



C261 Archaeology Early East
Fieldwork Report
Archaeological Evaluation and Targeted Watching Brief
Eleanor Street Shaft (XTJ13)

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Non technical summary

This report presents the results of an archaeological evaluation and a targeted watching brief carried out by Museum of London Archaeology (MOLA) on the site of the Eleanor Street Shaft, within the area known as the Bow Triangle, London E3, in the London Borough of Tower Hamlets. This report was commissioned from MOLA by Crossrail Ltd. This work is being undertaken as part of a wider programme to mitigate the archaeological implications of railway development proposals along the Crossrail route.

Overlying the natural terrace gravels in evaluation Trench 1 (area of the Temporary Access Shaft) was a layer of reworked brickearth, probably as a result of cultivation, dated by clay tobacco pipe to 1700–1770. Above this was a buried soil which was interpreted as a horticultural horizon. Overlying this were 19th-century building remains, sealed by modern overburden.

In the permanent Main Ventillation Shaft, natural terrace gravels were overlain by a layer interpreted as a post-medieval cultivation soil, which produced a single tile fragment, probably of 16th to 18th-century date. This corresponds to the layer in the nearby evaluation trench.

Historic mapping illustrates that the site remained undeveloped through the post-medieval period until the mid-19th century, when urban development around the site accelerated and construction of railways in this part of London began. The archaeological evidence is consistent with this. Overlying the cultivation soil was modern made ground.

The archaeological fieldwork has also demonstrated that if any Prehistoric, Roman or medieval remains had once been present in these areas, they have been removed by post-medieval cultivation. No residual artefacts of these dates were present in later deposits.



Contents

Non technical Summary

1	Introduction.....	1
2	Planning background.....	3
3	Origin and scope of the report	3
4	Previous work relevant to archaeology of site.....	4
5	Geology and topography of site.....	5
6	Archaeological and Historical Background	5
7	Research objectives and aims	6
7.1	Overall Research Aims	6
7.2	Objectives of the Evaluation.....	6
7.3	Objectives of the Targeted Watching Brief.....	7
8	Methodology of site-based and off-site work.....	8
9	Summary of methodology	9
10	Results and observations including stratigraphic report and quantitative report	10
10.1	Evaluation Trench 1	10
10.2	Main Ventilation Shaft Targeted Watching Brief	12
11	Assessment of results against original research aims	15
11.1	Original research aims.....	15
11.2	Additional research themes.....	15
12	Statement of potential archaeology	16
12.1	Importance of Resources	16
13	Conclusions	17
13.1	Geology.....	17
13.2	Prehistoric to medieval	17
13.3	Post-medieval remains	17
14	Post-excavation assessment, analysis, publication and dissemination proposals.....	18
15	Archive deposition	18
16	Bibliography.....	19
17	Acknowledgements	20
18	OASIS DATA COLLECTION FORM: England.....	21
18.1	OASIS ID: molas1-193915	21
18.2	OASIS ID: molas1-189358	23



List of Figures

At end of document

Figure 1 Site location

Figure 2 Shaft location

Figure 3 Plan of Trench 1

Figure 4 East facing section of Trench 1

Figure 5 Plan of main ventilation shaft location with layer [5]

List of Photos

Photo 1, Temporary Shaft Evaluation Trench, showing reworked brickearth [2], and the slot dug to expose the natural terrace gravels [1], looking north	10
Photo 2, General ground reduction of modern overburden in the main ventilation shaft	12
Photo 3, Layer [5] in the main ventilation shaft, looking north-west	13
Photo 4, Section through layer [5], overlying terrace gravels [6], in the main ventilation shaft	14

List of Tables

Table 1 Site Details	2
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1 Introduction

Crossrail is a new Cross-London Rail Link project which will provide transport routes across the south-east of England and London. The route will link Maidenhead and Heathrow in the west with Shenfield in the north-east and Abbey Wood in the south-east. In central London, from Royal Oak in the west to Pudding Mill Lane and Royal Victoria Dock in the east, Crossrail will consist of a tunnelled section with seven new stations linked to the existing transport network.

The Eleanor Street Ventilation Shaft site is located within the area known as the Bow Triangle, situated within the London Borough of Tower Hamlets (LBTH) (Figure 1). The site is bounded by three railway viaducts; the London to Tilbury Service (LTS) viaduct to the south; the District Line to the north, and the Gas Factory Curve viaduct to the west.

The Bow Triangle today largely comprises a business park within its northern part, with a Traveller's site formerly occupying the eastern part of the site. The Main Ventilation Shaft site is located within the eastern extent of the former Traveller's site between Eleanor Street and Rounton Road. The Temporary Access Shaft was located to the south-east of this.

The Crossrail mitigation response to archaeology is described in the Crossrail Generic WSI (Crossrail 2009) and the detailed desk based assessment (DDBA; Crossrail 2008), and can be summarised as follows:

- In the event that intact and important archaeological remains are identified at Crossrail worksites through this process, it may be preferable, where practicable, to preserve these where they are found (ie preservation in situ).
- However, because of the nature of major works projects such as Crossrail, experience of other similar projects suggests that preservation by record is usually the most appropriate method of dealing with archaeological finds.
- Following an extensive Environmental Impact Assessment (EIA) supporting the Crossrail Bill, and the production of site-specific DDBAs, appropriate mitigation measures were scoped and specified in detail in individual project designs (site-specific WSIs – Written Schemes of Investigation) which were prepared in accordance with the principles set out in the Generic WSI, and developed in consultation with the relevant statutory authorities.
- Archaeological information that is gained from fieldwork will be followed by analysis and publication of the results and will be transferred to an approved public receiving body.

This fieldwork report describes the results of an archaeological evaluation and a targeted watching brief (TWB) carried out during the construction of the above-mentioned Temporary Access and Main Ventilation shafts, located between Eleanor Street and Rounton Road, in the Bow Triangle, by Museum of London Archaeology (MOLA) under Crossrail contract C261 Archaeology East (Figure 2). The approximate centre of the main ventilation shaft is at Ordnance Survey National Grid Reference 537385 128520.

