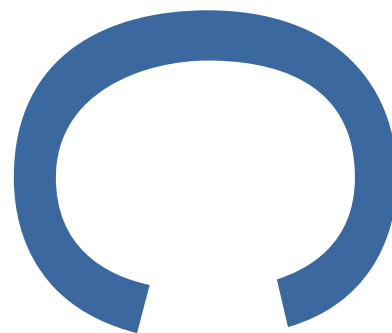


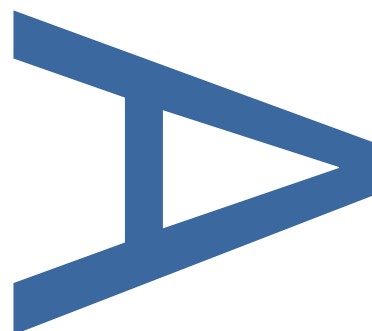
**CROSSRAIL WEST STATIONS:
SLOUGH STATION, SLOUGH
BOROUGH COUNCIL**



**AN ARCHAEOLOGICAL WATCHING
BRIEF**



**LOCAL PLANNING AUTHORITY:
SLOUGH BOROUGH COUNCIL**



PCA REPORT NO. R12453

PRE-CONSTRUCT ARCHAEOLOGY

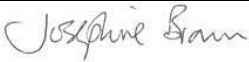
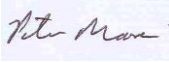
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AN ARCHAEOLOGICAL WATCHING BRIEF

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CROSSRAIL WEST STATIONS: SLOUGH STATION, SLOUGH BOROUGH COUNCIL: AN ARCHAEOLOGICAL WATCHING BRIEF

Site Code: BCWS16

Local Planning Authority: Slough Borough Council

Crossrail Contract Number: 123215

Central NGR: SU 9792 8017

Commissioning Client: Arcadis on behalf of Network Rail

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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. at Platform 5, Slough Station, Slough Borough Council (Figure 1), 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 installation of a footbridge (Crossrail WPP166, 2015).
- 1.2 The fieldwork was carried out between 29th – 30th April 2016. This involved monitoring the excavation of a 51m by 1.50m trench adjacent to the south west facing side of Platform 5. The work was commissioned by Arcadis on behalf of Network Rail.
- 1.3 The watching brief identified a further two courses of concrete blocks which is a part of Platform 5's pedestrian walkway. The excavation was in made ground, failed to identify natural deposits and exhibited truncation by modern services, including a manhole and non-live water pipe.
- 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 Slough Station. This is 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 Slough District Council and centred at National Grid Reference SU 9780 8010. It comprises a roughly rectangular plot of land bounded by Railway Terrace road and Holiday Inn to the North, Brunel Way road, Slough Bus Station and Tesco Supermarket to the South and Stoke Road to the West.
- 2.3 PCA was commissioned for the watching brief by Network Rail. The site therefore forms one of a number of site locations, along this route. The site does not lie within an Archaeological Priority Area as defined by the Berkshire Council, but is within the vicinity of Scheduled Ancient Monuments; Montem Mound, Montem Lane and a moated site near Cippenham Court, Wood Lane.
- 2.4 The site holds Grade II listed buildings: (Historic England, 2016)
- Booking Hall, Booking Office and Travel Centre, Brunel Way
 - Island platform building approximately 25m to North of Slough Station Booking Hall, Booking Office and Travel Centre, Brunel Way
 - Slough Station Area Managers Office, Traffic Assistants and Red Star Parcel Office, Railway Terrace
- 2.5 The project was undertaken in accordance with an approved Written Scheme of Investigation (Owen, 2014; Carver and Hicks, 2009) and Method Statement (Moore 2016).
- 2.6 Following the completion of the project the site archive will be deposited in its entirety with Reading Museum and is identified by the unique code BCWS16.
- 2.7 The evaluation was conducted between 29th April and 30th April.
- 2.8 The project was monitored by Pete Owen, Arcadis, on behalf of Network Rail, and project-managed for PCA by Peter Moore. The watching brief was supervised by the author.

3 PLANNING BACKGROUND AND RESEARCH OBJECTIVES

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.

3.1.3 Chapter 12 of the NPPF concerns the conservation and enhancement of the historic environment, with the following statements being particularly relevant to the proposed development:

128. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal

3.1.4 Additionally:

141. Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

3.1.5 In considering any planning application for development, the local planning authority will now be

guided by the policy framework set by the NPPF.

