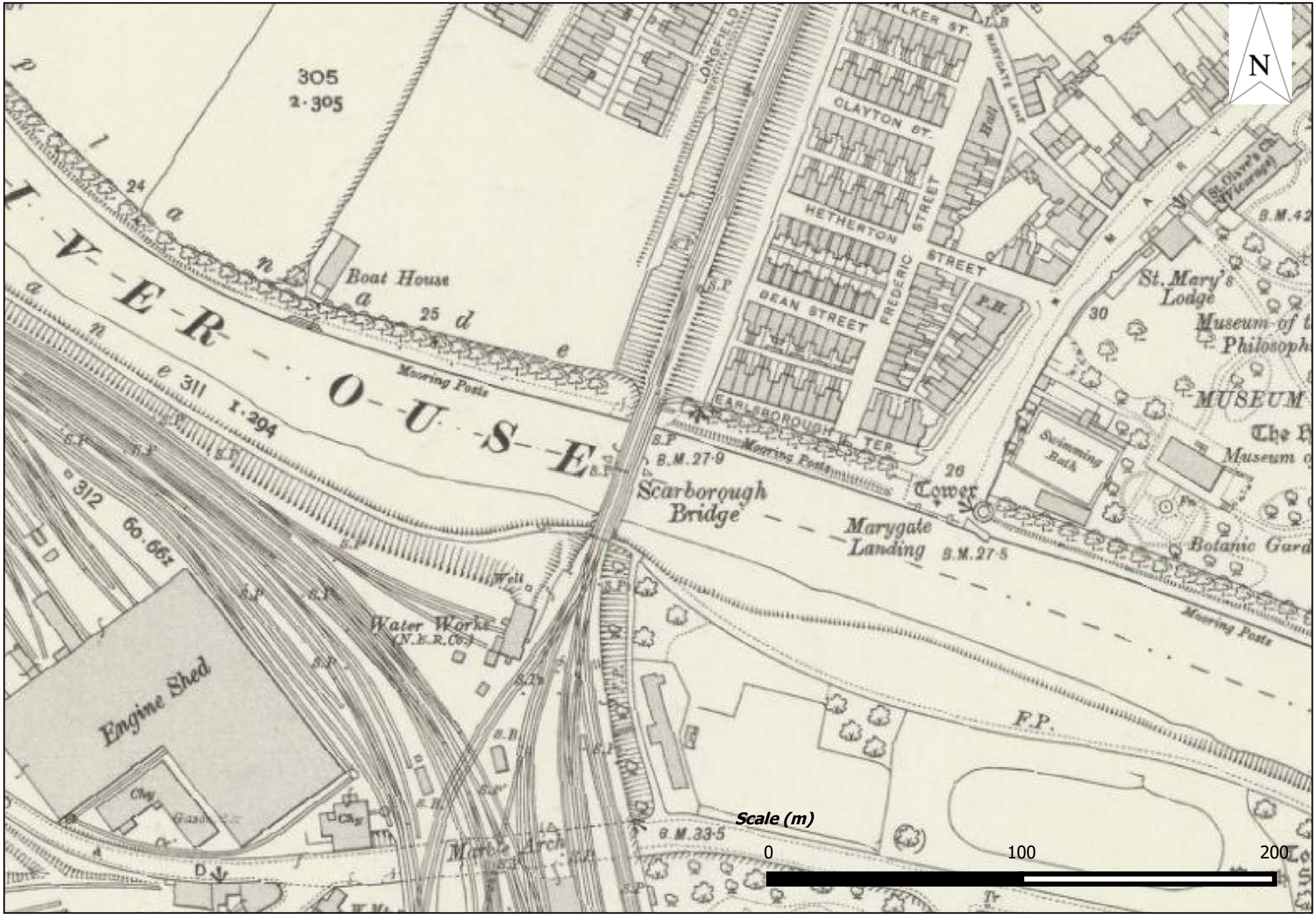


Figure 5. 1909 OS map

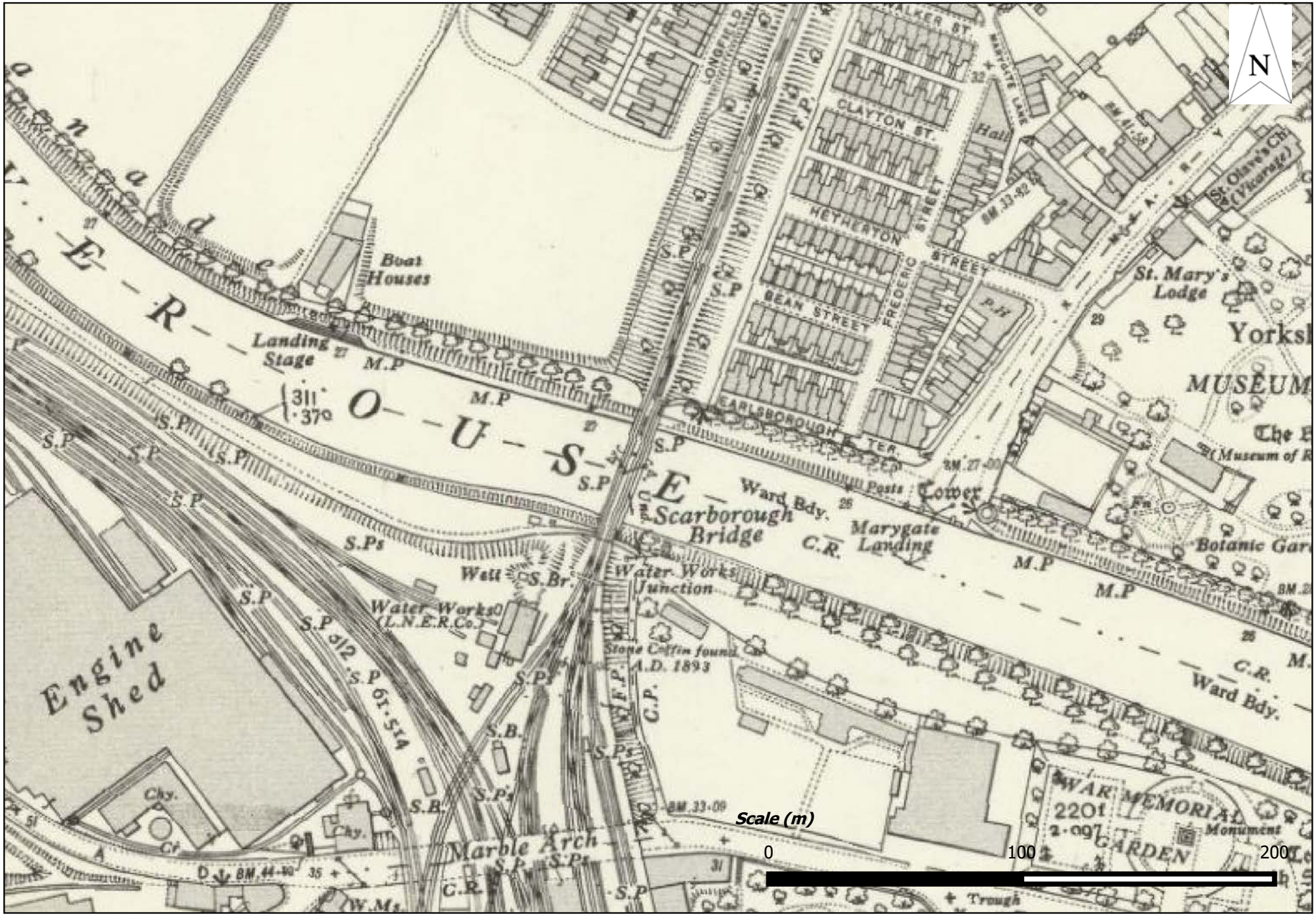


Figure 6. 1931 OS map

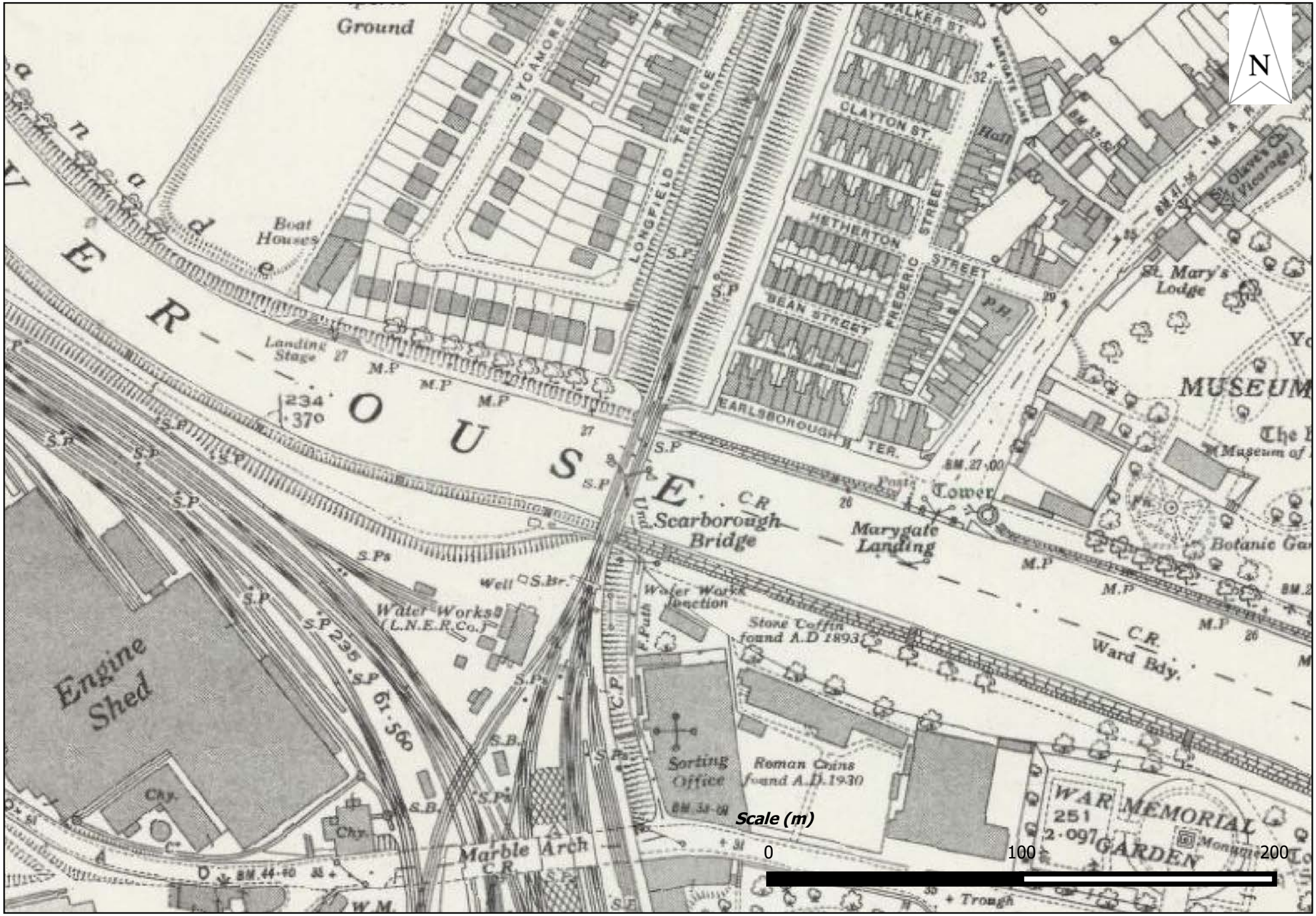


Figure 7. 1941 OS map