The evaluation trench, Trench 1, at the location of the temporary Access Shaft, was conducted under version 1 of the Written Scheme of Investigation (WSI), which originally proposed two archaeological evaluation trenches. The results of Trench 1



informed a review of archaeological requirements for an updated construction programme of the Main Ventilation Shaft, and it was concluded that the appropriate mitigation strategy to be employed was a Targeted Watching Brief. The Trench 2 proposed in original WSI was therefore replaced by the TWB under instruction C261_PMI_00038_Change to Scope at Eleanor Street Shaft Site, 16.05.14, and the associated version 2 of the WSI (see section 4).

All levels in this document are quoted in metres Above Tunnel Datum (m ATD). To convert Tunnel Datum to Ordnance Datum subtract 100m, i.e. 1m OD = 101m ATD.

All fieldwork was conducted by MOLA Senior Archaeologists. The evaluation trench for the temporary shaft was supervised between 04/03/13 to 08/03/13 by [REDACTED], and the targeted watching brief for the main ventilation shaft between 17/7/14 and 24/7/14, by Catherine Godsiffe.

Table 1 Site Details

Task	Principal Contractor	Programme
• Evaluation Eleanor Street Temporary Access Shaft (Evaluation Trench 1)	C360 Costain-Skanska	04/03/13–08/03/13
• Targeted Watching Brief [TWB] Eleanor Street Main Ventilation Shaft – ground reduction to 106.4m ATD (<i>replaces Evaluation Trench 2</i>).	C360 Costain-Skanska	17/7/14–24/7/14

The event code (sitecode) is XTJ13.



2 Planning background

The overall framework within which archaeological work will be undertaken is set out in the Environmental Minimum Requirements (EMR) for Crossrail (<http://www.crossrail.co.uk/about-us/crossrail-act-2008/environmental-minimum-requirements-including-crossrail-construction-code#>). The requirements being progressed follow the principles of Planning Policy Guidance Note 16 (PPG16)(DoE, 1990), and its replacements Planning Policy Statement 5 (PPS5)(DCLG, 2010) and the National Policy Planning Framework (NPPF)(DCLG, 2012), on archaeology and planning. Accordingly the nominated undertaker or any contractors will be required to implement certain control measures in relation to archaeology before construction work begins.

Schedules 9, 10 and 15 of the Crossrail Act (2008) concern matters relating to archaeology and the built heritage and allows the dis-application by Crossrail of various planning and legislative provisions including those related to listed building status, conservation areas and scheduled ancient monuments (Schedule 9). Schedule 10 allows certain rights of entry to English Heritage given that Schedule 9 effectively dis-applied their existing rights to the Crossrail project, and Schedule 15 allows Crossrail to bypass any ecclesiastical or other existing legislation relating to burial grounds.

Notwithstanding these disapplications, it is intended that agreements setting out the detail of the works and requiring relevant consultations and approvals of detail and of mitigation arrangements will be entered into by the nominated undertaker with the relevant local planning authorities and English Heritage in relation to listed buildings and with the Department of Culture, Media and Sport (DCMS) and English Heritage in relation to Scheduled Ancient Monuments (SAMs).

3 Origin and scope of the report

This report has been commissioned from Museum of London Archaeology (MOLA) by Crossrail Ltd. The report has been prepared within the terms of the relevant standard specified by the Institute for Archaeologists (IFA, 2001). It considers the significance of the fieldwork results (in local, regional or national terms) and makes appropriate recommendations for any further action, commensurate with the results.



4 Previous work relevant to archaeology of site

The principal previous Crossrail studies are as follows:

- Crossrail, February 2005a *Environmental Statement*
- Crossrail, February 2005b *Assessment of Archaeology Impacts, Technical Report. Part 2 of 6, Central Section: Westbourne Park to Stratford and Isle of Dogs. 1E0318-C1E00-00001 [Specialist Technical Report (STR)]*
- Crossrail, 2008 MDC – *Work Package 3, Archaeology Detailed Desk based Assessment, Eleanor Street Ventilation Shaft*, Doc No. CR-SD-ELS-EN-SR-00001, v2.0 05/12/2008

For the evaluation trench:

- Crossrail, 2012 C360 - *Eleanor Street and Mile End Park Shafts – Archaeology, Site Specific Written Scheme of Investigation for the Eleanor Street Ventilation Shaft*, Doc. No. C360-XRL-T1-XWI-CRG03-50001, Rev 1.0, 26.1.12 (file dated 25.02.13)
- MOLA for Crossrail, 2013b *C261 Archaeology Early East, Interim Statement, Archaeological Evaluation, Eleanor Street Shaft (XTJ13) v1* 28.05.13

For the targeted watching brief:

- Crossrail, 2014 C360 - *Eleanor Street and Mile End Park Shafts – Archaeology, Site Specific Written Scheme of Investigation for the Eleanor Street Ventilation Shaft*, Doc. No. C360-XRL-T1-XWI-CRG03-50001, Revision 2.0, 16.05.14

All on-site archaeological work was carried out in accordance with the following documents:

- The WSIs (see above)

For the evaluation trench:

- MOLA for Crossrail, 2013a *Method statement, Archaeological Evaluation, Eleanor Street Shaft*, Document number C261-MLA-X-GMS-CR094_WS110-50001, v1 04.03.13 developed between MOLA and the principal contractor.

For the targeted watching brief:

- MOLA for Crossrail, 2014 *Method statement Archaeological Targeted Watching Brief Eleanor Street Shaft*, Document number C261-MLA-T1-GMS-CR094_WS110-50001, v1 14.07.14 developed between MOLA and the principal contractor. [Note: a slightly revised version 2 of 25.09.14 was produced after the fieldwork described in this report]

The above cited reports are all available from the London Archaeological Archive and research Centre (LAARC).

5 Geology and topography of site

The topography of the site is relatively flat with a slight incline to the north-west. The site lies at between 109.0 and 110.5m ATD and is enclosed by three railway lines, each of which is raised on a viaduct. The geology of the area comprises Made Ground and River Terrace Deposits (Taplow Thames Terrace Gravels) overlying London Clay.

A number of boreholes were drilled in the area surrounding the Eleanor Street Shaft site as part of Ground investigation Package 12. Two of these boreholes (BT36R and BT42) were located in close proximity to the proposed Eleanor Street ventilation and temporary shafts. Borehole BT42 in particular was located immediately between the two proposed shaft locations.

