CROSSRAIL WEST STATIONS: WEST DRAYTON STATION, LONDON BOROUGH OF HILLINGDON

AN ARCHAEOLOGICAL WATCHING BRIEF

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PRE-CONSTRUCT ARCHAEOLOGY

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AN ARCHAEOLOGICAL WATCHING BRIEF

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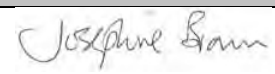
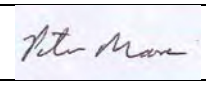
Graphics Checked by:	Josephine Brown		10/6/16
Project Manager Sign-off:	Peter Moore		21/6/16

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CROSSRAIL WEST STATIONS: WEST DRAYTON, LB HILLINGDON: AN ARCHAEOLOGICAL WATCHING BRIEF

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FIGURES

APPENDIX

1 NON TECHNICAL SUMMARY

1.1 This report details the results and working methods of an archaeological watching brief undertaken by Pre-Construct Archaeology Ltd. (PCA) at West Drayton, LB Hillingdon, in advance of development associated with a wider scheme of development encompassing a series of Crossrail West Stations. Works at the study site comprised enabling works to allow the construction of a new boundary wall (Network Rail WPP166, 2015).

1.2 The fieldwork was carried out between 15th to 30th September 2014 and then 7th to 17th October 2014 and comprised the monitoring and recording of ten test pits and one long foundation trench. The work was commissioned by Arcadis on behalf of Network Rail.

1.3 The watching brief identified natural horizons overlain by late Post-Medieval made ground.

1.4 No archaeological features or deposits relating to the prehistoric, Roman, medieval or early post-medieval periods were encountered during the investigation.

2 INTRODUCTION

2.1 An archaeological watching brief was undertaken by Pre-Construct Archaeology Ltd. (PCA) in advance of redevelopment at West Drayton, LB Hillingdon, as one of a series of areas to be redeveloped as part of a wider improvement scheme encompassing Crossrail West Stations.

2.2 The site is located within the London Borough of Hillingdon (Figure 1), and centred at National Grid Reference TQ 06128010, and bound by the Grand Union Canal to the immediate north, and a residential area to the south.

2.3 PCA was commissioned for the watching brief by Arcadis on behalf of Network Rail in advance of proposed redevelopment of a series of Crossrail West Stations. The site therefore forms one of a number of site locations, along this route. The site lies on the northern edge of an Archaeological Priority Area as defined by the London Borough of Hillingdon. The site does not encompass, nor lie within the immediate vicinity of any Scheduled Ancient Monuments.

2.4 The project was undertaken in accordance with an approved Written Scheme of Investigation (Owen, 2014; Carver and Hicks, 2009).

2.5 Following the completion of the project the site archive will be deposited in its entirety with the London Archaeological Archive and Research Centre (LAARC) identified by the unique code XMT14.

2.6 The evaluation was conducted between 15th September and 17th October 2014.

2.7 The project was monitored by Pete Owen of Arcadis on behalf of Network Rail, and project-managed for PCA by Peter Moore. The watching brief was supervised by Dave Taylor of PCA.

3 PLANNING BACKGROUND

3.1 National Planning Policy Framework (NPPF)

3.1.1 In March 2012 the Department for Communities and Local Government issued the National Planning Policy Framework (NPPF),replacing Planning Policy Statement 5 (PPS5) 'Planning for the Historic Environment' which itself replaced Planning Policy Guidance Note 16 (PPG16) 'Archaeology and Planning'. It provides guidance for planning authorities, property owners, developers and others on the investigation and preservation of heritage assets.

3.1.2 In considering any planning application for development, the local planning authority will be guided by the policy framework set by government guidance, in this instance the NPPF, by current Unitary Development Plan policy and by other material considerations.

3.2 Regional Guidance: The London Plan

3.2.1 The over-arching strategies and policies for the whole of the Greater London area are contained within the Greater London Authority's London Plan (July 2011) which includes the following statement relating to archaeology.

Policy 7.8: Heritage assets and archaeology

Strategic

A London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.

B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

Planning decisions

C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

LDF preparation

F Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.

G Boroughs, in consultation with English Heritage, Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and heritage assets and their settings where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.

3.3 Local Guidance: London Borough of Hillingdon

3.3.1 'The local planning authority responsible for the study site is the London Borough of Hillingdon whose Unitary Development Plan (UDP), adopted in 1998 with policies saved in September 2007, is currently being redrawn in preparation of the new Local Development Framework (LDF). Saved policies include those relating to the historic environment and the most pertinent to the current project are as follows:

5.4 The archaeological heritage of the Borough has been incorporated in a Sites and Monuments Record, and summarised on an Archaeological Constraints Map prepared by the Museum of London and maintained by the Historic Buildings and Monuments Commission. In addition to Scheduled Ancient Monuments, the Constraints Map identifies a number of 'Archaeological Priority Areas', which are shown on Fig. 4 and also the Proposals Map. These are areas in which protection of the archaeological resource will be regarded by the Local Planning Authority as a primary consideration in determining planning applications, and applicants will be required to submit a preliminary archaeological site evaluation before proposals are considered.

BE1 ONLY IN EXCEPTIONAL CIRCUMSTANCES WILL THE LOCAL PLANNING AUTHORITY ALLOW DEVELOPMENT TO TAKE PLACE IF IT WOULD DISTURB REMAINS OF IMPORTANCE WITHIN THE ARCHAEOLOGICAL PRIORITY AREAS.

