



**DESIGN PACKAGE C134**  
**TOTTENHAM COURT ROAD STATION**  
**DEAN STREET UTILITY DIVERSIONS**  
**Archaeological Watching Brief Report**  
**PMI/C262a/004**

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		Name	J. Sulikowska	D De Rosa	D De Rosa	
		Signature				
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		Prepared by	Checked by	Approved by		
		Name	D De Rosa	D De Rosa	R Greatorex	
		Signature				
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## **EXECUTIVE SUMMARY**

Wessex Archaeology was commissioned by Crossrail to undertake an archaeological watching brief on utility diversions in Dean Street, centred on Ordnance Survey National Grid Reference 529570, 181270 (hereafter, 'the Site').

A diversion of British Telecom services was required in advance of the construction of a new Crossrail station at Tottenham Court Road. It was a requirement that an archaeological watching brief, monitoring the groundworks, was undertaken.

The archaeological watching brief was undertaken during the excavation of a trench and a trial pit for service diversion in Dean Street and Great Chapel Street. Deposits of modern made ground and numerous modern service trenches were observed in the course of the fieldwork. Due to the shallow depth of the service trench, the natural river terrace gravels were not exposed and no archaeological features or deposits were observed in the service trench.

In the trial pit, a modern pavement surface and concrete hardcore were observed to overlie a cellar structure. The brick cellar vaults are thought to have been related to the 19<sup>th</sup> century urbanisation of the area, and similar features were recorded in previous archaeological investigations. The cellar was backfilled with demolition rubble and concrete in the modern period.

The watching brief was carried out by Wessex Archaeology between the 8<sup>th</sup> February and the 21<sup>st</sup> April 2010.

## **ACKNOWLEDGEMENTS**

This project was commissioned by Crossrail and Wessex Archaeology is grateful to Crossrail in this regard and for their assistance in facilitating the Site work. Wessex Archaeology is especially grateful to Ian Barnes of WSP, the consultant archaeologist for Crossrail and John Brown, of the Greater London Archaeological Advisory Service (GLAAS) for their advice and assistance.

The project was managed for Wessex Archaeology by Damian De Rosa. The fieldwork was undertaken between on several separate occasions between 8<sup>th</sup> February and the 21<sup>st</sup> April 2010 by Michelle Collins, Jon Milward and Jon Smith. The illustrations were prepared by Rob Goller. The report was prepared by Julia Sulikowska and edited by Damian De Rosa.

# DEAN STREET UTILITY DIVERSIONS

## Archaeological Watching Brief Report

### 1 Introduction

#### 1.1 Project Background

- 1.1.1 Wessex Archaeology was commissioned by Crossrail to undertake an archaeological watching brief during groundworks for utility diversions in Dean Street, centred on Ordnance Survey National Grid Reference (NGR) 529570, 181270 (hereafter, 'the Site') (**Figure 1**).
- 1.1.2 A diversion of British Telecom services was required in advance of the construction of the new Crossrail station at Tottenham Court Road. It was a requirement that an archaeological watching brief, monitoring the groundworks, was undertaken.
- 1.1.3 The project background, construction details, research design, scope of work, programme and specification are detailed in full in the Tottenham Court Road Site Specific Archaeological Written Scheme of Investigation (WSI) (Doc. Ref. CR-SD-TCR-EN-OT-00001) and should be referred to accordingly. The Site Specific WSI was prepared for the whole Tottenham Court Road Station scheme and outlined the archaeological requirements in advance of development. A Detailed Desk Based Assessment (DDBA) for the Tottenham Court Road Station Sites (Doc. Ref. CR-SD-TCR-EN-SR-00001) informed the preparation of the Site Specific WSI.
- 1.1.4 A Method Statement (MS) was prepared by Wessex Archaeology for Crossrail Dean Street Utility Diversions (Tottenham Court Road Station) (WA 2010a). The MS detailed the particular scope of work for undertaking a watching brief. It was prepared in accordance with best practice and submitted to the Crossrail Framework Design Consultant (FDC) for the Tottenham Court Road Station for approval prior to commencement of the fieldwork.
- 1.1.5 The watching brief was carried out by Wessex Archaeology between the 8<sup>th</sup> February and the 21<sup>st</sup> April 2010.