Borehole BT42 revealed a sequence of deposits comprising River Terrace Deposits described as dense brown, clayey sand with some gravel at a height of 108.71m ATD (c 1.30m below ground level (BGL)). Overlying the River Terrace Deposits was a 500mm thickness of firm brown sandy clay, the surface of which was recorded at 109.21m ATD (c 0.80m BGL). This deposit may represent brickearth or a former subsoil horizon. The deposit sequence was sealed by recent made ground comprising dense brick and stone in a black/grey sandy soil.

Borehole BT36R was drilled 5.50m to the south-west of BT42, and recorded very dense, dark brown, slightly clayey sandy gravel, river terrace deposits at 108.53m ATD (1.50m BGL). The River Terrace Deposits were sealed by two layers of made ground which contained fragments of brick, flint, clinker, wood, and large boulder sized fragments of concrete. The depth of the made ground deposits and lack of surviving brickearth suggest that the River Terrace Deposits have been truncated by modern activity at this location.

6 Archaeological and Historical Background

The archaeological and historic background was covered in detail in the WSI (see section 4 above), and only the archaeological potential of the site is summarised below.

Generally, archaeological remains could date from the prehistoric to the post-medieval periods, including potential for agricultural field systems and rural settlements of Bronze Age and Iron Age date. During the Romano-British period the Eleanor Street shaft site would have been situated approximately 4km to the north-east of the Roman city of *Londinium*, within the agricultural hinterland that served the city. Throughout the Saxon and medieval periods the site would have comprised open land with marshes to the south and forest to the north. The closest medieval settlements to the Eleanor Street site were located in the vicinity of Bromley Street to the north-east, and at Bow. Historic mapping illustrates that the site remained undeveloped through the post-medieval period until the mid-19th century, when urban development around the site accelerated, and construction of railways in this part of London began. Stanford's map of 1862 depicts the area surrounding Eleanor Street as market gardens, with the area of the site itself bisected by a railway line. By the late 19th century, historic Ordnance Survey mapping shows that the site was located within the major railway intersection known as Bow Junction (now the Bow Triangle), and that large parts of the site were occupied by terraced housing which fronted onto Eleanor Street and Rounton Road.

7 Research objectives and aims

7.1 Overall Research Aims

The two WSIs (Crossrail 2012 and 2014) listed the following regional research aims (from *A Research Framework for London Archaeology 2002*, Nixon et al, MOLAS, 2003) to which fieldwork on this site might contribute:

- Understanding Prehistoric activity in London, in relation to the Terrace Gravels;
- Examining the concept of core/periphery for different periods in London's past, as a means of understanding how evolving settlement patterns reflect the need for sustainable, beneficial relationships between a settlement and its environs, a city and its hinterland;
- Contributing to our understanding of the creation of the London suburbs; Understanding the reasons for evolution of the road systems, street layouts, river crossings and ferries, and their importance as engines of development and change; and
- Identifying the consequences of infrastructure development at a local level.

7.2 Objectives of the Evaluation

Version 1 of the WSI (Crossrail 2012) stated that:

- The overall aims of the archaeological trial trench evaluation are to identify and record the location, extent, depth and significance of any surviving archaeological remains and to inform the requirements of any further mitigation works on the site.
- Archaeological investigations within the footprint of the shaft have the potential to recover evidence of agricultural activity from the post-medieval period and to determine whether the site has the potential for prehistoric remains, such as field systems that could be present due to the nature of the topography and geology of the site.

And that the specific aims of the archaeological trial trench evaluation were:

- To record the landscape development through assessment of the soil stratigraphy, including the definition of any surviving post-medieval soil horizons associated with market gardening or Brickearth deposits;
- To identify the location, extent and depth of post-medieval and modern truncation of archaeological and natural deposits, particularly in relation to the construction of the Bow Junction and the North London Railway which crossed the Eleanor Street site; and
- To identify and record any surviving elements of the 19th-century houses that formerly occupied the site.



7.3 Objectives of the Targeted Watching Brief

Version 2 of the WSI (Crossrail 2014) stated that:

- The overall objective of the archaeological targeted watching brief is to mitigate the impact of constructing the new Main Ventilation Shaft on the archaeological resource through a programme of archaeological investigation, recording, analysis and dissemination in accordance with the Crossrail Generic WSI (document number CR-PN-LWS-EN-SY-00001) and the standards listed therein.
- Archaeological investigations within the footprint of the shaft have the potential to recover evidence of 19th-century railway remains, agricultural activity from the post-medieval period and to determine whether the site has the potential for prehistoric remains, such as field systems that could be present due to the nature of the topography and geology of the site.

The specific aims of the targeted watching brief were the same as those for the evaluation, see 7.2 above.



8 Methodology of site-based and off-site work

All archaeological excavation and recording during the fieldwork was carried out in accordance with the WSIs and method statements listed in section 4, and:

- English Heritage Centre for Archaeology Guidelines, 2002, Environmental archaeology: a guide to the theory and practice of methods, from sampling and recovery to post-excavation
- English Heritage, 2004, Geoarchaeology: using earth sciences to understand the archaeological record
- Museum of London *Archaeological Site Manual* (MoL 1994)

For the evaluation trench:

- English Heritage, July 2009, Standards for Archaeological Work, London Region, External Consultation Draft

For the targeted watching brief:

- English Heritage, Greater London Archaeology Advisory Service (GLAAS), February 2014, Standards for Archaeological Work, London Region

The site records can be found under the site code XTJ13 in the MOLA archive. They will be stored there pending a future decision over the longer-term archive deposition and public access process for the wider Crossrail scheme.

9 Summary of methodology

For the evaluation:

- The C360 Principal Contractor removed the modern overburden down to c 109.45m ATD using a mechanical excavator.
- The sides of the trench were stepped to allow safe excavation to 1.5m below ground level.
- The sides of the trench were hand cleaned and the soil at the base dug to 1.6m below ground level. A slot was dug in the base of the trench to a maximum depth of 2.0m, where natural gravel was encountered.
- The trench was photographed, and recorded in plan and section. It was surveyed by the Principal Contractor. Levels were taken from the contractor's control point (temporary Bench Mark) outside the site.