BE2 SCHEDULED ANCIENT MONUMENTS AND THEIR SETTING WILL BE PRESERVED.

5.5 The Constraints Map identifies further archaeological sites and findspots, and areas of geology and topography especially attractive for early settlement. These include areas of unexcavated gravels, policies for which are set out in Chapter 13. Where development may affect areas of archaeological significance or potential, both within Archaeological Priority Areas and elsewhere, the Local Planning Authority will expect applicants to have properly assessed and planned for the archaeological implications of their proposals. If the buried heritage does not require permanent preservation and is likely to be damaged or destroyed by proposed development the Local Planning Authority will seek to ensure that sites are properly investigated by a recognised archaeological organisation before development takes place.

BE3 THE LOCAL PLANNING AUTHORITY WILL ENSURE WHENEVER PRACTICABLE THAT SITES OF ARCHAEOLOGICAL INTEREST ARE INVESTIGATED AND RECORDED EITHER BEFORE ANY NEW BUILDINGS, REDEVELOPMENT, SITE WORKS, GOLF COURSE OR GRAVEL EXTRACTION ARE STARTED, OR DURING EXCAVATION AND CONSTRUCTION. DEVELOPMENT WHICH WOULD DESTROY IMPORTANT ARCHAEOLOGICAL REMAINS WILL NOT BE PERMITTED.

5.6 The Local Planning Authority consults the Museum of London and the Historic Buildings and Monuments Commission on proposals affecting other sites of archaeological interest, and in appropriate cases will attach conditions to planning permissions or seek to enter into legal agreements to ensure proper investigation of sites. It will promote co-operation between landowners, developers and archaeological organisations in accordance with PPG15, PPG16 and RPG3 (1996).'

3.3.2 There are no Scheduled Monuments within the development site, though the site lies within the vicinity of an Archaeological Priority Area as defined by the London Borough of Hillingdon; APA1 – West Drayton, which has been highlighted for its potential for Saxon and medieval remains.

3.3.3 The study site is also subject to the Crossrail Act (2008) which set out a series of requirements to be undertaken to preserve and protect the heritage and historic environment resources along the route of Crossrail. The scope and parameters of these requirements are contained within Section 10 and Schedules 7 and 9 of the Act. Schedule 9 of the Crossrail Act details the list of sites where consents processes no longer apply, including listed buildings and Conservation Areas as has been enacted and agreed during the Parliamentary passage of the Bill (Owen 2014).

4 GEOLOGY AND TOPOGRAPHY

4.1 Geology

4.1.1 The geology of the area is characterised as comprising alluvium, Lynch Hill gravels and Langley Silt Complex brickearths overlying London Clay. Geotechnical investigations have also identified made ground across the site, ranging in depth between 0.9m and 2.9m below ground level.

4.2 Topography

4.2.1 The topography around the study site indicates that West Drayton Station lays c. 28m AOD and is situated on an embankment, which ranges from 1m-3.5m above surrounding ground level.

5 ARCHAEOLOGICAL AND HISTORIC BACKGROUND

5.1 There is a moderate amount of information available regarding the archaeology in the West Drayton and Yiewsley area. Extending from the Upper Palaeolithic to late medieval activities.

5.2 Palaeolithic (to 10,000 BC) **to Mesolithic** (10,000 to 4000 BC)

5.2.1 The Lynch Hill and later Taplow Terrace Gravels of the Yiewsley and West Drayton area have been a particularly rich source for implements of the Middle Palaeolithic Levalloisian flint industry (Wymer 1968, 255-9). Boyer's Pit, Clayton's Little Wonder Pit and Eastwood's Pit for example, at Yiewsley, some distance north-east of the study site have all produced important assemblages, the latter site alone producing in excess of 4000 artefacts, half of them handaxes (Hopkins 2009, 4) (Boyer 2013).

5.2.2 Evidence of Upper Palaeolithic and Mesolithic activity is largely absent in the vicinity of the study site but nationally important occupation sites of these periods are recorded at Three Ways Wharf, Uxbridge, c. 5km to the north-west (Lewis 1991; 2011).

5.3 Neolithic (400 to 2000 BC)

5.3.1 Material of Neolithic date is again rarely recorded within the known archaeological resource along the Crossrail West route although further examples are spread throughout the wider region. The number of rivers and valleys in this wider area has lead to suggestions that the area may have functioned as a ritual and ceremonial landscape, particularly associated with riverine sites (MoLAS report 2005).

5.3.2 Evidence representing this period in record include a Neolithic pit including worked flint and pottery sherds was found during excavations at the former Gatehouse Nurseries site at Beaudesert Mews to the south of the site (Cotton 1981), a flint scraper and polished axe were found in a garden at 57 Money Lane, south-west of the site (GLHER ref: 050184/00/00) and another small polished axe was recovered in the Yiewsley area, north-east of the site (GLHER ref: 050468/00/00)

5.4 Bronze Age (2000 to 800 BC)

5.4.1 The period saw many changes, not just in artefact types and styles, but also in economy and subsistence patterns. A climatic deterioration began during the mid-point of the period which may have been, if not the driving force, at least a factor in this shift in economy and subsistence to more settled farming and sedentism. Archaeologically, this has had an effect on where to expect sites of these dates within the landscape although it is more pronounced in upland areas. Major sites of this period include those at Runnymede and Reading (Owen 2014).

