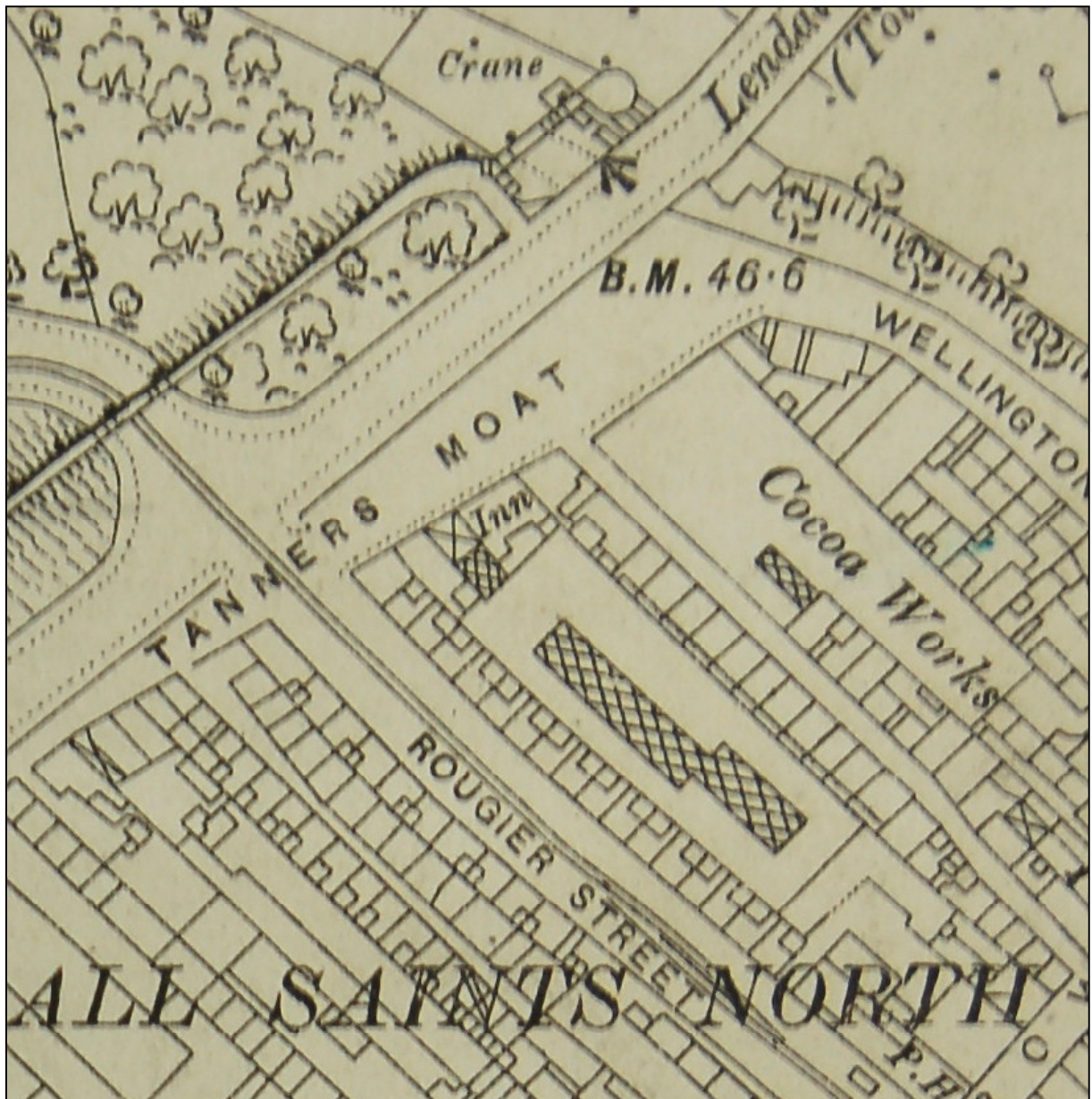


ARCHAEOLOGICAL WATCHING BRIEF REPORT

Æcern Archæology Report No. 2012/003

**The Maltings PH, Tanner's Moat, York
AA12 WB03**



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HER Information

Planning Application No: 10/01756/FUL

Date of Fieldwork: 4th & 10th April 2012

Grid Reference: NGR SE 5993 5185

Funding Body: City of York Council

Curatorial Officer: John Oxley

Project Officer: Duncan Stirk

HER Reference:

Oasis Reference: aecernar1-128565

Digital report submitted to Archaeological Data Service:
<http://ads.ahds.ac.uk/catalogue/library/greylit>

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1 Summary

An archaeological watching brief was carried out on the Maltings public house, Tanner’s Moat, York (NGR SE 5993 5185); AA12WB03, to fulfil a condition attached to planning application (10/01756/FUL) for the construction of a two story extension and raised deck area.