For the targeted watching brief:

- Prior to the targeted watching brief the shaft area had been excavated by the C360 Principal Contractor down to a level between 109.0 and 109.4m ATD for the installation of the perimeter sheet piles.
- The Principal Contractor then removed further modern overburden down to the first archaeological horizon at c 109m ATD using a mechanical excavator, under supervision by the MOLA Supervisor.
- At this point, and continuing through subsequent excavation, the MOLA Supervisor assessed whether archaeological remains were present, and if so their significance and the response required.
- Following general ground reduction of modern material, the underlying deposits in the shaft area (19m diameter), were reduced in level spits of a maximum thickness of 500mm until an archaeological horizon was exposed.
- An archaeological horizon was observed at c 109m ATD and cleaned using a mechanical excavator. This deposit was then photographed, recorded and a find recovered. The deposit was then carefully reduced, under observation, down to the level of the terrace gravels from approximately 108.3m to 108.6m ATD.
- A written, drawn and photographic record of all archaeological deposits encountered was made in accordance with the principles set out in the Museum of London site recording manual (MoL 1994). Archaeological deposits were initially planned from the shaft sheet piles. These were then plotted by MOLA on a survey of the shaft provided by the Principal Contractor.

10 Results and observations including stratigraphic report and quantitative report

10.1 Evaluation Trench 1



Photo 1, Temporary Access Shaft Evaluation Trench, showing reworked brickearth [2], and the slot dug to expose the natural terrace gravels [1], looking north

Temporary Shaft: Evaluation Trench 1 (Figure 3 and Figure 4)	
Location	Off Rounton road
Dimensions	10m x 2m x 2m deep.
LSG coordinates	87773 / 37076
OS National grid coordinates	537402 182501
Modern Ground Level/top of the slab	110.2m ATD
Modern subsurface deposits	Modern crushed concrete and brick

Level of base of archaeological deposits observed and/or base of trench	108.28m ATD
Natural observed (truncated/not truncated ?)	Gravel [1] (slopes down south to north, from 108.73 to 108.28m ATD) Not Truncated
Extent of modern truncation	<0.5m
Archaeological remains	Dating Evidence, Finds, and Samples
Reworked brickearth [2], below a buried soil [3] at 109.27m ATD.	[2]: one clay pipe bowl 1700–70; two pottery sherds c 1580 to 1800; two fragments ceramic roofing tile 1480–1800 and mid-17th to 18th century (see below)
19th-century building foundations: lower wall foundations, and sub-floor bedding layers [4], truncated at 109.84m ATD.	19th-century bricks (not retained)
Interpretation and summary	
<p>Above natural Terrace Gravel was reworked brickearth [2] and probable cultivation soil [3]. The reworked brickearth contained clay tobacco pipe and was probably turned over by 18th-century, and perhaps 17th-century, agriculture or horticulture.</p> <p>The results conform to historic maps which show the area being converted from agriculture and grazing, to horticulture in the 18th century. This appears to have included reworking deposits to the top of natural terrace gravel, thereby removing or destroying evidence of any earlier archaeological remains.</p> <p>Cultivation soil [3] was truncated by 19th-century house foundations [4], of which only the lower wall foundations and the sub-floor bedding layers survived.</p>	

Note on pottery and clay pipe from XTJ13 Evaluation Trench 1

Two sherds of pottery and one clay pipe bowl were recorded from context [2]. The pottery consists of one jug handle and a single body sherd, glazed inside and out, from an unidentified form in London-area post-medieval redware (PMR). The fabric is broadly dated to c 1580 to 1800 for this particular context, with further refinement impossible in the absence of any other fabrics or diagnostic features. However, a date of c 1700–70 has been assigned to the context on the basis of a single clay pipe bowl of type AO25. The pipe is undecorated and the heel is missing so it is unknown whether or not it was originally marked.

Note on Building Materials from XTJ13 Evaluation Trench 1

Two fragments of ceramic roofing tile were recovered from context [2]. These have been recorded and the information added to the Oracle database.

One fragment is a peg tile of 1480–1800 date, whilst the other is part of a pantile. The pantile is possibly of Dutch origin and probably dates to the mid-17th–18th

century. This would fit in with the date of the clay pipes (1700–1770) and the pottery (1580–1800) from the same context.

10.2 Main Ventilation Shaft Targeted Watching Brief



Photo 2, General ground reduction of modern overburden in the Ventilation Shaft

Main Ventilation Shaft: targeted watching brief (Figure 2 and Figure 5)	
Location	Between Eleanor Street and Rounton Road.
Dimensions	A circle of 19.0m diameter
OS National grid coordinates	Approx. 537385 128520
LSG grid coordinates	Approx. 87750 / 37075
Modern Ground Level	109.40m ATD
Modern subsurface deposits	Modern 20th-century deposits to 109.0m ATD
Level of base of archaeological deposits observed	108.3m ATD
Natural observed	Terrace gravels and sand at 108.3m–108.6m ATD

Extent of modern truncation	Truncated to 109.4m ATD for installation of sheet piling
Archaeological remains	Dating Evidence, Finds, and Samples
A layer [5] of compact mid orange brown silty clay was observed at 108.3m–109.0m ATD, covering the entire shaft area.	One piece of red peg roofing tile was dated to 1480–1800/1900, but probably 16th to 18th-century.
Interpretation and summary	
Only a single layer [5] was observed below the modern truncation, and overlying the natural terrace gravels. This has been interpreted as a probable 16th to 18th-century cultivation soil. This is supported by the series of maps from 1703–1799 which show the area as fields, and Stanford’s map of 1862 which depicts the area surrounding Eleanor Street as market gardens.	



Photo 3, Layer [5] in the Ventillation Shaft, looking north-west



Photo 4, Section through layer [5], overlying terrace gravels [6], in the main ventilation shaft

11 Assessment of results against original research aims

The current GLAAS guidelines (English Heritage, 2014) require an assessment of results against original expectations (these no longer mention the criteria for assessing national importance).

11.1 Original research aims

The original research objectives were met as follows:

- *to record the landscape development through assessment of the soil stratigraphy, including the definition of any surviving post-medieval soil horizons associated with market gardening or brickearth deposits;*

A surviving post-medieval soil horizon, interpreted as a cultivation soil, was recorded in Trench 1, [3] and the main ventilation shaft area, [5]. Reworked brickearth, dated to 1700–1770, was observed in Trench 1, [2]. The reworked brickearth and soil are consistent with horticultural activity associated with the market gardens. These were probably cultivation soils of the fields shown in the 1703–1799 maps (and perhaps earlier) or the market gardens as identified on Stanford's map of 1862.

