



Maidenhead Railway Depot, Maidenhead, Berkshire

Archaeological Evaluation and Historic Building Report





**MAIDENHEAD RAILWAY DEPOT
MAIDENHEAD, BERKSHIRE**

**Archaeological Evaluation and Historic Building Record
Report**

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Summary

Wessex Archaeology were commissioned by Morgan Sindall to carry out a programme of historic building recording and archaeological evaluation of land proposed for temporary accommodation associated with the major cross-London rail scheme known as the Crossrail project.

The Site is an elongated area of land running along the northern side of the GWR line at Maidenhead – centred on OS NGR: SU 8817 8059). The current fieldwork comprised historic building recording of the Maidenhead Railway Depot Goods Shed and the excavation of two evaluation trenches within the footprint of the proposed accommodation building, and was undertaken on the 5th and 6th November 2012.

The evaluation trenches revealed natural chalk geology which was recorded at 0.55m and 0.72m depths (32.9 – 33.1m aOD, dipping very slightly down to the south. Some irregular, geological (Periglacial) solution hollows in the chalk were overlaid with c. 0.25m of natural gravels of the Boyne Hill or Lynch Hills series. The gravels were cut by a single modern feature in Trench 1 before being overlaid by modern bedding layers for the existing tarmac car parking surface.

No archaeological features, deposits or artefacts were recorded from the evaluation. These negative results, along with the lack of residual archaeological material of any nature would suggest that the location of the proposed Crossrail accommodation building has no archaeological potential.

The Goods Shed is an undesignated building in the south-east corner of the Site which is scheduled to be demolished during the Crossrail project. The structure was planned and photographed commensurate with an English Heritage Level 2 built heritage survey. Ordnance survey mapping dates the construction of the shed between 1882 and 1899 and indicates the office projecting to the north-east was contemporary with the initial structure, although it has been extended east at a later date.

The shed was well constructed with machine extruded bricks and architectural detailing using blue and bullnose bricks to accent doors, windows and plinths. Similar bull nose detailing appears in the contemporary office elevations and internally, allowing for original phase features to be identified. The shed is divided into bays with a high level window in each bay along the north and south elevations giving the structure a homogenous appearance.

When constructed, a rail track ran through the building through opposing entrances in the east and west walls so that trains could be unloaded inside the shed. This track also ran past a crane to the west and cattle pens to the east for the unloading of livestock and heavy or unwieldy material. The track no longer exists and the eastern door it passed through has been blocked internally but the alignment of the track is recorded in the scars on the concrete floor.

The original office has a hipped roof and this space is used as an attic, accessed from a high-level doorway within the shed, however there is no evidence for how it was accessed from ground level and it was inaccessible at time of survey.

Ordnance survey mapping indicates the shed was extended west, with a long narrow projection between 1899 and 1925 (now demolished). A blocked door in the west

elevation central bay shows how this area was accessed from the shed but its dimensions can only be approximated and its function as extra unloading area or goods storage space only hypothesised. Post-2008, a second larger extension was erected in this location and it has probably destroyed evidence of the previous structure.

There is a clear structural distinction between the original office constructed between 1882 and 1899, and the later eastern extension of unknown date. The new extension provides kitchen and toilet facilities that were previously missing from the structure and may date to post-1966 when the building was converted to industrial use.

Acknowledgements

This project was commissioned by Morgan on behalf of Network Rail's Crossrail works and Wessex Archaeology is grateful to Glynn Reynolds in this regard. Wessex Archaeology would also like to thank Paul McNabb (Morgan Sindall) for his assistance on site prior to and during the fieldwork.

The evaluation fieldwork was undertaken by Chris Ellis and Neil Fitzpatrick and the report was compiled by Chris Ellis. The historic building recording was undertaken by Grace Flood who wrote part of the report (section 9). The report figures were produced by Linda Coleman. The project was managed for Wessex Archaeology by Caroline Budd.