Ground reduction was monitored during a single visit on 4th April 2012, and a follow-up visit on 10th April to speak to the piling crew. Groundworks were of limited depth and a 19th or 20th century make-up deposit and 20th century petrol station features were seen. The piling crew provided limited data relating to underlying deposits, although this probably reflects the underlying geology rather than archaeological deposits. No finds were recovered during the archaeological work.

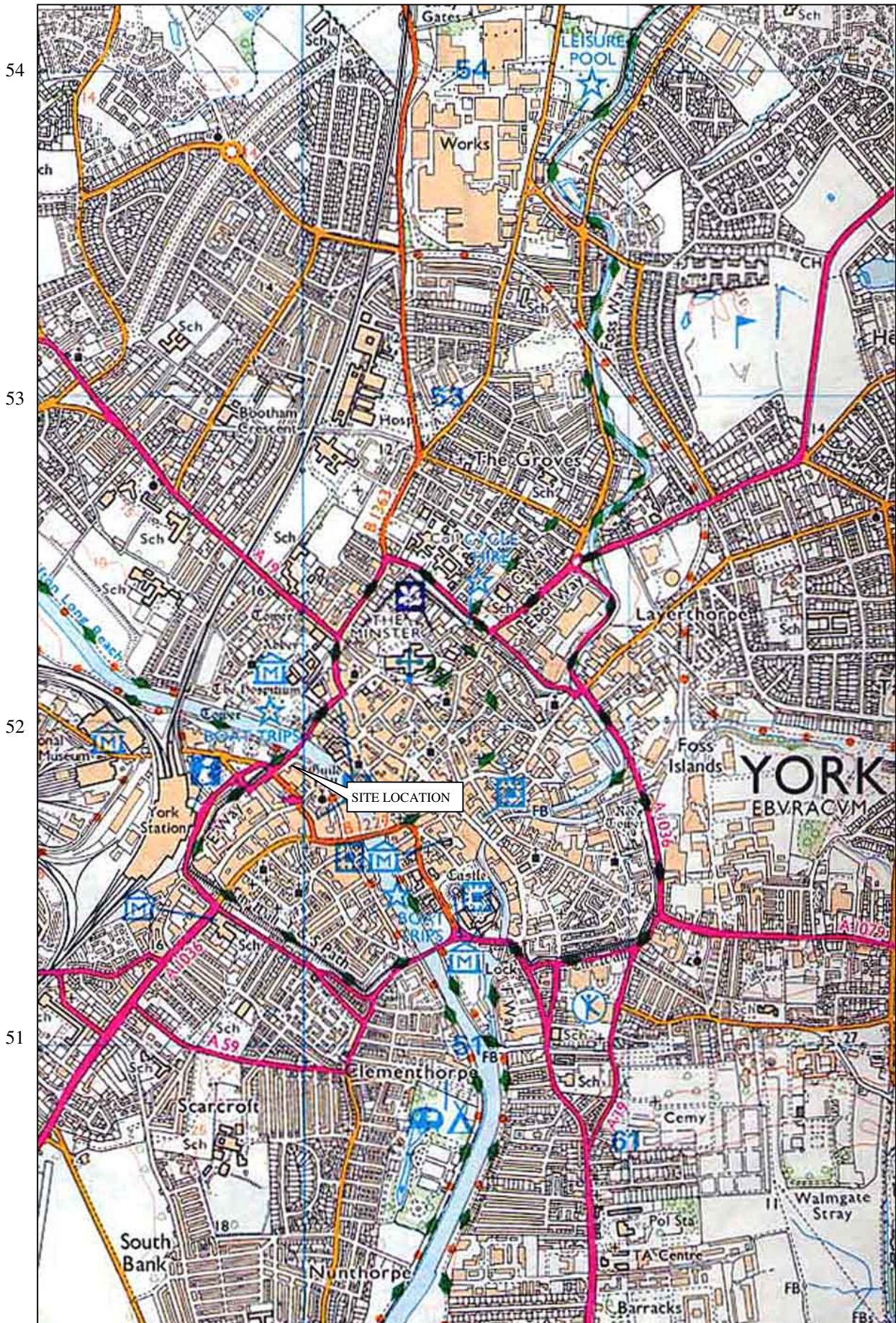


Figure 1. Site Location (NGR SE 5993 5185).