- *to identify the location, extent and depth of post-medieval and modern truncation of archaeological and natural deposits, particularly in relation to the construction of the Bow Junction and the North London Railway which crossed the Eleanor Street site;*

The area of Trench 1 had been truncated down to the level of the 19th-century building remains at 109.84m ATD.

During archaeological monitoring of geotechnical trial; pits, no evidence of 19th-century rail structures were found. Subsequently, prior to the targeted watching brief of the main ventilation shaft area, the ground level was truncated to between 109.4 and 109m ATD for the installation of the perimeter sheet piles. No rail structures were observed.

- *to identify and record any surviving elements of the 19th-century houses that formerly occupied the site.*

Heavily truncated building remains from the 19th century were recorded in Trench 1. These are considered to have been the remains of a terrace of houses fronting onto Rounton Road.

11.2 Additional research themes

There are no new research themes that have been identified from the fieldwork results.



12 Statement of potential archaeology

The results from the evaluation and targeted watching brief have no potential for future study.

12.1 Importance of Resources

The importance of the excavated remains have been assessed using professional judgement, informed, where applicable, by the criteria for assessing the national importance of monuments (DCMS 2010, Annex 1).

The cultivation soil and associated reworked brickearth provided only limited evidence of horticulture in market gardens in the 18th and 19th centuries, and possibly earlier fields, seen on historic mapping, but are only broadly dated by a small number of artefacts.

Only heavily truncated remains of 19th-century buildings survived, with no associated occupation deposits.

The post-medieval cultivation soil and fragmentary building remains are assessed as being of **very low importance**.

13 Conclusions

13.1 Geology

The geology of the site comprises River Terrace Deposits [1] and [6] (Taplow Thames Terrace Gravels), exposed at 108.3–108.7m ATD.

13.2 Prehistoric to medieval

No deposits or residual artefacts of prehistoric, Roman, or medieval date were present in either the evaluation or watching brief.

Post-medieval agricultural and horticultural activity (see 13.3) appears to have truncated or reworked any earlier deposits which may have once been present, down to the level of the terrace gravel (as demonstrated by reworked brickearth [2]). However, no early features lay below this disturbance, cut into the terrace gravels, nor were residual artefacts of medieval or earlier date present in later deposits.

13.3 Post-medieval remains

Reworked brickearth [2] in Trench 1 contained tobacco pipe dated from 1700–1770, and is interpreted as evidence of 18th-century (and perhaps earlier) horticulture.

Layer [5] in the main ventilation shaft area, dated by peg tile to probably the 16th to 18th-centuries, and the late 18th-century or later cultivation soil [3] in Trench 1 (which overlay [2]), are probably both remnants of a cultivation soil derived from the fields shown in the 1703–1799 maps (and possibly earlier) and/or the market gardens identified on Stanford's map of 1862.

It should be noted that the dating for these deposits is based on just a few artefacts, and that such soils could represent continued cultivation and reworking over a period of centuries (which makes normal concepts of residuality and *terminus post quem* less applicable). It is therefore difficult to define when this agricultural and horticultural activity started, although it is clear that it continued into the late 18th century, and probably until the construction of the first buildings on the site in the 19th century.

The latter were represented by a small number of sections of heavily truncated brick foundations and floor bedding layers. The Ordnance Survey map of 1894 suggests that these are of late 19th-century date and formed a terrace fronting onto Rounton Road.



14 Post-excavation assessment, analysis, publication and dissemination proposals

The fieldwork results will initially be disseminated via this report.

The fieldwork has produced very limited results. It is therefore suggested that publication should be confined to the usual Summary Report. This will appear in the annual excavation round up in London Archaeologist and also be deposited with the LAARC.

Therefore no further work would be required for post-excavation assessment, analysis, or publication (other than the standard Summary Report). This decision lies with the Crossrail Project Archaeologist.

15 Archive deposition

The site archive containing original records and finds will be stored with the LAARC pending a future decision over the longer-term archive deposition and public access process for the wider Crossrail project.

16 Bibliography

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17 Acknowledgements

The author would like to thank [REDACTED] and [REDACTED], Project Archaeologists, Crossrail for commissioning and managing the work for Crossrail, and [REDACTED], Costain-Skanska. The targeted watching brief was supervised by [REDACTED] and the evaluation trench by [REDACTED]. The fieldwork was managed by MOLA Project Managers [REDACTED] and [REDACTED].



18 OASIS DATA COLLECTION FORM: England

18.1 OASIS ID: molas1-193915

Project details

Project name	Eleanor Street Shaft
Short description of the project	This report presents the results of an archaeological evaluation carried out by Museum of London Archaeology (MOLA) on the site of the Eleanor Street Shaft, within the area known as the Bow Triangle, London E3, in the London Borough of Tower Hamlets. Overlying the natural terrace gravels in evaluation Trench 1 (area of the temporary shaft) was a layer of reworked brickearth, probably as a result of cultivation, dated by clay tobacco pipe to 1700-1770. Above this was a buried soil which was interpreted as a horticultural horizon. Overlying this were 19th-century building remains, sealed by modern overburden.
Project dates	Start: 04-03-2013 End: 08-03-2013
Previous/future work	Yes / No
Any associated project reference codes	XTJ13 - Sitecode
Type of project	Field evaluation
Site status	None
Current Land use	Residential 1 - General Residential
Monument type	MARKET GARDEN Post Medieval
Significant Finds	NONE None
Methods & techniques	"Sample Trenches"

Project location

Country	England
Site location	GREATER LONDON TOWER HAMLETS BOW Crossrail Eleanor Street Shaft
Postcode	E3
Study area	20.00 Square metres



Site coordinates TQ 37385 28520 51.0390367833 -0.0401871472957 51 02 20 N
000 02 24 W Point

Lat/Long Datum Unknown

Height OD / Depth Min: 8.28m Max: 8.73m

Project creators

Name of Organisation MOLA

Project brief originator Crossrail

Project design originator Crossrail

Project director/manager [REDACTED]

Project supervisor [REDACTED]