3.1.6 The NPPF also states that:

214. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this Framework.

215. In other cases and following this 12-month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

3.1.7 Although the replacement of PPG 16 with PPS 5 gave new guidance the Unitary Development Plans of most local authorities still contain sections dealing with archaeology that are based on the provisions set out in PPG 16.. The key points in PPG16 can be summarised as follows:

Archaeological remains should be seen as a finite and non-renewable resource, and in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly and thoughtlessly destroyed. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism.

Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by a proposed development there should be a presumption in their physical preservation.

If physical preservation in situ is not feasible, an archaeological excavation for the purposes of 'preservation by record' may be an acceptable alternative. From an archaeological point of view, this should be as a second best option. Agreements should also provide for subsequent publication of the results of any excavation programme.

The key to informed and reasonable planning decisions is for consideration to be given early, before formal planning applications are made, to the question of whether archaeological remains are known to exist on a site where development is planned and the implications for the development proposal.

Planning authorities, when they propose to allow development which is damaging to archaeological remains, must ensure that the developer has satisfactorily provided for excavation and recording, either through voluntary agreement with archaeologists or, in the absence of agreement, by imposing an appropriate condition on the planning permission.

3.2 The Local Plan for Slough - March 2004

3.2.1 'Archaeology'

5.68 Archaeological remains provide important evidence about past development and the growth of civilisation. PPG16 - Archaeology and Planning (1990) states that such remains should be treated as a finite and non-renewable resource which in many cases is highly fragile and vulnerable to damage and destruction, and that such remains should not be needlessly or thoughtlessly destroyed.

5.69 There are currently two sites in Slough which are designated as Scheduled Monuments of National Importance under the Ancient Monuments and Archaeological Areas Act 1979. These are the Montem Mound at Montem Lane and the Moated Site near Cippenham Court at Wood Lane. In addition to this, the Earthworks at Wexham Court Combined School have been identified as an area of archaeological importance and many other finds have been recorded on the County Council's Sites and Monuments Record.

5.70 PPG16 states that where such nationally important archaeological remains (whether scheduled or not) and their settings are affected by proposed development, there should be a presumption in favour of their physical preservation.

5.71 Elsewhere the buried and often invisible nature of archaeological remains means that the Council will require information from applicants, including the results of evaluation by fieldwork, in order to assess the potential impact of proposed developments upon any archaeological remains. As a result, wherever there is the potential for remains to be present, the developer will be expected to enter into early discussions with the Borough Council and the Council's Archaeological Consultants to agree how a site should be investigated and assessed. The importance of any remains found will dictate the necessary preservation that will be required before any development proceeds. This may involve total preservation "in situ", the modification of the proposal by re-siting, redesign or the use of alternative foundation methods, or the recording of evidence before its destruction.

3.3 Policy EN19 (Protection of Archaeological Sites)

3.3.1 There is a presumption in favour of the preservation of the integrity of all scheduled ancient monuments and other archaeological remains of importance and their setting. Development will not be permitted if it fails to preserve the archaeological value and interest of the archaeological remains or their setting.

3.4 Policy EN20 (Archaeological Remains)

3.4.1 In areas with archaeological potential, a prospective developer will be required to carry out an archaeological field evaluation before any decision is taken on a planning application. Where archaeological remains will be affected by a development, conditions will be imposed to preserve the remains in situ. Where preservation is not required, appropriate arrangements will be required by condition for the excavation and recording of archaeological sites prior to the commencement of development.

5.72 The positive management, enhancement and interpretation of archaeological sites will be sought and, where appropriate, sites will be made accessible to the public. Conflicts between the preservation of archaeological deposits and other land uses will be resolved, wherever possible, by means of management agreements.'

- 3.5 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.