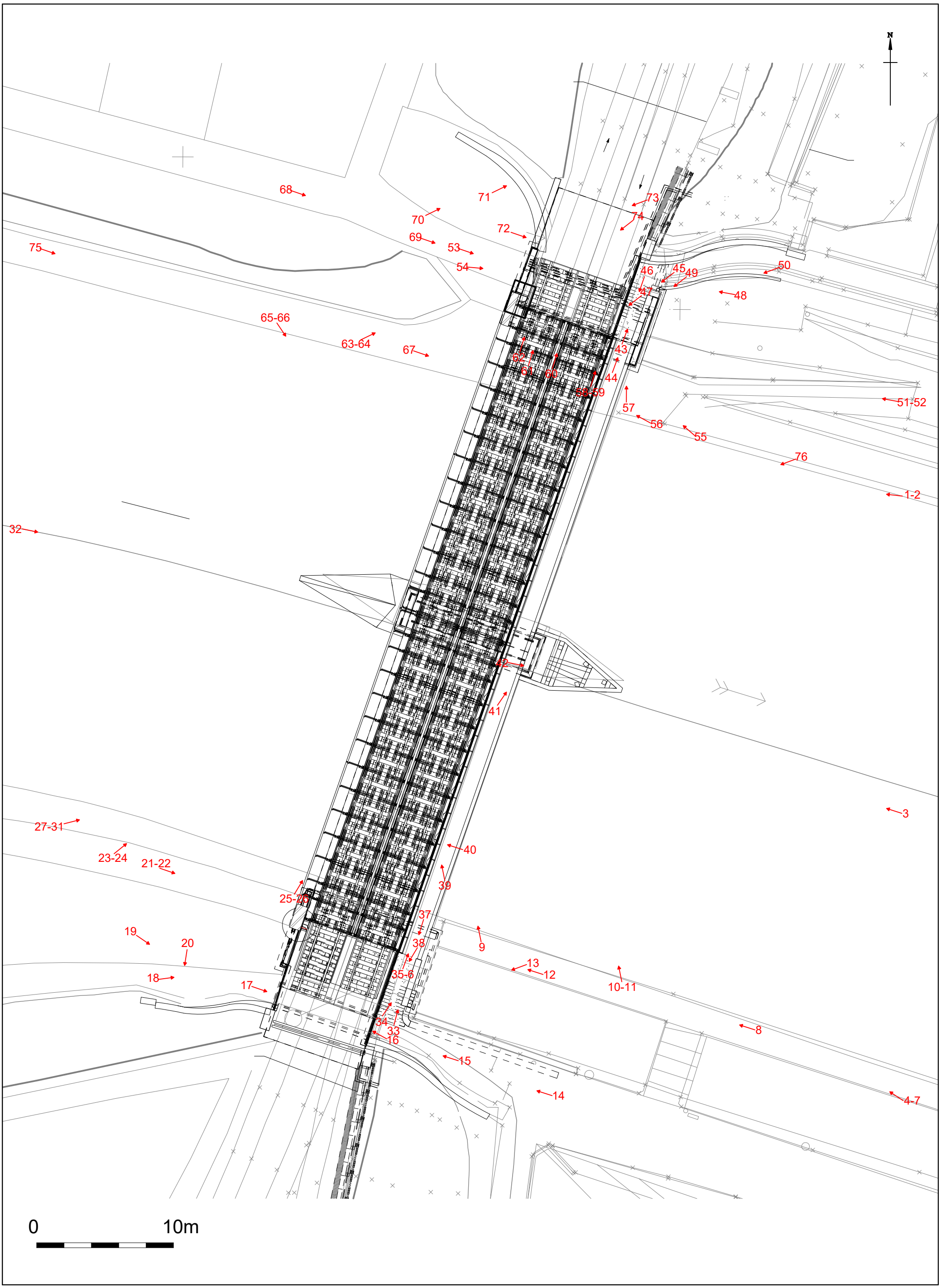


Figure 8. Photo location plan 1:250 @A3

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.

© York Archaeological Trust

York Archaeological Trust, Cuthbert Morrell House, 47 Aldwark, York YO1 7BX

Phone: +44 (0)1904 663000 Fax: +44 (0)1904 663024

Email: archaeology@yorkat.co.uk Website: http://www.yorkarchaeology.co.uk

© 2019 York Archaeological Trust for Excavation and Research Limited
Registered Office: 47 Aldwark, York YO1 7BX
A Company Limited by Guarantee. Registered in England No. 1430801
A registered Charity in England & Wales (No. 509060) and Scotland (No. SCO42846)