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2 Site Location, Geology, Topography and Land Use

The site is located in the historic core York (Figure 1) at NGR SE 5993 5185. The site was formerly part of a garage and more recently was open space used for car parking for the adjacent public house. Prior to the development the site was flat, at ordnance datum (AOD) 9.1m. The drift geology is alluvial clay silt sand & gravel of Quaternary age, overlying sandstone of the Sherwood Sandstone Group (British Geological Survey, 2012). The site is bounded to the SW by the Maltings public house, to the NW by Tanner’s Moat, by commercial offices to the NE and by an area of car parking to the SE

3 Archaeological and historical background

The development site lies in an area of archaeological importance within the Roman period civilian settlement, on the SW bank of the river Ouse, that in the 3rd Century AD attained *Colonia* status. The site is near to the Roman period river crossing, and seems to have remained a focus for activity in the post-Roman period. In the medieval period it was within the circuit of defensive walls.

The most relevant archaeological work took place at the adjacent Stakis hotel site to the NE, formerly Leedham’s garage, between 1987 and 1990. The excavations revealed deeply stratified riverside deposits and structures overlain by Roman period buildings and a major road, as well as later features. One of the earliest test pits excavated in 1987 was only 20m or so to the east of the development site. It revealed riverside deposits cut by a feature containing timbers and clay, possibly related to consolidation of the Late Roman river bank. This was overlain by over a metre of dark loam, itself cut by a medieval feature infilled in the 13th century (Ottoway, 1998, p.15-21)

A watching brief was undertaken to the north of the site at SE 5995 5189 in 1991, during which only modern deposits were observed within contractor’s trenches to a depth of 1.6m (YAT, 2012).

Examination of historic maps from the 19th century reveals buildings on the development site that are now absent. The 1852 Ordnance Survey map of York (Beacon Dodsworth, 2008) shows a building along the SW side of the plot, while the 2nd Edition Ordnance Survey dated 1892 shows a different structure along the SE side of the plot, the earlier building having presumably been demolished.

4 Methodology

The groundworks for the construction of a two storey extension and deck area for the Maltings public house on Tanner’s Moat in York were the subject of this monitoring work. The archaeological work was allocated the Site Code AA12WB03 and Historic Environment Number (HER) number **xxxx**, and was a condition attached to planning application 10/01756/FUL.

The archaeological work was conducted in accordance with a standard Archaeological Scheme of Investigation specified by John Oxley of City of York Council Planning & Sustainable Development Group.

Monitoring of the ground reduction was carried out during a site visit on the 4th April followed by a visit on April 10th to determine piling methodology and request piling log information.

The concrete raft was removed with 360° mechanical excavator using a 0.5m toothed bucket. Concrete obstructions were then removed using the toothed bucket to an approximate depth of 0.3m. A small sondage was then excavated by machine in the presumed position of a buried fuel tank, and a second sondage was excavated by machine along the edge of the fuel tank cut to determine the underlying stratigraphy.

The exposed surfaces were then cleaned by hand to better reveal changes in colour and composition that would indicate the presence of archaeological deposits and features. All observed deposits were allocated unique context numbers and recorded on *pro-forma* recording forms. All archaeological deposits were drawn in a series of 1:20 scale sections and 1:100 scale plans, and photographed in B&W 35mm film and digital formats. The graphics in this report have been produced using Adobe illustrator software. An experimental photogrammetric 3d model of a sondage was also constructed using Autodesk 123D Catch software.