4 GEOLOGICAL AND TOPOGRAPHICAL BACKGROUND

- 4.1 The British Geological Map sheet 269 indicates that the site is located on brickearth over Taplow Gravel. The line of Wellington Street marks the edge of the brickearth cap, with Taplow Gravel only to the south (BGS 2015).
- 4.2 The site is located at a level of c. 29.4m (OD) and the area is relatively flat. The Grand Union Canal is c. 1 km north of the site. A small stream situated to the west, flowing in a north to south direction, and the River Thames is located c. 1 km to the south. The site is located on a level gravel terrace above the River Thames, with the downwards slope of the terrace commencing c. 0.5km to the south of the development site.
- 4.3 Geotechnical information suggested that Slough Station was underlain by made ground extending up to 0.80m in thickness, although largely extending to an average depth of 0.60m (Owen, 2014).
- 4.4 In contrast, geotechnical investigations (test pits and boreholes) carried out at various locations across 2 Brunel Way in 2015 by PCA, revealed a general sequence of late 19th to 20th century made ground overlying what was believed to be natural brickearth deposits. These late post-medieval to modern levelling layers formed a significant part of the site's make-up, often being between 1.2m and 2m thick. It was not clear from these geotechnical investigations whether the brickearth had been truncated by the later activity or if it survived beneath it, although the absence of any plough-soil deposits would appear to support the former theory (Bower, 2015).

5 ARCHAEOLOGICAL BACKGROUND

5.1 Research into the archaeological and historical background of the site has previously been carried out as part of an Outer Stations WSI and is summarised below. This included the assessment of HER data, an environmental statement and archaeological impact assessment covering a study area of the proposed Crossrail route. The following therefore represents a summary of information contained within this document, unless otherwise stated.

5.2 Introduction

5.2.1 The site is located in an area where little archaeological investigation has taken place. There are a number of spot finds from the area, and the site is located on brickearth above a gravel terrace, which can be a focus for prehistoric settlement activity.

5.3 Statutory Constraints

5.3.1 There are several Listed Buildings located in the vicinity of the study site. These include Grade II listed buildings; the church and presbytery of St Ethelbert, and Slough Railway Station and the locally listed Day Centre building, beside St Ethelbert's church. The site does not lie in a Conservation Area or an Archaeological Priority Area. There are no Scheduled Ancient Monuments on the site, and the nearest monument is the Montem Mound, c. 1 km to the west of the site on Salt Hill (Clough, 2005).

5.4 Palaeolithic (to 10,000 BC)

5.4.1 A number of artefacts from the Palaeolithic period have been found in the vicinity of the development site. A handaxe was located in the back garden of 4 Chalvey Park, Slough, whilst a further unspecified Palaeolithic object is recorded from the High Street. A number of finds of Palaeolithic date are also recorded from Salt Hill and may have been recovered in the gravel pits marked here on 19th century Ordnance Survey maps. These include ten handaxes, five flakes and one roughout. There are no finds recorded in the HER for the Mesolithic period (Clough, 2005).

5.5 Mesolithic (10,000 to 4000 BC)

5.5.1 There are no finds recorded in the HER for the Mesolithic period.

5.5.2 Within the Crossrail West study area the Mesolithic was generally only represented by residual find spots of Mesolithic material although fieldwork in the Eton and Colne valley areas.

5.6 Neolithic (400 to 2000 BC)

5.6.1 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 led to suggestions that the area may have functioned as a ritual and ceremonial landscape,

particularly associated with riverine sites (MoLAS report 2005).

5.6.2 The only evidence for activity in the Neolithic period was the recovery of a flint scraper from Salt Hill.

5.7 Bronze Age (2000 to 800 BC)

5.7.1 The Bronze Age was originally characterised by new technologies and ideologies, but is now seen more as a transitional period where Neolithic practices lingered into the early Bronze Age whilst the late Bronze Age and Iron Age are often grouped together in Regional Research Frameworks. Remains of Bronze Age origin are generally scarce within the study areas although are more prevalent elsewhere in the region with concentrations between Maidenhead, c. 15km to west, and Slough, about 10km to the west.

5.7.2 The Montem Mound, c. 1 km to the west of the development site may be of Bronze Age date, and has been variously interpreted as a barrow and a medieval motte. Its true date and function, however, remains unknown.

5.8 Iron Age (800 BC to AD 43)

5.8.1 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.

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

5.9 Roman (AD 43 to 450)

5.9.1 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 towns include Staines. Smaller settlements and farmsteads are relatively frequent and possible villas have been recorded at Maidenhead, 15km to the west, and Harmondsworth, 6km to the south west, as well as other locations.