Type of sponsor/funding body Crossrail Ltd

Name of sponsor/funding body Crossrail Ltd

Project archives

Physical Archive Exists? No

Digital Archive recipient LAARC

Digital Archive ID XTJ13

Digital Media available "Images raster / digital photography"

Paper Archive recipient LAARC

Paper Archive ID XTJ13

Paper Media available "Context sheet", "Matrices", "Photograph", "Plan", "Section"

Project bibliography 1



Publication type	Grey literature (unpublished document/manuscript)
Title	C261 Eleanor Street Shaft Fieldwork report XTJ13 v1
Author(s)/Editor(s)	[REDACTED]
Other bibliographic details	Version 1
Date	2014
Issuer or publisher	MOLA
Place of issue or publication	London
Description	A4 Client Report
Entered by	[REDACTED]
Entered on	31 October 2014

18.2 OASIS ID: molas1-189358

Project details

Project name	Crossrail Eleanor Street Shaft
Short description of the project	Underlying the modern made ground on the site was a layer covering the entire shaft area. This has been dated to c.1480-1800/1900 and interpreted as a post-medieval cultivation soil. Historic mapping illustrates that the site remained undeveloped through the post medieval period until the mid-19th century, when urban development around the site accelerated and construction of railways in this part of London began. On Gascoigne's 1703 map the site was open ground, the later maps of Rocque in 1746 and Horwood in 1799 show the area was in use as fields and Stanford's map of 1862 depicts the area surrounding Eleanor Street comprising of market gardens. These are all consistent with the archaeological evidence. Underlying the layer were natural terrace gravels. The archaeological fieldwork has demonstrated that remains relating to the Prehistoric, Roman or medieval period have not survived to the modern era, if they were once present on site.
Project dates	Start: 17-07-2014 End: 24-07-2014
Previous/future work	Yes / No
Any associated project reference	XTJ13 - Sitecode



codes

Type of project	Recording project
Site status	None
Current Land use	Residential 1 - General Residential
Monument type	MARKET GARDEN Post Medieval
Significant Finds	NONE None
Investigation type	""Watching Brief""

Project location

Country	England
Site location	GREATER LONDON TOWER HAMLETS BOW Crossrail Eleanor Street Shaft
Postcode	E3
Study area	20.00 Square metres
Site coordinates	TQ 37385 28520 51.0390367833 -0.0401871472957 51 02 20 N 000 02 24 W Point
Lat/Long Datum	Unknown
Height OD / Depth	Min: 6.40m Max: 8.60m

Project creators

Name of Organisation	MOLA
Project brief originator	Crossrail
Project design originator	Crossrail
Project director/manager	[REDACTED]
Project supervisor	[REDACTED]
Type of sponsor/funding body	Crossrail Ltd
Name of sponsor/funding	Crossrail Ltd



body

Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	XTJ13
Digital Media available	"Images raster / digital photography"
Paper Archive recipient	LAARC
Paper Archive ID	XTJ13
Paper Media available	"Context sheet", "Matrices", "Photograph", "Plan", "Section"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	C261 Eleanor Street Shaft Fieldwork report XTJ13 v1
Author(s)/Editor(s)	██████████
Other bibliographic details	Version 1
Date	2014
Issuer or publisher	MOLA
Place of issue or publication	London
Description	A4 Client Report