#### 1.2 Geology, Topography and Land use

- 1.2.1 The geological and topographical setting of the Site is detailed in the Site Specific WSI (Doc. Ref. CR-SD-TCR-EN-OT-00001) with reference to the DDBA (Doc. Ref. CR-SD-TCR-EN-SR-00001) and is reproduced here in brief with due acknowledgement.
- 1.2.2 The ground surface topography for the Tottenham Court Road Station area is situated on a slight slope leading down in a north to south direction towards the Thames. The ground level is generally at 125.45 - 125.7m Above Tunnel Datum (ATD) in the west and slopes down to 124.65-125.00m ATD to the east.
- 1.2.3 The area of the Site encompassed by this report is generally level at a height of 125.70m ATD. There is a slight rise in height at the junction of Oxford Street and Dean Street at 125.70m ATD to the junction of Dean Street with Fareham Street to 125.90m ATD to the south. The ground then falls further to the south at the junction with Diadem

Court to 125.70m ATD. At the west end of Diadem Court at the junction with Great Chapel Street, and the location of Trial Pit 1, ground level lies at 125.65m ATD.

- 1.2.4 Deposits of made ground up to 4.1m thick are recorded to overlie Lynch Hill Thames terrace gravels, which are present at approximately 121.5m ATD. London Clay, overlain by terrace gravels, has been recorded at approximately 117m ATD.

## **2 Archaeological and Historical Background**

### **2.1 Introduction**

- 2.1.1 The archaeological and historical background and the archaeological potential of the Tottenham Court Road Station Site was presented in the DDBA (Doc. Ref. CR-SD-TCR-EN-SR-00001) and the Site Specific WSI (Doc. Ref. CR-SD-TCR-EN-OT-00001) in full and both documents should be referred to accordingly. The results of the DDBA are summarised below.

### **2.2 Archaeological Potential**

- 2.2.1 Crossrail works at the Tottenham Court Road worksites have the potential to disturb sub-surface archaeological remains.
- 2.2.2 The DDBA (Doc. Ref. CR-SD-TCR-EN-SR-00001) has identified:
- a moderate potential for evidence of the main Roman Road from London to Silchester, which passed close to the north of the Site. The road continued to be in use from the Saxon period onwards and into the medieval and post medieval periods. The road may intersect with another Roman road – Tottenham Court Road/Charing Cross;
  - a moderate potential for deposits relating to the medieval village of St Giles, particularly on the junction of Tottenham Court Road and St Giles High Street. Evidence of Civil War defences are likely to be found around Newham Street;
  - a high potential for remains relating to the post-medieval urbanisation known to exist in this area and which has been identified in previous archaeological investigations.

## **3 Aims and Objectives**

### **3.1 General**

- 3.1.1 The overall objectives of the investigation were to establish the nature, extent and state of preservation of any surviving archaeological remains that will be impacted upon by the development.
- 3.1.2 The research aims of the work were set out in Section 4 of the Site Specific WSI (Doc. Ref. CR-SD-BOS-EN-OT-00001).



## 4 Methodology

### 4.1 Fieldwork Methodology

- 4.1.1 All work was undertaken in accordance with the MS (WA 2010) and the Site Specific WSI (Doc. Ref. CR-SD-TCR-EN-OT-00001) and in compliance with the standards and guidance outlined in the Institute for Archaeologists' Standard and Guidance for An Archaeological Watching Brief (IfA 2008). All works were also carried out in accordance with the relevant guidance given in the GLASS Archaeological Guidance Papers (EH 2009) and other documentation as detailed in the MS (section 1.1.3) (WA 2010).
- 4.1.2 A unique site code: **CXD10** was obtained from the London Archaeological Archives Resource Centre (LAARC) prior to the commencement of the fieldwork.
- 4.1.3 The groundworks for the new utility trenches were undertaken by Eirscott, on behalf of British Telecom. The watching brief comprised archaeological monitoring of the excavation of a service trench and a trial pit (**Figure 1**):
- **Service Trench** – located along Dean Street, from the junction with Oxford Street, to the junction with Diadem Court;
  - **Trial Pit** – located in Great Chapel Street, at the junction with Diadem Court.
- 4.1.4 Non-archaeologically significant deposits and modern overburden were removed by the contractors under archaeological supervision. As no archaeologically significant deposits were exposed, and due to the health and safety constraints, the excavated trenches were not accessed and the archaeological recording was undertaken from the ground surface.
- 4.1.5 A unique number was issued for each deposit. The trenches and deposits were recorded using Wessex Archaeology's *pro forma* recording sheets. Representative sections of the trenches were drawn at a scale of 1:10. A photographic record, comprising digital photography, was maintained throughout the fieldwork.