5.9.2 Only one find of Roman date is noted on the HER, a coin of Maximianus found at Upton Park. There are no Roman roads recorded in Slough and the nearest villas are at Cox Green and Castle Hill. Silchester is the nearest Roman town (Clough 2005).

5.10 Early Medieval (AD 450 to c. 1066)

5.10.1 The early medieval record within the region is limited. This is partially a reflection of earlier Saxon-era settlement being developed by continued occupation into the medieval and post-medieval periods, its survival and the difficulty of recognising material of this

date. Stray find spots have been located as have occasional sites such as a series of pits without any obvious associated settlement during the Maidenhead Flood Alleviation Scheme, 15km to the west (MoLAS 2005).

5.10.2 Many of the old manors and parishes may be able to trace back their origins to this period and etymological research has suggested a number of settlements with the suffixes 'ham', 'ton', 'bury' or 'ey' (ibid) date to the early medieval period. Some of the settlements with early churches, such as Slough, Langley, Ealing and Hanwell, may also have originated during the early medieval period. The most obvious evidence of this period within the region comes from the excavated cemeteries and burials such as that at Taplow and a shrine at Weedon, both in Buckinghamshire (Crawford 2010).

5.10.3 There are a number of records relating to the early medieval periods in the HER. These include a small late Saxon/Viking hunting spear which was found in a trench during alterations to the Crown Hotel in the 1930s. Two watermills are also recorded in Slough in the Domesday Book, one attached to Farnham Manor and one in the Manor of Stoches. These mills are still visible on 18th and 19th century maps (Clough 2005).

5.11 Medieval (c. AD 1066 to 1500)

5.11.1 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. Other sites included large manorial centres, which are now invariably denoted by moats, farms and farmsteads, mills and ecclesiastical sites, some of which are also denoted by moats.

5.11.2 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.

5.11.3 The first mention of Slough in medieval records was in 1196, when it was spelt 'Slo'. Records of 1437 and 1443 name it as 'Le Slowe' and 'Le Slough'. The name may be based on a slough of black mire once present in the town centre (Clough 2005).

5.11.4 Upton Court is a Grade II* Listed Building situated c. 1.2km southeast of the development site. Originally a cell of the Augustinian Abbey of Merton in Surrey, the building was initially built as an aisled hall with a jettied end cross wing. The hall has a dendrochronological date of c. 1300 and retains a fine 14th century roof but was much altered in the 17th and 19th centuries. Excavations within the hall revealed the medieval fireplace, deposits beneath the Great Hall and earlier hearths. Three skeletons were also found during the investigations and possibly relate to an earlier churchyard, predating the manor house (Clough 2005).

- 5.11.5 The medieval church of St Laurence is located to the north of Upton Court. Other medieval material in the area includes eight medieval pottery sherds found at 102 Upton Road and the Bath Road (now the A4), which may have medieval origins. A special brick kiln was set up in Slough in 1442 by order of Henry VI to supply the bricks to build Eton College. Brickmaking continued as a major local industry through to the 19th and 20th century, utilising the area's abundant supply of brickearth (Clough 2005).
- 5.12 Post-Medieval to Modern (c. AD 1500 to present)
- 5.12.1 During the medieval and early post-medieval periods Slough was a small village often classed as part of Chalvey or Upton. Slough's development as a town began with the utilisation of the Bath Road as a major coaching route to the west from 1500 onwards. This led to a number of coaching inns and houses of supply opening in Slough, particularly in the 17th and 18th centuries. Agriculture and brickmaking continued to be the main stays of the local economy throughout this period (Clough 2005).
- 5.12.2 The post-medieval period saw large changes, both in industry and in settlement patterns. Some of these changes were driven by industrial expansion whilst others followed the expanding urban scene. Major industrial projects included the canals and railways, and the growth of factories and industries in towns and cities.
- 5.12.3 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 railway arrived in Slough in 1840. Its arrival marked the development of Slough into a substantial town, and led to the decline of the coaching trade; the last coach through Slough ran in 1850. The current railway station was built in 1882 to designs by J. E. Danks in the second empire style, and is Listed Grade II (Clough 2005).
- 5.12.4 To the southeast of the railway station, to the east of the development site, was the British Orphan Asylum founded in 1827 and now located beneath the Tesco's supermarket development. The abandoned Asylum buildings were taken over by the Licensed Victuallers' School in 1920. The old Asylum buildings were demolished and a new school built which opened in 1938 (Clough 2005).
- 5.12.5 Other HER references for the post-medieval period include two milestones, one of which is Listed Grade II.
- 5.12.6 The earliest map available for the Slough area is that by John Rocque in 1751. This was part of a proposal for a map of Buckinghamshire, which was never completed, and as such may be somewhat inaccurate. Slough is marked as 'Slow', with a few houses scattered around a crossroads.
- 5.12.7 The first Ordnance Survey map of 1876 shows a remarkable explosion of development in the town centre by this date, probably related to the development of the railway (Clough

2005).