Entered by	██
Entered on	31 October 2014

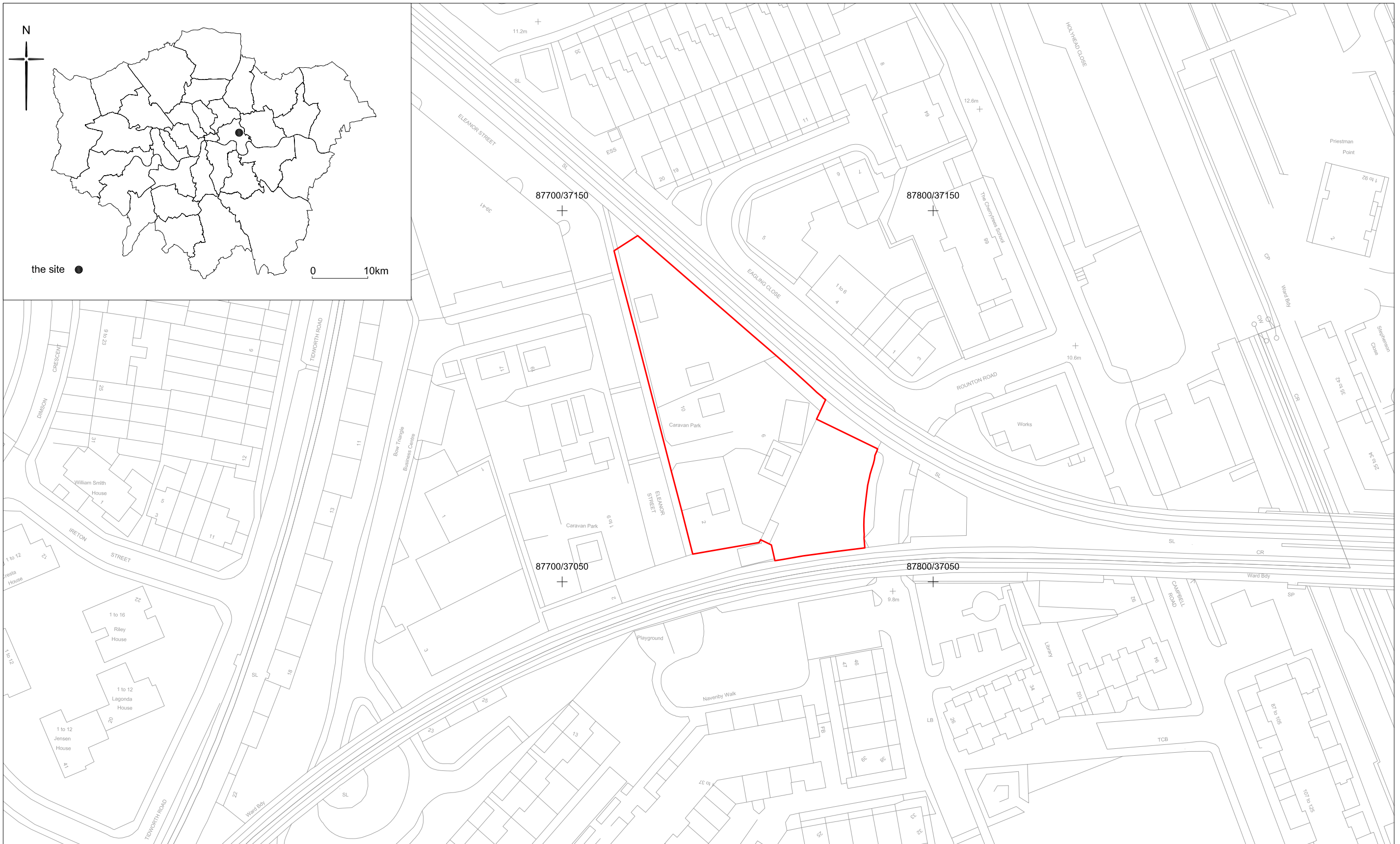


Fig 1 Location of site

Site outline

0 1:1000 @ A3 50m

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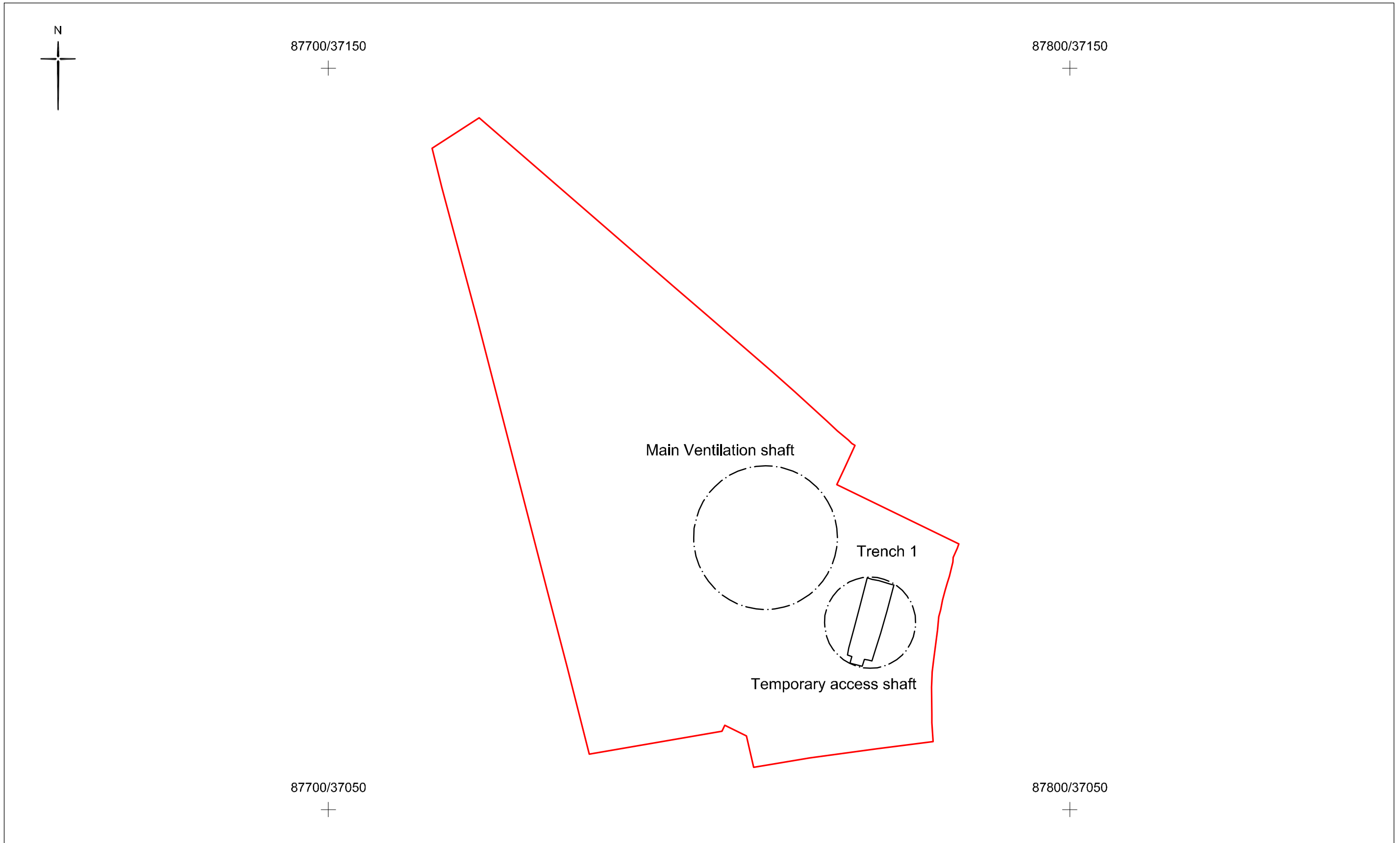


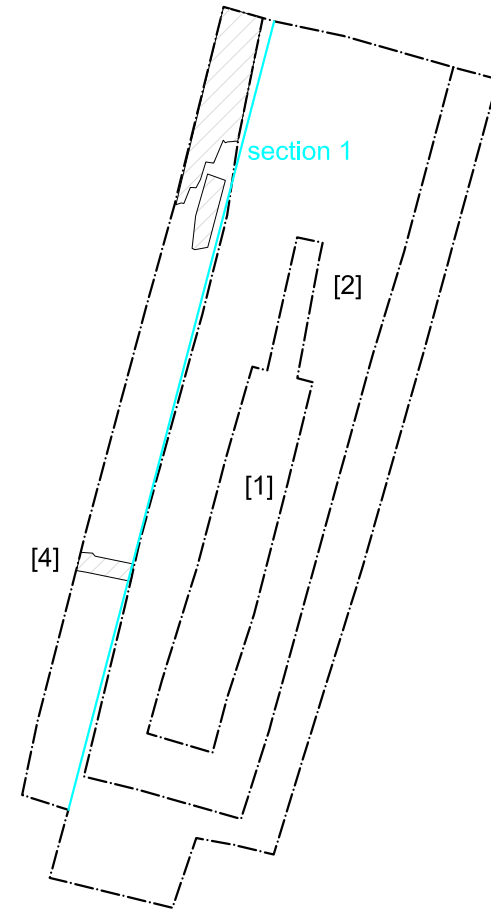
Fig 2 Plan of archaeological evaluation trench and area of targeted watching brief