5.4.2 A small number of locations within the vicinity of the study site including an Early Bronze Age flanged axe was found at Warwick Road, north of the site (GLHER ref: 050196) and an archaeological evaluation at Colham Mill Road to the north-west exposed part of a trackway or hurdle of possible Bronze Age date (Knight 1996a). In addition to the Neolithic and Bronze Age sites and finds, more generally dated prehistoric artefacts have been recovered from a number of sites, including a quantity of struck and burnt flint from investigations at St Martin's Hall, Kingston Lane (Bennell 1995; Masefield 1996) and a single struck flint recovered during work at Warwick Road/Furzenham Road (GLHER ref: MLO62820) (Boyer 2013).

5.5 Iron Age (800 BC to AD 43)

5.5.1 The Iron Age period is fairly well represented regionally although the only notable site within the Crossrail West study areas is one at Maidenhead, *c.* 15km to west, where a possible settlement site was excavated in the 19th century. However, across the region a number of hill forts, enclosures and other occupation and exploitation sites are known. A number of cropmarks also indicate possible sites of Iron Age or Roman date (Owen 2014).

5.5.2 Currently there is no recorded activity dating from the Iron Age within the study area.

5.6 Roman (AD 43 to 450)

5.6.1 Roman material is scattered throughout the region, although towns are more limited. A Roman road is recorded running west from London to Silchester then splitting and heading for Bath and Exeter amongst other locations (Margary 1967). However, this is located well to the south of the Crossrail West route and the nearest known town in relation to the study are is Staines (Owen 2014).

5.6.2 There is limited evidence of roman activity within the close vicinity of the study site. A watching brief at St Martin's Vicarage, 191 Station Road, c. 0.3miles south-east of the site recovered a small assemblage of Roman pottery sherds, though no features of any date were recorded (Hunn 2001), and the investigations at Beaudesert Mews and St Martin's Hall recovered residual Roman pottery sherds (Cotton 1981) (Bennell 1995; Masefield 1996).

5.7 Early Medieval (AD 450 to c. 1066)

5.7.1 A settlement was probably established in the West Drayton area during the Middle to Late Saxon period, the name 'Drayton' being interpreted as meaning variably 'a farmstead at or near a portage' or 'farmstead where drays or sledges are used' (Mills 1998).

5.7.2 By AD 1000, West Drayton was in the possession of St Pauls, Westminster (Hopkins 2009, 6). There is little evidence of Anglo-Saxon activity recorded in the vicinity of the study site though residual sherds of vegetable-tempered Saxon pottery are reported from investigations in the Beaudesert Mews area and further investigations at Colham Mill Road revealed features below peat including wattle-lined pits and a possible fenceline. Radiocarbon dating gave a broad age range of AD 680-970 to AD 880-1160 (Knight 1996b) and pottery of 10th-/11th-century date was recovered from the peat. (Boyer 2013).

5.8 Medieval (c. AD 1066 to 1500)

5.8.1 The region was fairly well established along parish and manorial boundaries during the medieval period, and a large number of the present day towns were first established as villages in this period. Several of the stations along the Crossrail West are located near to these former medieval village cores (Owen 2014).

5.8.2 The manor of West Drayton is recorded in the Domesday Book, where it is assessed at 10 hides with enough arable land for 6 ploughs. The population numbered just 17 taxpayers and consisted of a mill, a small amount of meadow, fish weir and overall valued at six pounds. The original village of West Drayton was probably focussed on the Church Road area to the south of the study site (GLHER ref: 052960/00/00) and although the earliest documentary evidence of settlement dates to the 16th century, enclosures are known from the 13th century, when the layout of the settlement was probably established.

5.8.3 To the north of the study site the settlement of Colham, in the area of the current Yiewsley High Street, was in existence by AD 1086 and is recorded as a village in a document dated AD 1316, though was in decline by the end of the 14th century as the settlement at Uxbridge prospered to the north (GLHER ref: 052940/00/00). Another small hamlet at West Drayton Green, to the west of the study site, also had medieval origins and developed into the post-medieval period (GLHER ref: 052961/00/00).

5.8.4 A manor house was in existence by AD 1245 in the Swan Road area a short distance to the south west of the study site. It was rebuilt in 1521 and known as 'The Burroughs' though was subsequently renamed Drayton House (GLHER ref: 050712/00/00). It is likely that the study site lay within lands controlled from this manor house. First recorded in AD 1461, Drayton Manor was owned by the crown and extended across parts of Hillingdon and West Drayton parishes, whereas West Drayton Manor, contained entirely within West Drayton parish, was owned by the Church until the Dissolution (Hopkins 2009, 7).

5.8.5 Activity during the medieval period within the vicinity of the study site has been supported by various formal archaeological investigations, supplemented by a handful of chance finds. Probably the most extensive excavations in the area were those at Beaudesert Mews during 1979 and 1980, where a range of features suggested that the site was located within a medieval manorial complex (Cotton 1981). Medieval material was also recovered during the investigations at St Martin's Hall (Bennell 1995; Masefield 1996), whilst medieval pottery was found during investigations at Warwick Road/Furzenham Road and a lead steelyard of medieval date was found in an area of West Drayton to the south of the study site (GLHER ref: 050839/00/00).

5.8.6 One of the better established industries of this period within the region was brick making. One of the reasons for this was the existence of brickearth (Langley Silt Complex deposits) in the region which was extensively quarried in this period. It should be noted that this industry may have had an impact on any earlier archaeological remains (Owen 2014).

5.8.7 To note is the Archaeological Priority Area is located immediately to the south of the station and denotes the saxon to medieval activity in this area.