- 5.12.8 By 1932, the area was increasingly built-up with a Roman Catholic Church being constructed to the south of Curzon Street, and schools to the west of William Street. The British Orphans' Asylum has been replaced by the Licensed Victuallers' School (Clough 2005).

6 RESEARCH AIMS AND OBJECTIVES

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 To monitor the foundation excavations taking place at Platform 5 as well as to identify the presence or absence of remains of these and other historic periods to add to current baseline data as exists for the immediate area.

7 ARCHAEOLOGICAL METHODOLOGY

7.1 In accordance with the approved Written Scheme of Investigation (Owen, 2014; Carver and Hicks, 2009), an archaeologist will oversee the foundation excavations of the precast wall at Platform 5. This entailed the machine excavation to excavate formation levels at 0.60m ground reduction.

7.2 The dimensions of the trench were as follows:

| .1 Trench | Dimensions (m) | | |
|-----------|----------------|-------|-------|
| | NW - SE | NE-SW | Depth |
| T1 | 51m | 1.50m | 0.60 |

7.3 The excavation took place under archaeological supervision, excavated by a machine fitted with a ditching bucket.

7.4 The trenches were recorded and photographed; using a 0.50m scale. 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 from 1 to 5 and are shown in this report within squared brackets. A trench plan (T1) was drawn at a scale of 1:50 and three sections (S1, S2, S3) at 1:10.

7.5 The TB04 – excavation foundation precast wall trench was located by an on-site engineer 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 Reading Museum under the unique Site Code BCWS16

8 ARCHAEOLOGICAL PHASED SEQUENCE (FIGURES 2-3 AND PLATES 1-3)

8.1 Phase 1: Modern

8.1.1 The trench excavated was 51m by 1.50m. It was overlain by [5] made ground 0.40m BGL and [4] ballast from service level to 0.40m BGL which is associated with the construction of the existing platform wall [3].

8.1.2 As seen during the night shift on 29th and 30th April, the entirety of the wall was six courses high; c. 1.48m and spanned over 51m northwest to southeast. The wall [3] was made of concrete blocks with cement mortar and its south-western face was 0.23m x 0.23m. Its current use is as a platform walkway for pedestrians awaiting trains from platform 5. The railway tracks are adjacent to the south west of the wall.

8.1.3 The made ground [5] is of a light brown silty sand consistency and present from 0.40m BGL to the limit of excavation at 0.60m BGL. Its' purpose was to backfill/support the wall [5]. Once compacted and levelled, it was overlain with ballast [4]; a standard material used throughout Crossrail.

8.1.4 Modern services were built at the north-western end of Trench 1. The non-live water pipe [1] in cut [2], and a manhole were among such modern intrusions. They truncated ballast [4] and backfill [5].

9 ASSESSMENT OF RESULTS

9.1 Results of the watching brief:

- 9.1.1 The watching brief identified made ground presumably used to level the area before ballast was overlaid. The area revealed truncations by modern services within the north western end of the trench (see plan T1).
- 9.1.2 There is a lack of archaeological presence due to the limit of excavation at 0.60m below ground level; for the purpose of foundations to Platform 5's precast wall. Two courses of concrete blocks from the wall [3] (see Section 1, 2 3) were exposed, bringing the total of known concrete blocks to six; which was used in the construction of the platform wall with a c. 1.48m height.
- 9.1.3 The results of the investigation are of negligible archaeological value and of limited importance.

10 CONCLUSIONS

10.1 Interpretations:

10.1.1 Since the stations construction in 1840's, there have been a continuous series of improvements involving ground disturbances. In this case, the extension of Platform 5's pedestrian walkway revealed no archaeological finds, just the made ground and services associated with some of those improvements. The area was heavily due to the excavations limit at 0.60m below ground level. Due to its current use, the topology was in association with the backfill of the construction cut to the existing wall. Thus no natural horizons consistent with the Langley silts (brickearth) were encountered.