- Site outline
- Evaluation trench
- Targeted watching brief area

0 1:500 @ A3 25m








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87772/37067



Fig 3 Plan of archaeological features in trench 1

-  Site outline
-  Trench edge
-  Masonry wall
-  Archaeological features
-  Section line

0 1:100 @ A3 5m



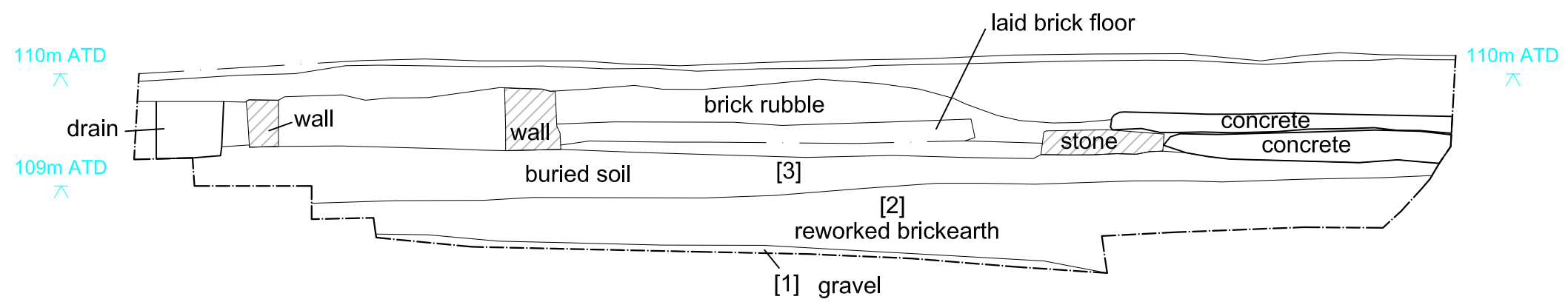






Fig 4 East facing section of trench 1

-  Limit of excavation
-  Masonry wall
-  Archaeological features

1:50 @ A3
 0  2.5m

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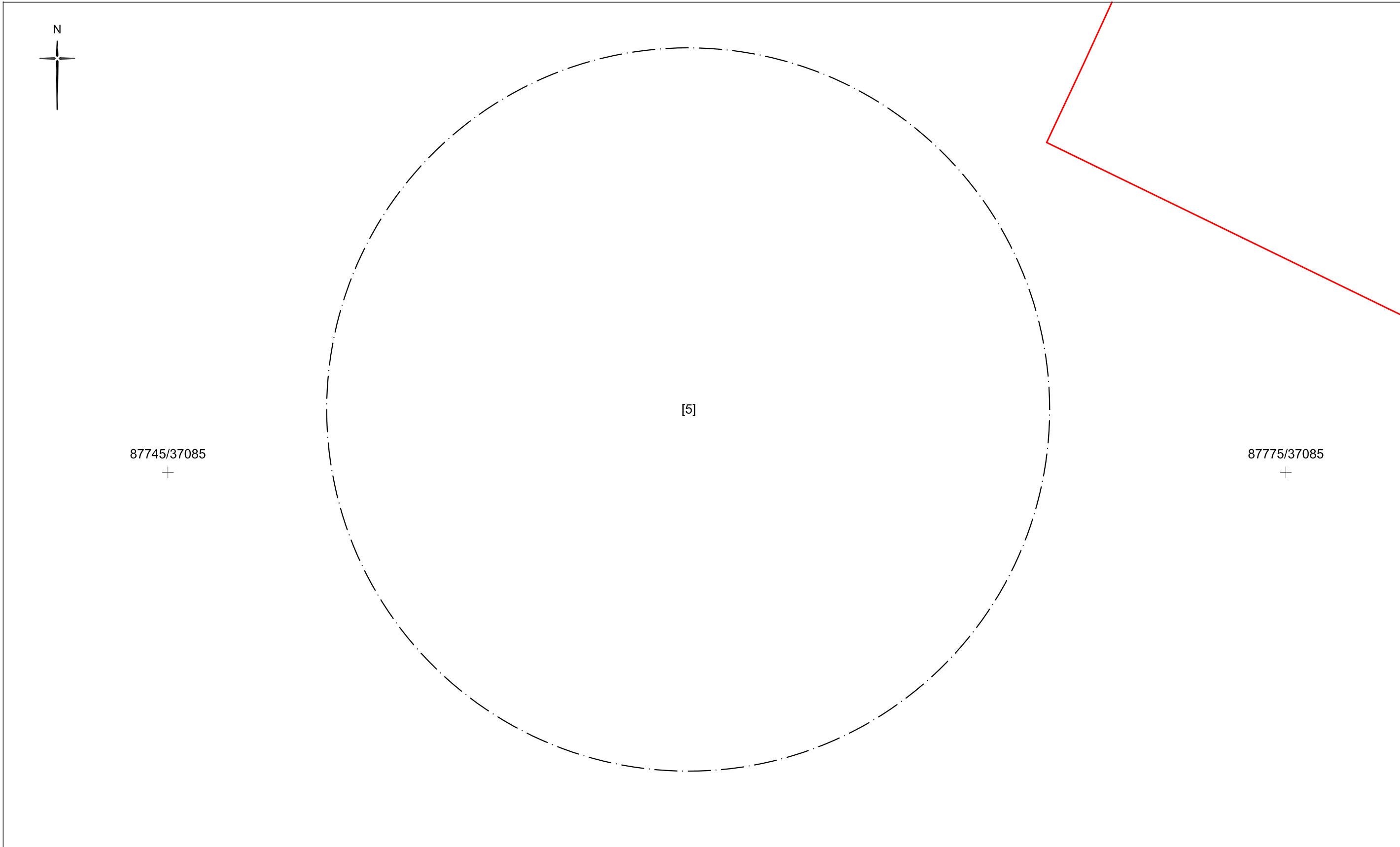


Fig 5 Plan of Main Ventilation Shaft with layer [5]

- Site outline
- Trench edge
- [11] Archaeological features

0 1:100 @ A3 5m