### 4.2 Health and Safety

- 4.2.1 All work was carried out in accordance with the Health and Safety at Work Act 1974 and the Management of Health and Safety Regulations 1992, and all other relevant Health and Safety legislation, regulations and codes of practice in force at the time.
- 4.2.2 Wessex Archaeology prepared a Risk Assessment (WA 2010b) and this and a copy of their Health and Safety Policy was supplied to the Client and Site contractor for approval before the commencement of the fieldwork.
- 4.2.3 The Risk Assessment was read and understood by all WA staff attending the Site and signed off to indicate such a briefing was received.

## 5 Results

### 5.1 Introduction

- 5.1.1 The following section provides a summary of the information derived from the archaeological watching brief. Descriptions of the recorded deposits are included in **Appendix 1: Context Descriptions**. Full details of all contexts are held in the Site archive, contents of which are summarised in **Appendix 2: Archive Index**.

### 5.2 Service Trench

- 5.2.1 The service trench (**Figure 1**) excavated along Dean Street was c. 70m long by 0.60m wide and up to 0.70m deep. The recorded section revealed that the tarmac street surface overlay modern made ground and backfills of previous utility trenches, which extended to the full depth of excavation. No archaeological features or deposits were observed in the course of the watching brief.

### 5.3 Trial Pit

- 5.3.1 The trial pit (**Figure 1**) excavated at the corner of Great Chapel Street and Diadem Court measured 5.60m x 3.40m x 1.32m deep. The stratigraphy comprised modern concrete pavement slabs overlying a concrete hardcore layer and a disused cellar. The cellar structure (**109**) comprised two vaults and a division wall and was made out of bricks and lime mortar. It is thought to have been constructed in the 19<sup>th</sup> or 20<sup>th</sup> century. The cellar was backfilled in the modern period with a number of made ground layers, comprising demolition rubble, concrete and clay. No features pre-dating the construction of the cellar were observed in the trial pit.

## 6 Finds

- 6.1.1 No finds of other than modern date were recovered in the course of the watching brief. The modern finds were not retained.

## 7 Environmental

- 7.1.1 No deposits suitable for environmental sampling were identified during the watching brief.

## 8 Discussion

- 8.1.1 The archaeological watching brief undertaken during the excavation of the utility diversion trench and the trial pit in Dean Street and Great Chapel Street revealed deposits of modern made ground and numerous modern service trenches. Due to the shallow depth of the service trench, the natural river terrace gravels were not exposed. No archaeological features or deposits were observed in the service trench.
- 8.1.2 In the trial pit the modern pavement surface and concrete hardcore were observed to overlie two cellar vaults. The brick vaults are thought to have been related to the 19<sup>th</sup> century urbanisation of the area, and similar features have been recorded in previous

archaeological investigations and are known to be present below buildings in this area of London. The cellar was backfilled with demolition rubble and concrete in the modern period.

## 9 Archive

### 9.1 Preparation and Deposition

9.1.1 The complete project archive will be prepared in accordance with Wessex Archaeology's Guidelines for Archive Preparation and in accordance with *Guidelines for the preparation of excavation archives for long-term storage* (Walker 1990) and following nationally recommended guidelines (SMA 1995). On completion of the project, the archive will be deposited with a suitable local Museum.

### 9.2 Archive

9.2.1 Following the fieldwork the archive and all artefacts were subsequently transported to the offices of Wessex Archaeology in Maidstone and Salisbury where they were processed and assessed for this report. The accompanying documentary records from the excavation have been compiled into a stable fully cross-referenced and indexed archive in accordance with Appendix 6 of Management of Archaeological Projects (English Heritage 1991).

9.2.2 The contents of the project archive, consists of the following (as further detailed in Appendix 2):

- 1 x A4 file containing the paper records and the drawings
- Digital data (site photographs, survey data, documents in word (.doc) and pdf files)

9.2.3 The project archive including plans, photographs and written records are currently held at the offices of Wessex Archaeology at Portway House, Old Sarum Park, Salisbury under the project code **72213** and the Museum of London Site code **CXD10**. The project archive on completion of all work will be deposited with the Museum of London.

### 9.3 Copyright

9.3.1 The full copyright of the written and illustrative archive relating to the site will be retained by Wessex Archaeology Ltd under the Copyright, Designs and Patents Act 1988 with all rights reserved. The recipient museum, however, will be granted an exclusive license for the use of the archive for educational purposes, including academic research, providing that such use shall be non-profit making, and conforms to the Copyright and Related Rights regulations 2003.