10.1.2 At the north-western end of the trench, the late 20th century additions to the site were exposed. The modern services were revealed by both hand and machine excavation.

10.1.3 Excavations revealed a further two courses of concrete blocks which ran along a north-west to south-east alignment.

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 features or horizons were encountered during the investigations.

Site specific interest: To monitor the foundation excavations taking place on Platform 5 (TB04) as well as to identify the presence or absence of remains of these and other historic periods to add to current baseline data as exists for the immediate area.

No features or horizons were encountered during the monitoring of foundation excavations.

11 PUBLICATION AND DISSEMINATION

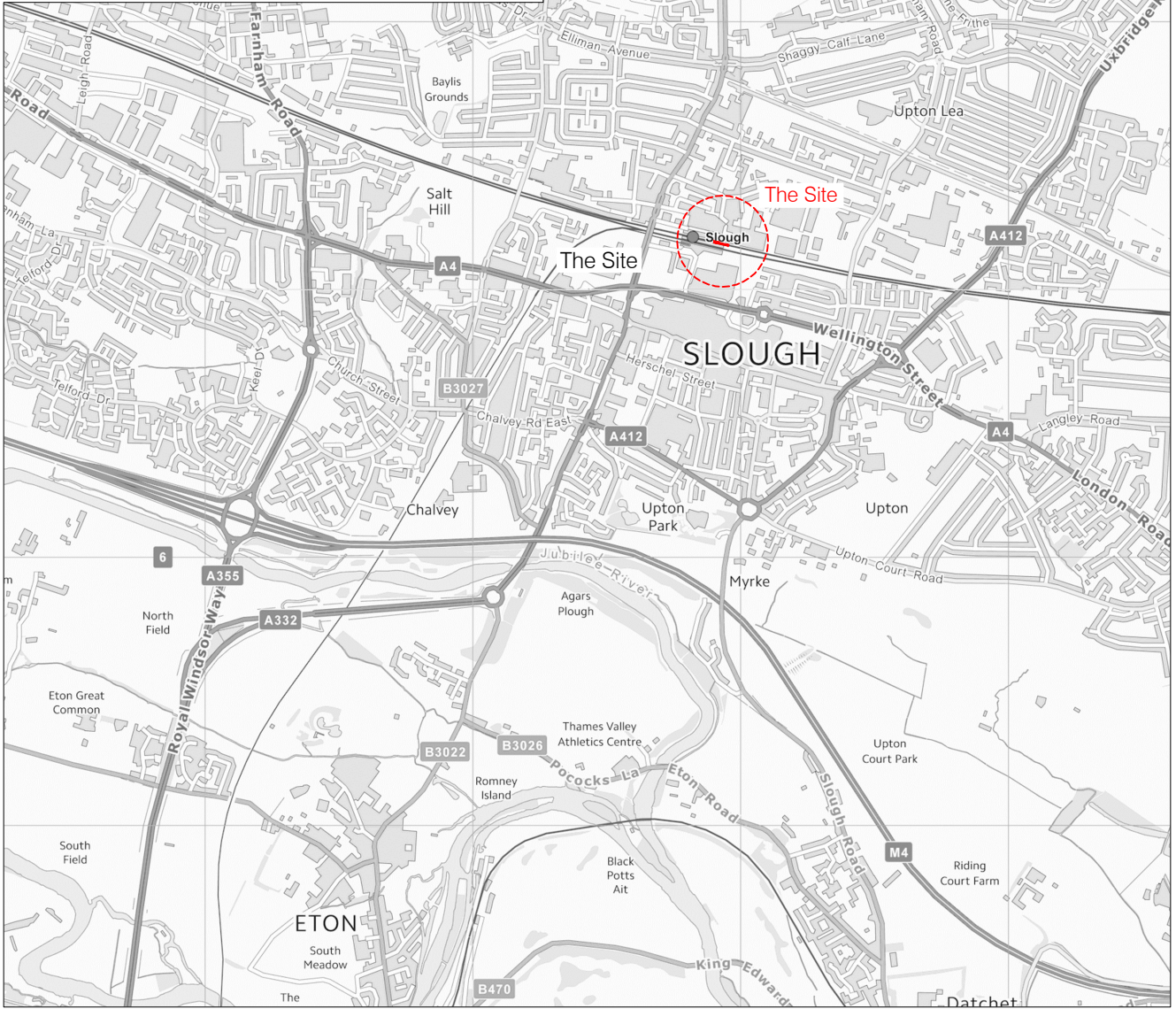
- 11.1 This report is intended to form one of a number of site specific assessments detailing archaeological interventions at the Crossrail West Stations.
- 11.2 A summary of the results will be published in the Berkshire Archaeological Journal.