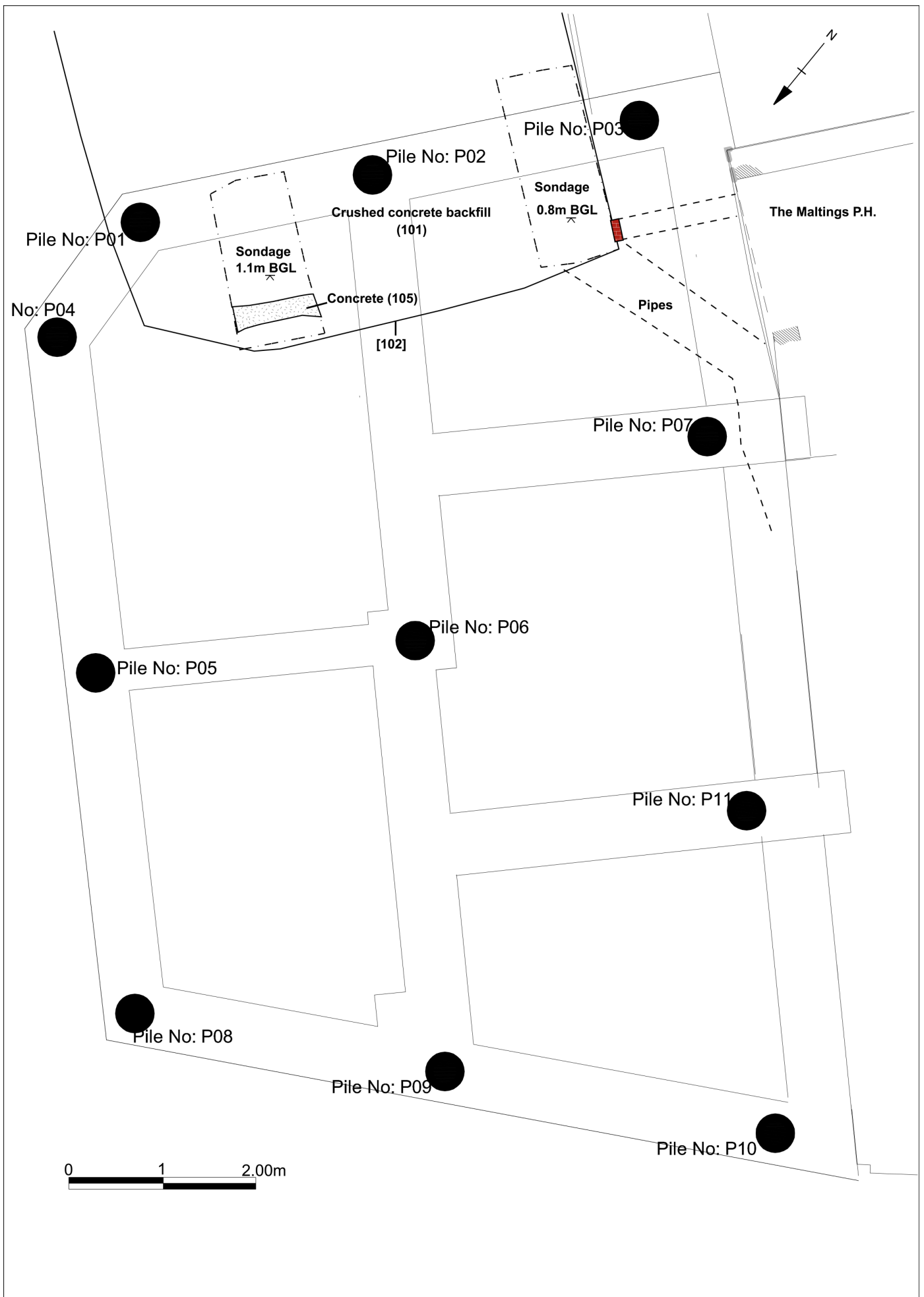


Figure 2. Trench Location Plan

5 Results

Sondages measuring 0.85m by 2.1m by 0.8m deep and 0.85m by 1.8m by 1.1m deep were excavated in the presumed position of a fuel tank. The earliest deposit revealed during the work was a deposit of dark grey brown sandy silt and brick demolition rubble and tarmac **103**, that was over 0.8m deep, and was visible across the site. Deposit **103** was cut by the original cut for the fuel tank **104**, that had vertical sides and a flat base. The fuel tank had been removed, but part of its light grey reinforced concrete surround **105** was still present in the original cut for the tank. Also surviving, was a reinforced concrete encased iron pipe that lead from the tank to the west. Removal of the fuel tank had resulted in a hole measuring 5.3m by approximately 4m and between 0.8m and 1.1m deep, **102**, that was infilled with light grey crushed concrete, **101**. This was capped by a reinforced concrete slab **100**, 0.27m thick, that was present across the plot. An experimental 3d model of one of the sondages was created using photogrammetric techniques, a fly through of which is available at: <http://youtu.be/iP-6-GJ3CAk>.



Plate 1. Sondage showing make-up 103 facing SW (scales 1m)

A log of the boreholes was obtained which is included as Appendix 2.