### 9.4 Security Copy

9.4.1 In line with current best practice, on completion of the project a security copy of the paper records will be prepared, in the form of microfilm. The master jackets and one diazo copy of the microfilm will be submitted to the National Monuments Record Centre (NMR) (English Heritage) in Swindon; a second diazo copy will be deposited with the paper records at the Museum of London, and a third diazo copy will be retained by Wessex Archaeology.

## References

- Crossrail 2007: *Tottenham Court Road Station Site Specific Archaeological Detailed Desk Based Assessment*. Unpublished report, document reference: CR-SD-TCR-EN-SR-00001
- Crossrail 2009: *Tottenham Court Road Station Site Specific Archaeological Written Scheme of Investigation*. Unpublished report, document reference: CR-SD-TCR-EN-OT-00001
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- English Heritage 2002: *Environmental Archaeology; a guide to theory and practice of methods, from sampling and recovery to post-excavation*, Swindon, Centre for Archaeology Guidelines
- English Heritage 2009: Draft GLAAS Archaeological Guidance Papers
- Institute for Archaeologists 2008: *Standards and Guidance for An Archaeological Watching Brief*
- SMA 1995: *Towards an Accessible Archaeological Archive*, Society of Museum Archaeologists
- SMA 1993: *Selection, Retention and Dispersal of Archaeological Collections*, Society of Museum Archaeologists
- Walker, K. 1990: *Guidelines for the Preparation of Excavation Archives for Long-Term Storage*, UKIC Archaeology Section
- Wessex Archaeology 2010a: *Crossrail Dean Street Utility Diversions (Tottenham Court Road Station). Method Statement for Targeted and General Watching Brief*, Unpublished report, document reference: 72213.01
- Wessex Archaeology 2010a: *Crossrail Dean Street Utility Diversions (Tottenham Court Road Station). Health and Safety Risk Assessment*. WA Ref: 72213.02

## Appendix 1: Context Descriptions

Context	Location	Category	Description	Ground level = 125.70m ATD Depth (below ground level)
100	Service Trench	Road surface	Modern road surface, comprising tarmac and concrete hardcore	0 – 0.4m
101	Service Trench	Modern trench backfill	Backfill of existing modern service trenches, comprising mid greyish brown silty sand with moderate gravel inclusions and sparse modern building rubble	0.4 – 0.9m
102	Trial Pit	Concrete surface	Concrete slab (pavement)	0 – 0.06m
103	Trial Pit	Hardcore	Concrete hardcore for <b>102</b>	0.06 – 0.20m
104	Trial Pit	Made ground	Dark brown silty sand loam with common gravel and building rubble inclusions. Modern made ground	0.20m – 0.50m
105	Trial Pit	Made ground	Redeposited gravel filling in modern service trench cut	0.50m – 1.30m
106	Trial Pit	Made ground	Orangey brown silty clay, quite compact. Modern made ground deposit filling in disused cellar	0.20 – 0.68m
107	Trial Pit	Made ground	Concrete layer underlying <b>106</b> . Modern deposit filling in a disused cellar	0.68 – 1.30m
108	Trial Pit	Made ground	Loose rubble comprising fragmented grey stone blocks in greyish brown loamy matrix. Modern deposit filling in a disused cellar	0.20 – 1.32m
109	Trial Pit	Structure	Brick structure comprising two vaulted ceilings and later additions. Possibly 19 <sup>th</sup> – 20 <sup>th</sup> century in date. Disused and backfilled in modern period	0.20 – 1.12m

## Appendix 2: Archive Index

File No.	Details	Format	No. Sheets
1	Trench Sheets	A4	2
1	Context Index	A4	1
1	Context Sheets	A4	8
1	Graphics Register	A4	1
1	Graphics	A3	1
1	Day Book	A4	9
1	Photographic Register	A4	1
1	Site plans	Various	7
1	Watching Brief Report	A4	14
1	Watching Brief Report Plan	A3	1
1	2 no weekly reports	A4	2
1	WA H&S Risk Assessment	A4	10
1	Method Statement 1	A4	12
1	Crossrail Site Specific WSI	A4 & A3 (Figure)	32 – A4 1 – A3



Plate 2: South-west facing section of trial pit showing backfilled cellar



Plate 1: Service trench along Dean Street (view towards Oxford Street)



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