**MAIDENHEAD RAILWAY DEPOT,
MAIDENHEAD, BERKSHIRE****Evaluation and Historic Building Record****1 INTRODUCTION**

- 1.1.1 Wessex Archaeology ('the Contractor') were commissioned by Morgan Sindall ('the Client') to carry out an archaeological evaluation of land proposed for temporary accommodation associated with the major cross-London rail scheme known as the Crossrail project.
- 1.1.2 The land comprises an elongated area running along the northern side of the GWR line at Maidenhead – centred on OS NGR: SU 8817 8059, (**Figure 1**). The current fieldwork comprised two evaluation trenches (10m and 20m long) within the footprint of the proposed accommodation building, and was undertaken on Monday, 5th November 2012. The Maidenhead Railway Depot Goods Shed was subject to photographic and metric survey undertaken on the 5th and 6th November.
- 1.1.3 The purpose of these works is to provide a written record of the Goods Shed prior to demolition (preservation by record) and to test assumptions on archaeological survival identified in the Maidenhead Staff Accommodation Detailed Desk-Based Assessment (Crossrail Document Reference Number WSN1B-CNS-REP-AEA-000042 A03 – Aecom 2012), which concluded that there may be deposits dating to the Pleistocene within the area (although the potential for surviving Palaeolithic remains within these layers remains low). The desk-based assessment also concluded there was a potential for buried infrastructure associated with the original development of the Great Western Railway to be present on site.
- 1.1.4 The archaeological evaluation trenching works provides an early understanding of the below ground archaeological potential to inform the need for mitigation works, and also feeds into the later and more extensive Maidenhead Staff Accommodation works.

2 PLANNING BACKGROUND

- 2.1.1 Crossrail is a major new cross-London rail link designed to serve London and the southeast. The scheme includes the construction of a twin bore tunnel on an east-west alignment under central London and the upgrade of existing rail lines to the east and west of central London. It also includes the construction of new central London stations, providing interchanges with London Underground, National Rail and London bus services, and the upgrading or renewal of existing stations outside central London.
- 2.1.2 The Crossrail route is divided into four sections: a central section in central London, and outside of central London into western, north-eastern and south-eastern sections. Each section is further sub-divided into route windows, within which are located a number of sub-sites. The proposed

Maidenhead Depot site is located within the western section of the Crossrail Scheme.

- 2.1.3 The overall framework within which archaeological work was undertaken is set out in the *Environmental Minimum Requirements* (EMR) for Crossrail (CR/HB/EMR/0001 (fifth draft July 2008)). The requirements follow the principles of *Planning Policy Guidance Note 16 on Archaeology and Planning* (1990), and are compliant with National Planning Policy Framework (2012).
- 2.1.4 The general strategy for archaeological works has been set out in the *Crossrail Generic Written Scheme of Investigation* (GWSI) (CR-PN-LWS-EN-SY-00001) and *Crossrail Archaeology Procedure for Non-Listed Built Heritage Recording* (CR-PN-PRW-EN-PD-00010). These documents outline how the arrangements and controls for managing archaeological and heritage works will be met in designing and constructing Crossrail. It also provides a common framework for archaeological works, which will ensure that the works conform to a common project standard.
- 2.1.5 This Site Specific WSI (SS-WSI) addresses the works proposed at the Maidenhead Depot site (**Figure 1**), setting out a detailed scope for archaeological evaluation trenching and Level 2 Historic Building Recording (**Figure 2**). The information contained in this document is largely based on the results of a DDBA produced for proposed works at Maidenhead Staff Accommodation (Crossrail Document Reference Number WSN1B-CNS-REP-AEA-000042 A03), which is largely located within the footprint of the Maidenhead Depot (see Section 2.4.2 – 2.4.4).

3 ARCHAEOLOGICAL AND HISTORICAL DEVELOPMENT OF THE SITE

3.1 Previous Studies

- 3.1.1 In 2005, an Environmental Statement was undertaken covering the Site, which included an initial archaeological impact assessment prepared by Museum of London Archaeology (MoLA) and a heritage/landscape impact assessment prepared jointly by Chris Blandford Associates and Alan Baxter and Associates (Crossrail Document Reference Number 1E0318-W1E00-00001).
- 3.1.2 As part of the Grip 4 design stage, the baseline information from these studies was updated in a Schedule for Further Research (Crossrail Document Reference Number WN1B-HEN-REP-AEA-000007), which identified the need for a Detailed Desk-Based Assessment (DDBA) for Maidenhead Station Staff Accommodation.
- 3.1.3 The DDBA that was produced for the Maidenhead Staff Accommodation (Crossrail Document Reference Number WSN1B-CNS-REP-AEA-000042 A03) forms the baseline information contained in this document, given that Maidenhead Depot works are largely located within the footprint of the Maidenhead Staff Accommodation Site.

3.2 Archaeological and Historical Background

3.2.1 This section provides a brief overview of the archaeological background of the study area, and presents a summary of the results contained in the Maidenhead Staff Accommodation Detailed Desk Based Assessments (DDBA), submitted in August 2012 (WSN1B-CNS-REP-AEA-000042 A03).