5.9 Post-Medieval (c. AD 1500 to 1900)

5.9.1 Following the Dissolution, Henry VIII granted the manor of West Drayton to William Paget in 1546. He built a new manor house with stables, dovecote and outbuildings between the church and the village. This was completed by 1549 and a new graveyard was provided in the grounds of Drayton Manor house in 1550. The population of West Drayton, which had been recorded as 130 in 1547 increased during the 16th and 17th centuries and 64 households were recorded in the village by 1664 (Hopkins 2009, 7).

5.9.2 Evidence of early post-medieval development in the area has been recorded during a small number of archaeological investigations. The excavations at Beaudesert Mews recorded elements of a Tudor manor house (Cotton 1981) and the brick foundations of a Tudor building were also exposed at 28 Church Road (Richardson 1982, 164), whilst elements of a 15th- to 16th-century stable block have been recorded in the rear garden of 30 Church Road (Richardson 1985, 52). The wall of a post-medieval brew yard dating to approximately 1550 was also recorded during a watching brief at St Martin's Church (Partridge 1996).

5.9.3 Drayton House was demolished by 1774 and in 1798 the Grand Junction Canal had been constructed and was leading to increased traffic and trade through the parish. This is reflected in the first census, in 1801, which records 98 occupied houses and 515 residents in the parish (Hopkins 2009, 7). A wharf had been established on the south bank of the Drayton stretch of the canal by 1824 and brick-making soon became established as an important local industry, exploiting the extensive deposits of brickearth in the area. The parish rates of 1846 give the first indication of the importance of the industry (Boyer 2013).

5.9.4 Major industrial projects included the canals and railways, and the growth of factories and industries in towns and cities. Other alterations included field enclosure, creation of parks and gardens and the expansion of suburbs, particularly those in close proximity to London. These include Ealing and Acton within the Crossrail West area (Owen 2014).

5.9.5 The Great Western Railway was established in 1835 following an Act of Parliament. The Act was backed by commercial interests in Bristol as it was desirable to retain the ports pre-eminence as the location for American trade on the Atlantic seaboard. The first section, to Maidenhead, was completed in 1838. The driving force and main reason for the success of the Great Western Railway was the architect and engineer Isambard Kingdom Brunel. This consisted of the terminus at Paddington and a temporary station at Maidenhead, although this is not the current structure (Owen 2014).

5.10 Modern (c. AD 1900 to present)

5.10.1 The early 20th century saw an increase in residential development, as a number of new terraces were constructed to the north of the railway lines. As well as additional housing constructed to the south, while the almshouses were demolished and replaced by a small terrace by the 1915 survey.

6 RESEARCH OBJECTIVES AND AIMS

6.1 Aims

6.1.1 The aim of the mitigation works associated with the archaeological monitoring is to provide a record of heritage assets subject to impacts from Crossrail works. The objectives are to undertake a programme of historic building recording and general watching briefs in response to those impacts. The record created will consist of reports detailing the results of the historic building recording and watching briefs alongside accompanying archives.

6.2 Relevant Regional Research Aims

6.2.1 Relevant regional research themes from A Research Framework for London Archaeology 2002 (Nixon et al, 2003) and The Solent-Thames Archaeological Research Framework (Bradley et al. 2008) include:

- Trends in subsistence strategies during the Upper Palaeolithic and Mesolithic
- The relationship between Roman hinterland and Londinium
- Identifying Saxon rural land use and agricultural exploitation
- Understanding the social and economic implications of medieval consumption patterns across the city and region as well as using the archaeological record to trace individual lives
- During the post-medieval period, understanding how the proximity of London affected the lives of people living and working in the surrounding area.

6.3 Site Specific Aims and Objectives

6.3.1 The watching brief will determine the presence or absence of archaeological remains of Prehistoric to post medieval and other historic periods to add to current baseline data as exists for the immediate area. This will be assessed during the monitoring of excavations for the new retaining wall.

7 ARCHAEOLOGICAL METHODOLOGY

7.1 In accordance with the approved Written Scheme of Investigation (Owen, 2014; Carver and Hicks, 2009), a series of ten trial pits (initially three were proposed) and an excavation running 120m west to east (known as Trench 1 – T1) were monitored and recorded. This was followed by the monitoring of a further three trial pits and the recording of the revealed deposits during the excavation of an additional 230m extension of T1 to the east, of which a total of 309m could be recorded.

7.1.1 Trial pits (TP) 1, 2 and 3 were excavated slightly to the south of the main excavation area (T1) towards the existing retaining wall.

7.1.2 TPs 4 to 9 were excavated down from T1's maximum depth determined by its limit of excavation. Once reached – at 0.55m bgl – the test pits were therefore able to examine the strata to a depth of c. 1.15m BGL.

7.2 The dimensions of the trial holes were as follows:

Trial Pit and Trench Number	**Dimensions (m)**		
	N-S	**E-W**	**Depth**
TP1	1.00m	2.00m	1.30m BGL
TP2	1.00m	2.00m	1.50m BGL
TP3	1.00m	2.00m	c. 1.60m BGL
Trench 1 (main excavation)	120m plus and additional 230m	3.40m	0.55m BGL
TP4	1.00m	1.50m	c. 1.15m BGL
TP5	0.90m	0.90m	c. 1.15m BGL
TP6	1.00m	0.70m	c. 1.15m BGL
TP7	1.00m	1.00m	c. 1.15m BGL
TP8	1.00m	0.90m	c. 1.15m BGL
TP9	1.00m	0.90m	c. 1.15m BGL
TP 10	Within TP1 extension		0.55

7.3 All excavations took place under archaeological supervision, via a ditching bucket fitted to the machine excavator. Discrete cut features were hand excavated as slots or half sections through the respective features.