12 ARCHIVE DEPOSITION

- 12.1 The site archive shall be organised to be compatible with other archaeological archives in Berkshire, including any specific requirements of Reading Museum. This requirement for archival compatibility includes computerised databases.
- 12.2 The individual descriptions of all archaeological strata and features excavated or exposed shall be entered onto prepared pro-forma recording sheets, sample recording sheets, sample registers, finds recording sheets, registered finds catalogues and photographic record cards.
- 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.
- 12.4 Following the completion of the project the site archive will be deposited in its entirety with Reading Museum identified by the unique code BCWS16.

13 ACKNOWLEDGEMENTS

- 13.1 Pre-Construct Archaeology would like to thank Arcadis for commissioning this work on behalf Crossrail for commissioning the watching brief. Particular thanks are given to Pete Owen, Arcadis, and Dan Evans, Taylor Woodrow – Rail, for their assistance in setting up the sitework.
- 13.2 The author would like to thank Peter Moore for project management and editing, and Ray Murphy for the illustrations. Further thanks are due to Amelia Fairman for her part in the watching brief.



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Figure 1
 Site Location
 1:2,000,000 and 1:25,000 at A4



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Figure 2
Detailed Site Location
1:500 at A4

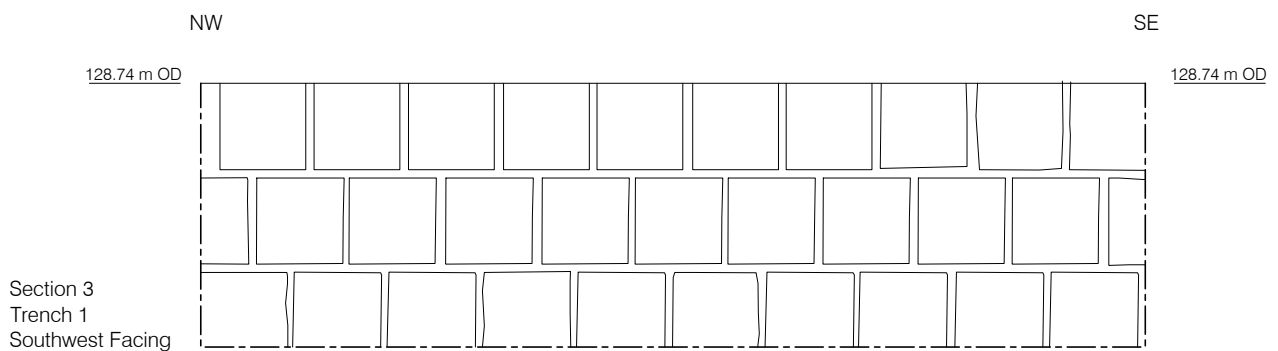
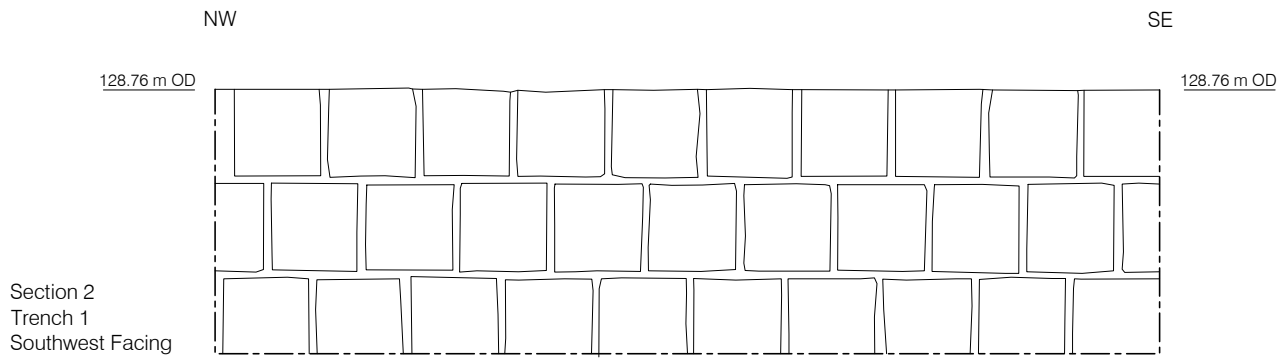
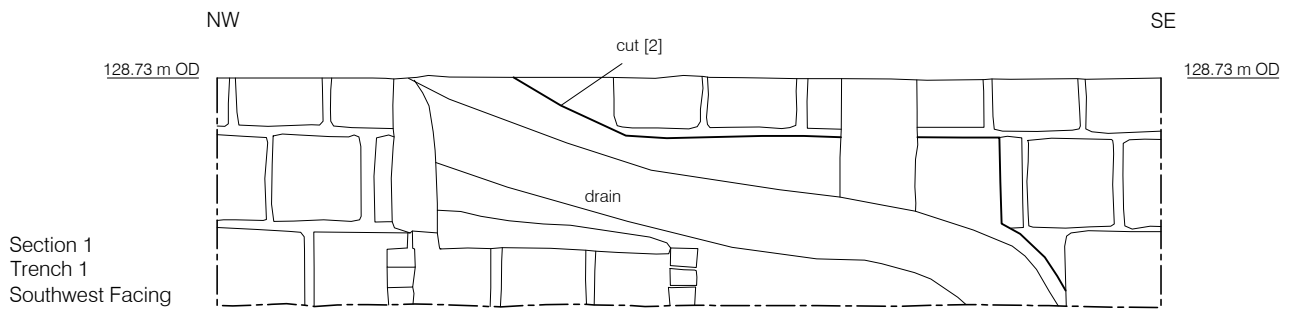