Prehistoric period (c. 500,000BP to AD50)

3.2.2 In relation to the earlier prehistoric remains in this area, much of what is known comes from later 19th century gravel and sand extraction pits and quarries in the wider area. These generally have been Palaeolithic find spots of lithic implements, rarely found in situ.

3.2.3 At present no Palaeolithic material has been recorded within the 500m study area, although river terrace sands and gravels are present.

3.2.4 In relation to the Mesolithic (10,000 to 4000 BC) material has been recovered during flood alleviation schemes near Braywick (Hey 2010) to the southeast of the Site although nothing has been recorded within the Maidenhead Staff Accommodation study area.

3.2.5 During the later prehistoric periods, Neolithic material is also relatively scarce, with material dating to this period rarely recorded within the known archaeological resource along the Crossrail West route. However, a Neolithic axe head was been recorded c. 390m to the south of the Site.

3.2.6 With regards to the Bronze Age and Iron Age there are currently no recorded remains within the 500m study area dating to the Bronze Age, while the Iron Age is represented by a possible settlement site, excavated in the 19th century, c. 500m to the northeast of the Site.

Romano-British period (AD50 to 450)

3.2.7 Roman material is scattered throughout the region, although town sites are more limited. Known remains of this period within 500m of the Maidenhead Depot site include the location of potential villas, c. 330m to the south and c. 420m to the north of the Site respectively. There has also been Roman pottery and a coin recovered c. 500m northeast of the Site.

Medieval Period to Post Medieval and modern (AD450 to 1900)

3.2.8 In relation to the medieval periods the archaeological record is relatively limited, with only limited finds dating from the early medieval to post medieval in the wider area. It is with the introduction of the Great Western Railway Act of 1835 that development in this area increases, as the Great Western Railway was constructed immediately to the south of the Maidenhead Depot site.

3.2.9 The Maidenhead Depot site comprises an area that was covered by railway sidings associated with the GWR from the late nineteenth century, whereas prior to this Historic Ordnance Survey mapping had shown this as a rural area. Between 1882 and 1899 OS mapping (**Figure 3**) shows that the sidings were developed into a goods station, with the Goods Shed proposed for recording located in what is the south-eastern area of the site. A crane

built immediately to the west of the Maidenhead Depot site is shown on the map of 1899, along with a number of cattle pens c. 30m east of the site.

- 3.2.10 Documentary evidence indicates that the wider goods yard was removed in 1966 with the areas subsequently being developed into an industrial estate and low level structures. However, the Goods Shed (see Report Cover) still survives on the Site.

Past Impacts and Deposit Survival

- 3.2.11 The lack of early development and the presence of railway sidings may have helped preserve underlying geoarchaeological deposits within the Maidenhead Staff Accommodation site. The Site has seen slight truncation on the south-western side that has resulted in the removal of some of the Lynch Hill outcrop, although not all has been lost.
- 3.2.12 The proximity of both Boyn Hill and Lynch Hill deposits within the immediate surroundings, and the topographic location of the Site in a depression between the two, suggests that any Pleistocene and/or geoarchaeological deposits (where these are present) may have survived relatively undisturbed.
- 3.2.13 In relation to the Goods Shed, the structure has been modified over time, although still largely retains its original elements. One of the more obvious changes has been the construction of a small modern extension onto the eastern end of the building.

Archaeological Potential and Importance

- 3.2.14 The presence of deposits dating to the Pleistocene appear to have been confirmed by past geotechnical investigations within this area (Ref WSN1B-EGE-REP-AEA-000004 A01), although the potential for surviving Palaeolithic remains within these layers remains low. The importance of any such material will depend on the context in which it is located.
- 3.2.15 There also remains a potential for buried infrastructure associated with the original development of the Great Western Railway to be present on the Site. While speculated to be of low value in most cases, the identification of such remains will enable an accurate understanding of their location, form, survival and importance.

4 GEOLOGY AND TOPOGRAPHIC SETTING

- 4.1.1 The Site is located along the route of the Great Western Railway to the north of existing trackway. The individual grid reference for the Maidenhead Staff Accommodation is National Grid Reference TQ 8817 8059.
- 4.1.2 The Site is located on a sloping depression between an outcropping of the Boyn Hill gravels to the north and Lynch Hill gravels to the south. Within the area identified for development, the ground slopes from the west towards the River Thames in the east. The ground level on the northern side is c.34m above Ordnance Datum (aOD) at the western edge and c. 29m aOD at the eastern end. On the southern side the ground slopes from c. 41m

aOD in the west to c. 36m aOD. This varying ground level has meant that some landscaping has occurred within the Site.