7.4 The trenches were cleaned by hand, recorded and photographed. Recording of the deposits was accomplished using the Single Context Recording Method on proforma context and planning sheets, as presented in PCA's Operations Manual 1 (Taylor 2009). Contexts were numbered and are shown in this report within squared brackets. Plans and sections were drawn at a scale of 1:20.

7.5 The trial holes were located by means of a TST in accordance with locations specified within the WSI.

7.6 The completed archive, comprising all written, drawn and photographic records, will be deposited with the London Archaeological Archive and Research Centre under the unique Site Code XTM 14.

8 RESULTS: ARCHAEOLOGICAL SEQUENCE

8.1 Phase 1: Natural (Figure 3, Section 3)

8.1.1 Natural deposits of firm light brownish-yellow silty clay alluvium was encountered within TP3 [9] and also at three locations within T1, identified as layers [20], [25] and [28]. Elsewhere either made ground was too thick or the level of natural was too deep

8.2 Phase 2: Post-Medieval (19th To Early 20th Century)

8.2.1 A series of dumped deposits were found right across the site over natural alluvium. While each layer was considerable in size they varied in composition: layer [3/6/9/12/19] consisted of redeposited alluvium, layer [13] consisted of gravel mixed with a concentration of brick fragments, layer [14/22] consisted of silty clay, layer [15] consisted of sandy gravel, and layer [18] consisted of dark reddish brown silty clay, suggesting they were imported as made ground deposits. The layering of these deposits across the site showed that they were deposited from east to west, as can be seen by the relationships between layers [14] and [15] (Figure 3, Section 6) and layers [15] and [18] (Figure 3, Section 8).

8.3 Phase 3: Modern

8.3.1 Later 20th to early 21st century deposits were found across the area used as make-up and levelling materials for the various tarmac, concrete and topsoil surfaces. They consisted of general silty clay, containing a mix of many materials including crushed concrete and brick, [1/3/7/10] and brownish-red silty clay made ground, again containing a mix of modern materials, [2/5/8]. In some areas a light greyish brown subsoil was observed.

8.3.2 Two service trenches and two hydrocarbon contaminated brick walls were also observed within the top made ground.

9 ASSESSMENT OF RESULTS

9.1 Results of the watching brief:

9.1.1 The watching brief identified natural horizons in the majority of the trial holes within the main excavation area (Trench 1 and Trench 1 extension), directly overlain by late 19th to early 20th century dump layers which was sealed by modern made ground.

9.1.2 309m of the main excavation area (spanning 350m in total), reaching a depth of between 0.55m BGL and 1.15m BGL, were recorded together with an additional ten trial pits.

9.1.3 The lack of archaeological horizons or features across the excavation area of West Drayton Station suggest that earlier landscaping works - during the construction of the railway - had removed pre-existing archaeological horizons. Furthermore, the lack of identified cut features truncating natural horizons, would either suggest that natural horizons had been previously impacted, or that activity prior to the post-medieval period was minimal.

9.1.4 The results of the investigation are of negligible archaeological value and of limited importance.

10 INTERPRETATIONS AND CONCLUSIONS

10.1 **Interpretations**:

10.1.1 Natural horizons consistent with the Langley silts (brickearth) were encountered within the investigation where the excavations were deep enough.

10.1.2 Late post-medieval and modern made ground was observed across the area and represent the building up and maintenance of ground levels in this location.

10.1.3 No archaeological deposits, features or artefacts were found.

10.2 **Research Objectives**:

10.2.1 The archaeological investigations sought to address the following research questions:

- To determine any trends in subsistence strategies during the Upper Palaeolithic and Mesolithic:
  No evidence of Upper Palaeolithic or Mesolithic activity was encountered during the investigations across the study site.

- To establish the relationship between Roman hinterland and Londinium:
  No features or horizons were encountered during the investigations of Roman date. It is likely that the area of investigation lay at the periphery of any concentrations of activity at this time.

- To identify Saxon rural land use and agricultural exploitation:
  No features or horizons were encountered during the investigations of Saxon date.

- To understand the social and economic implications of medieval consumption patterns across the city and region:
  No features or horizons were encountered during the investigations of Medieval date.

- To understand how the proximity of London affected the lives of people living and working in the surrounding area:
  No evidence of activity prior to the late post-medieval period was encountered during the investigations. The evidence that was encountered was limited to levelling deposits associated with the landscaping of West Drayton during the development of the railway. The implications for the impact such works had on the lives of people living and working in the surrounding area are therefore difficult to assess.

10.2.2 In addition the following site specific research aims were addressed:

- To establish the presence or absence of remains of Palaeolithic date:

No evidence relating to the Palaeolithic period were encountered during the investigations as either discrete features/horizons, or residual material. It is likely that either exploitation/occupation of the immediate area was minimal, in addition to extensive landscaping works having truncated and removed any surviving horizons prior to the late 19th century.

- To establish the presence or absence of railway related features:

No features, deposits, or artefacts associated with the railway were observed during the investigations across the subject site.

11 PUBLICATION AND DISSEMINATION

11.1 This report is intended to form one of a number of site specific assessments detailing archaeological interventions at the Crossrail West Stations. A summary of the results will be published in the London Archaeologist yearly Round-up.

12 ARCHIVE DEPOSITION

12.1 The site archive shall be organised to be compatible with other archaeological archives in London, or where outside the greater London area, any specific requirements of the receiving museum. This requirement for archival compatibility includes computerised databases.