6 Discussion & Conclusions

Archaeological monitoring of groundworks at the Maltings public house at Tanner’s Moat in York revealed no pre-modern archaeological deposits and produced no finds. The earliest stratigraphic deposit 103, was observed across the site to a depth of at least 0.8m in one of the sondages. It contained modern material such as tarmac and other demolition rubble and was probably debris from demolition of the brick building depicted on the 2nd edition Ordnance Survey map, and make-up for the overlying concrete surface 100. All other observed deposits relate to the storage of fuel during the period in the 20th century when the plot was part of Leedham’s garage.

It was hoped that monitoring of the borehole process would give some indication of the underlying archaeological deposits. The driven pile technique was such that it produced no up-cast that could be recorded or examined for archaeological finds. The piles were sunk to a depth at which they attained a pre-determined “set” or deposit compaction, which was between 8.5 and 10.0m below the ground level (BGL). This depth can be compared to the adjacent Leedham’s Garage/Stakis Hotel archaeological investigations, where the natural geology was reached at approximately 5m BGL. Depths of 8.5 to 10.0m BGL are therefore almost certainly indicative of a change in the natural geology rather than the base of the archaeological deposits.

7 List of contributors and acknowledgements

The archaeological work was commissioned and funded by York Builder Ltd. The watching brief was carried out by Duncan Stirk from Aecern Archaeology. Production of site plans and sections was carried out by Duncan Stirk, and the report was checked by Maria Vinnels. Thanks should also go to Andy Porter from Optima Foundations Ltd for the borehole logs, and Rob Peacock of York Builder Ltd.

8 Bibliography

Beacon Dodsworth, 2008, York OS First Edition 1852 map. City of York Council. Available at: <http://york1852.org/> (Accessed 14.06.12)

British Geological Survey, 2011, OpenGeoscience. Available at: <http://www.bgs.ac.uk/opengeoscience/?Accordion1=1#maps> (Accessed 14/06/2012)

Ottoway, P., 1988. Excavations at Leedham’s Garage. *Archaeology in York: Interim*, Volume 12 Number 4, 15-21.

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Disclaimer

Any opinions expressed in this report about the need for further archaeological work are those of the Æcern Archæology alone. Ultimately the need for further work will be determined by the Local Planning Authority and its Archaeological Advisors. Æcern Archæology cannot accept responsibility for inconvenience caused to the clients should the Planning Authority take a different view to that expressed in the report.

Appendix 1. Context list

Context	Type	Description
100	Surface	Light grey re-inforced concrete slab. 0.27m thick x site wide.
101	Fill	Light grey crushed concrete. Backfill of [102] 0.8 – 1.1m thick.
102	Cut	Steep sides and flat base. Hole from removal of fuel tank. 0.8-1.1m deep.
103	Deposit	Dark grey brown sandy silt & brick demolition rubble and tarmac. Make up layer. >0.8m thick x site wide.
104	Cut	Vertical sides & flat base. Construction cut for fuel tank.
105	Fill	Light grey reinforced concrete. Remnant of surround for fuel tank.

Appendix 2. Piling log



Unit 30
 Broomhouse Lane Industrial Estate
 Edlington
 Doncaster
 DN12 1EQ
 T : 01709 864656
 F : 01709 864694

Job No :	T-4672	Revision :	
Date :	19.04.12	Engineer :	AP
Sheet No :	1	Checked :	

Contract :		The Maltings Public House, Tanners Moat, York																									
Pile Logs																											
		<table border="1"> <thead> <tr> <th>Pile No</th> <th>Pile Depth (m)</th> </tr> </thead> <tbody> <tr><td>1</td><td>9.00</td></tr> <tr><td>2</td><td>8.50</td></tr> <tr><td>3</td><td>10.00</td></tr> <tr><td>4</td><td>10.00</td></tr> <tr><td>5</td><td>8.50</td></tr> <tr><td>6</td><td>9.00</td></tr> <tr><td>7</td><td>8.50</td></tr> <tr><td>8</td><td>9.00</td></tr> <tr><td>9</td><td>9.00</td></tr> <tr><td>10</td><td>8.50</td></tr> <tr><td>11</td><td>8.50</td></tr> </tbody> </table>		Pile No	Pile Depth (m)	1	9.00	2	8.50	3	10.00	4	10.00	5	8.50	6	9.00	7	8.50	8	9.00	9	9.00	10	8.50	11	8.50
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