Plate 1: North West facing shot of Trench 1



Plate 2: South-west view of Trench 1's modern truncation [2]



Plate 3: South-west view of north-west to south-east running wall which supports Platform 5's walkway [3]



APPENDIX 1: OASIS REPORT FORM

Project details

| | |
|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project name | CROSSRAIL WEST STATIONS: SLOUGH STATION, SLOUGH BOROUGH COUNCIL: AN ARCHAEOLOGICAL WATCHING BRIEF |
| Short description of the project | This report details the results and working methods of an archaeological watching brief undertaken by Pre-Construct Archaeology Ltd. at Platform 5, Slough Station, Slough Borough Council (Figure 1), 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 installation of a footbridge (Crossrail WPP166, 2015). The fieldwork was carried out between 29th - 30th April 2016. This involved monitoring the excavation of a 51m by 1.50m trench adjacent to the south west facing side of Platform 5. The work was commissioned by Arcadis on behalf of Network Rail. |
| Project dates | Start: 29-04-2016 End: 30-04-2016 |
| Previous/future work | Yes / Not known |
| Type of project | Field evaluation |
| Site status | Listed Building |
| Current Land use | Transport and Utilities 2 - Other transport infrastructure |
| Methods & techniques | "Survey/Recording Of Fabric/Structure", "Visual Inspection" |
| Development type | Rail links/railway-related infrastructure (including Channel Tunnel) |
| Prompt | Planning condition |
| Position in the planning process | After full determination (eg. As a condition) |

Project location

| | |
|---------------|-----------------------------------------------------------------------------------------|
| Country | England |
| Site location | BERKSHIRE SLOUGH SLOUGH CROSSRAIL WEST STATIONS: SLOUGH STATION, SLOUGH BOROUGH COUNCIL |
| Study area | 77 Square metres |

Site coordinates SU 9792 8017 51.511474231415 -0.588785750868 51 30 41 N 000 35 19
W Point

Project creators

Name of Organisation Pre-Construct Archaeology Limited

Project brief originator Network Rail

Project design originator Peter Moore

Project director/manager Peter Moore

Project supervisor Natasha Billson

Type of sponsor/funding body Network Rail

Project archives

Physical Archive Exists? No

Digital Archive Exists? No

Paper Media available "Context sheet","Drawing","Report"

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