12.2 For London archives, individual descriptions of all archaeological strata and features excavated or exposed shall be entered onto prepared pro-forma recording sheets which include the same fields of entry on the recording sheets of Museum of London Archaeology. Sample recording sheets, sample registers, finds recording sheets, registered finds catalogues and photographic record cards shall also follow the Museum of London Archaeology equivalents.

12.3 Archives shall be prepared to conform with current best practise (e.g. Brown and Duncan 2007; Institute of Field Archaeologists 2008f) The archive shall cover all finds, samples and records (drawn, written, photographic and electronic) collected and produced during the works. The archive shall be indexed and internally consistent. The Archaeology Contractor shall complete the site archive and submit to the Project Archaeologist within 8 weeks of completion of a fieldwork event.

12.4 Following the completion of the project the site archive will be deposited in its entirety with the London Archaeological Archive and Research Centre (LAARC) identified by the unique code XTO 15.

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Internet Sources:

British Geological Survey map viewer:

http://mapapps.bgs.ac.uk/geologyofbritain/home.html

14 ACKNOWLEDGEMENTS

14.1 Pre-Construct Archaeology would like to thank Pete Owen, Arcadis, for commissioning the work on behalf of Network Rail, and for his help with the CAD. Particular thanks are given to Dan Evans of Taylor Woodrow for his and his team's assistance in setting up the site and for the provision of plant and welfare. .

14.2 The author would like to thank Dave Taylor, though no longer an archaeologist, for his help in discussing the details of the site investigation, Peter Moore for project management and editing, and Jennifer Simonson for the illustrations.

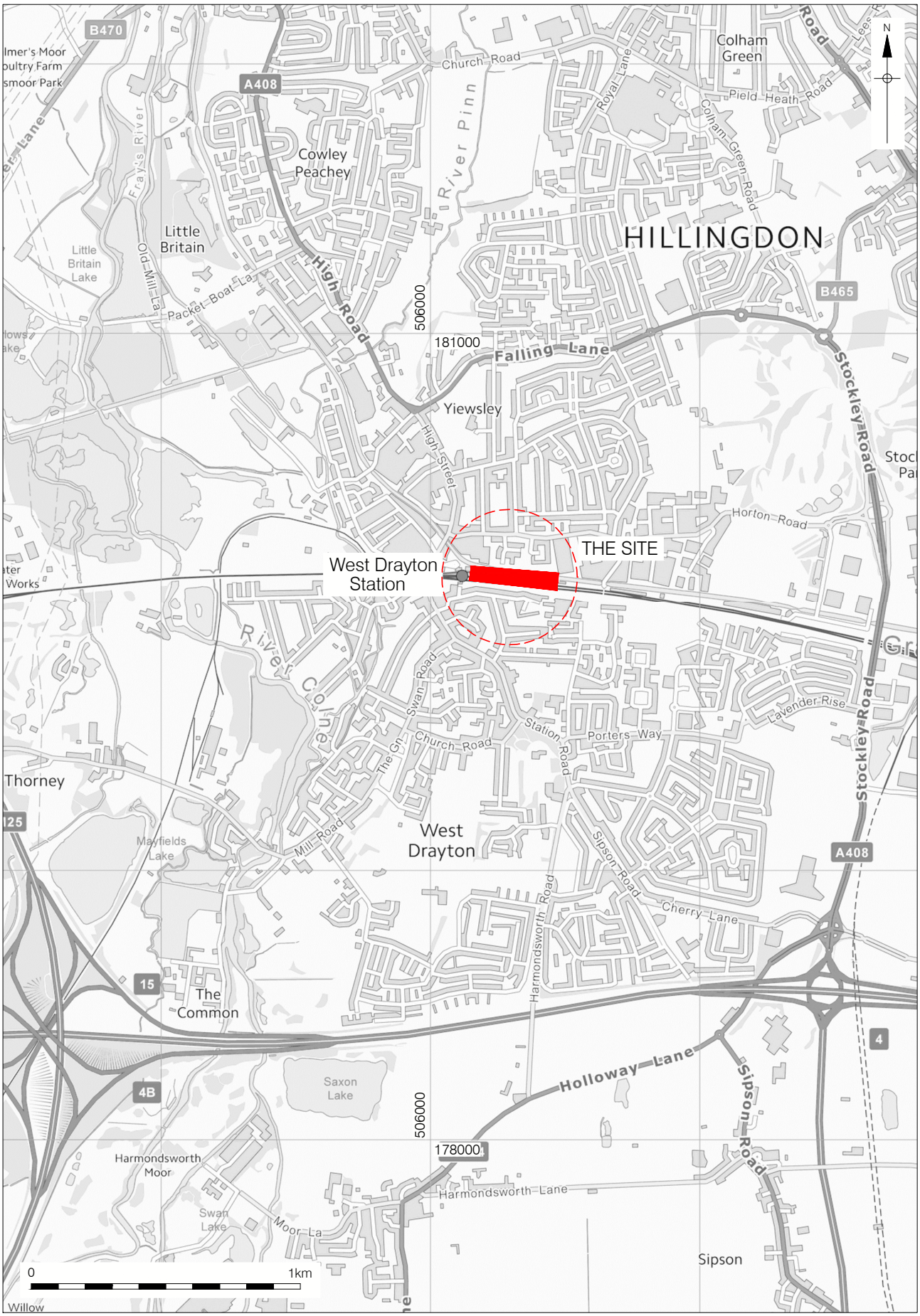

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Figure 1
Site Location
1:20,000 at A4

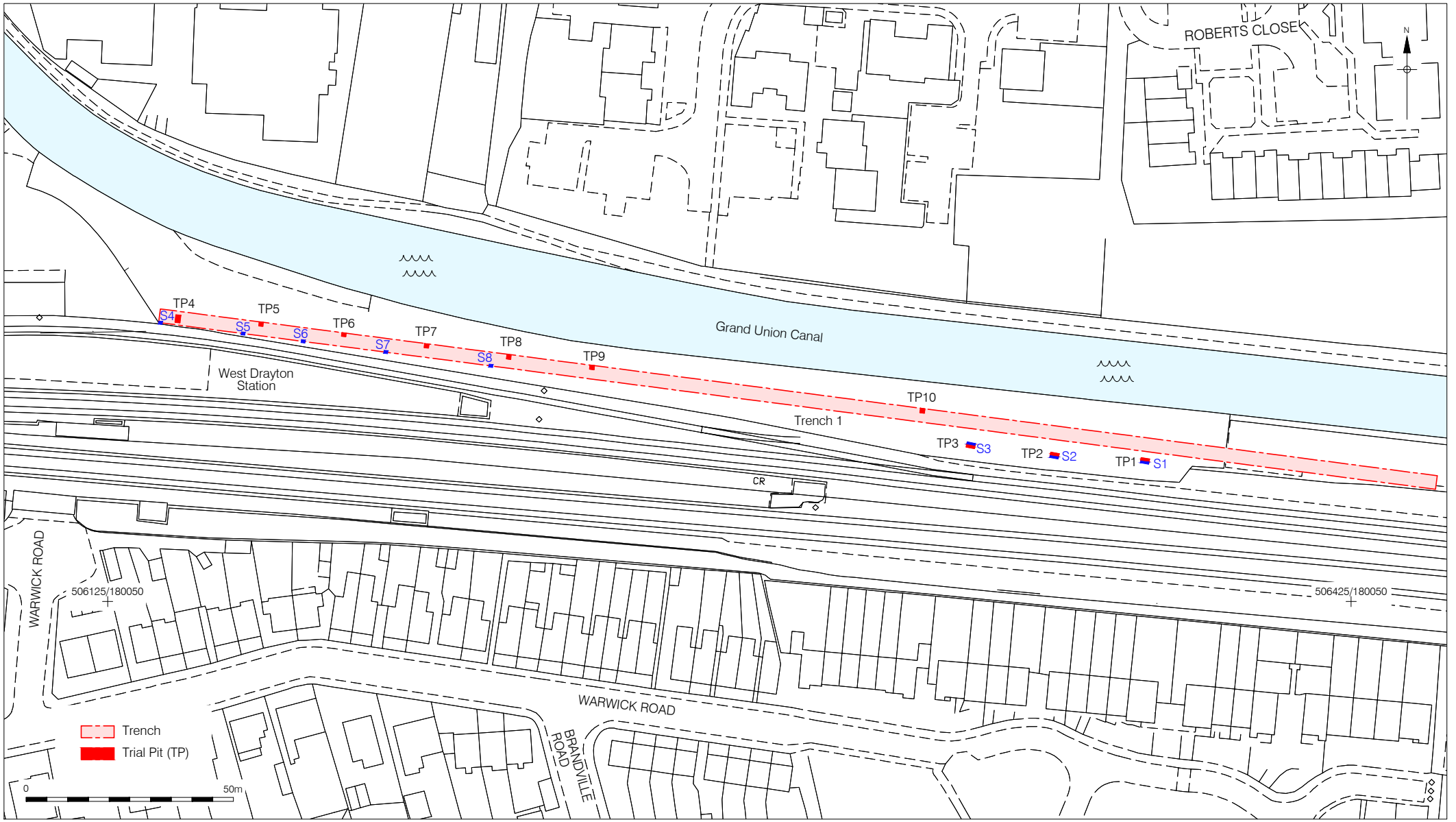

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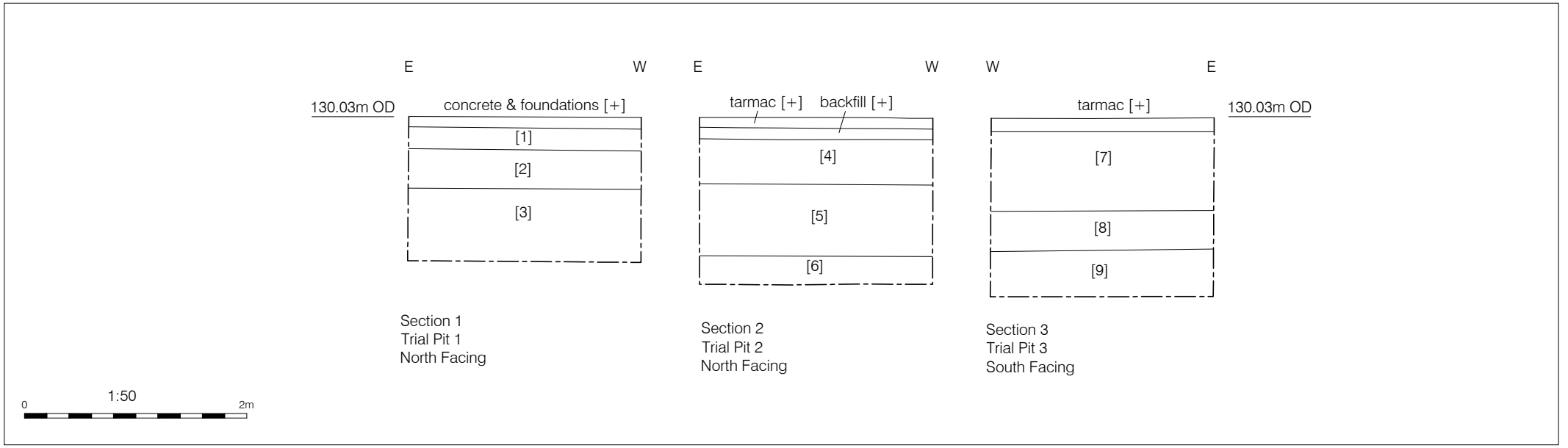
Figure 2
Trench and Trial Pit Location
1:1,250 at A4



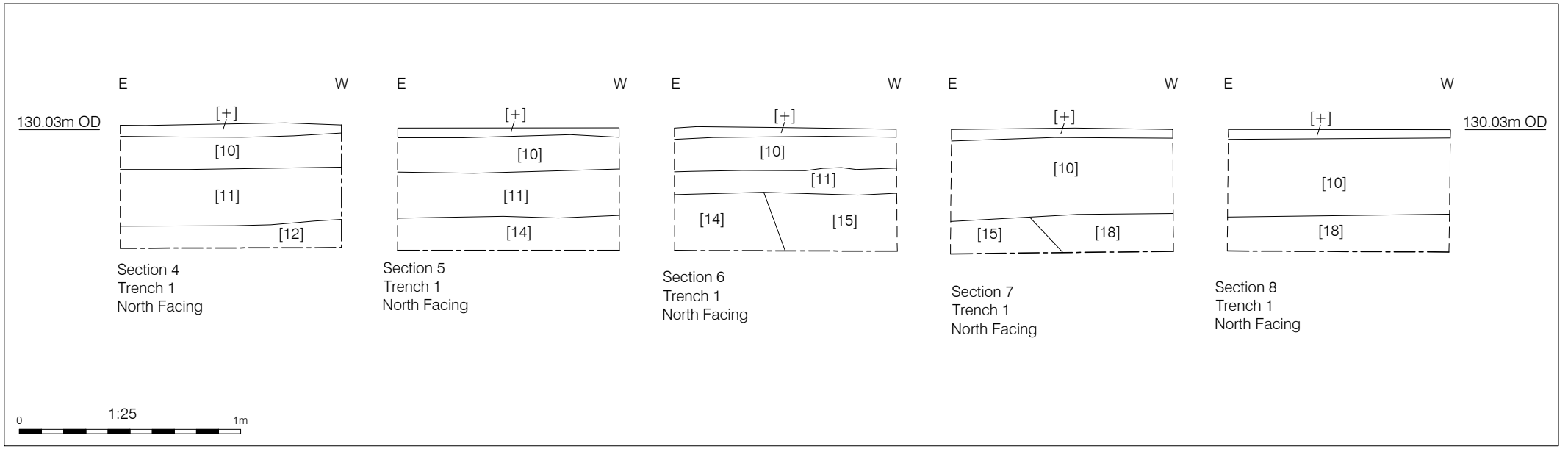


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Figure 3
Sections
1:50 and 1:25 at A4

APPENDIX 1: OASIS REPORT FORM

OASIS DATA COLLECTION FORM: England

List of Projects | **Manage Projects** | **Search Projects** | **New project** | **Change your details** | **HER coverage** | **Change country** | **Log out**

Printable version

OASIS ID: preconst1-255525

Project details

Project name	Crossrail West Drayton Station
Short description of the project	An archaeological watching brief undertaken by Pre-Construct Archaeology Ltd. (PCA) at West Drayton, LB Hillingdon, in advance of development associated with a wider scheme of development encompassing a series of Crossrail West Stations. Works at the study site comprised enabling works to allow the construction of a new boundary wall and no archaeology was found.
Project dates	Start: 15-09-2014 End: 17-10-2014
Previous/future work	No / No
Any associated project reference codes	XMT14 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	NONE None

Monument type	NONE None
Significant Finds	NONE None
Significant Finds	NONE None
Investigation type	"Watching Brief"
Prompt	National Planning Policy Framework - NPPF

Project location

Country	England
Site location	GREATER LONDON HILLINGDON YIEWSLEY AND WEST DRAYTON West Drayton Station
Postcode	UB7 9DY
Study area	1236 Square metres
Site coordinates	TQ 0612 8010 51.509362262253 -0.4706726554 51 30 33 N 000 28 14 W Point
Height OD / Depth	Min: 129.43m Max: 129.43m

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Network Rail

Project design originator	Arcadis Consulting
Project director/manager	Peter Moore
Project supervisor	David Taylor
Type of sponsor/funding body	Consultancy
Name of sponsor/funding body	Arcadis Consulting

Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Contents	"Stratigraphic"
Digital Media available	"Spreadsheets","Text"
Paper Archive recipient	LAARC
Paper Contents	"Stratigraphic"
Paper Media	"Context sheet","Drawing","Photograph","Plan","Report","Section","Unpublished

available	Text"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	CROSSRAIL WEST STATIONS: WEST DRAYTON, LB HILLINGDON: AN ARCHAEOLOGICAL WATCHING BRIEF
Author(s)/Editor(s)	Natasha Billson
Date	2016
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London
Description	Unpublished client report.

Entered by	Peter Moore (pmoore@pre-construct.com)
Entered on	21 June 2016

OASIS:

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