4.1.3 Maidenhead Depot is located on top of Upper Cretaceous Seaford and Newhaven chalks. No details are provided on the British Geological Survey as to the possible drift geology of the Site. Made ground is present at this location underlain by river terrace gravels and chalk according to the geotechnical investigations (WSN1B-ECV-FOA-AEA-000001).

4.1.4 The geotechnical investigations have indicated that the subsurface geomorphology within this area is complex and has seen differential truncation. The made ground extends to a maximum depth of 1m within the Site. The sands and gravels have been recorded below this to a maximum depth of 3.7m. However, the Seaford and Newhaven chalks have been recorded as high as 0.8m below current ground level. The geotechnical investigations did not classify the sands and gravels to a specific terrace deposit. Consequently the precise origin of the river terrace deposits below the Site is unclear.

5 RESEARCH AIMS AND OBJECTIVES

5.1 Evaluation Trenching

5.1.1 The overall aim of the evaluation trenching was to collate information on the below ground archaeological potential and to establish (where possible) the character, nature, date, and extent of any surviving archaeological remains that would be impacted on by the development.

5.2 Historic Building Recording

5.2.1 The overall aim of the Historic Building Recording was to establish the character, history, dating, form and archaeological development of the Goods Shed, and to preserve it by record prior to its demolition.

5.3 Site Specific Research Aims

5.3.1 Overall, the works attempted to establish:

- the development of the local landscape from prehistory to the medieval period;
- whether any Pleistocene deposits were present;
- if so, the levels and date of their formation;
- if Palaeolithic remains were present;
- if there was evidence for redeposition; and
- if there were any surviving remains of the early railway infrastructure?

6 METHODOLOGY

- 6.1.1 The full details of the evaluation and historic building record methodology are contained within the Written Scheme of Investigation (WSI) (AB Heritage Limited 2012) and are not reiterated here.
- 6.1.2 The WSI (AB Heritage Limited 2012) stated that:
- The Works shall comprise archaeological evaluation involving the excavation of 2 evaluation trenches measuring 15m x 2m (Trench 1) and 20m x 2m (Trench 2).
- 6.1.3 An exclusion zone was set up around the proposed excavation positions using chapter 8 barriers or similar. Sufficient safety signage stating excavation in progress was placed at the work site. The trial trench locations were initially scanned using a Cat and Genny in order to check the presence of any live services within the areas. The Morgan Sindall Permit To Dig procedure was adhered to for all excavation works, with the result that proposed trench locations and sizes had to be altered.
- 6.1.4 Evaluation trenches were placed as closely as possible to the locations specified in the Written Scheme of Investigation (AB Heritage Limited 2012, figure 2). Some slight changes were required in order to avoid service locations, resulting in Trench 1 being 10.3m by 1.6m (reaching a maximum depth of 0.76m) and Trench 2 being 20.2m by 1.6m (reaching a maximum depth of 0.90m). Trench 1 had to be shortened to comply with health and safety requirements.
- 6.1.5 Upon confirmation that the area was cleared to proceed, the locations were opened up by means of a saw cut around the required excavation areas (20.2m x 1.6m and 10.3m x 1.6m); the top hard standing then broken out by a Hydraulic breaker attached to a JCB-type wheeled mechanical excavator, with the risings being stored into a stockpile a minimum of 1.2m from the excavation.
- 6.1.6 On removal of the hard standing a further scan of each location by CAT and Genny was carried out and sample hand excavation undertaken where necessary to clear the area of live services. On confirmation that the areas were cleared mechanical excavation was undertaken to a depth of no more than 1m below the underside of the hard standing material or to the depth of the archaeological horizon, whichever was encountered first. No excavation supports were required for excavations of this depth.
- 6.1.7 Once mechanical excavation was complete hand excavation and cleaning of representative sections of the trench was undertaken. Photographic records, plans and paper records of ground make up, archaeological deposits, etc. were taken for record purposes. A gps was used to locate the trenches and any archaeological features/deposits present within them.

6.1.8 The WSI also stated that:

- The building recording aims to provide an understanding of the historic fabric and key architectural features of the building, and to provide an archive record of the structure prior to its demolition. It will provide a photographic and textual record of the building, applying Level 2 criteria set out in English Heritage document Understanding Historic Buildings (2006), and will follow guidance on recording of standing buildings as set out by the Institute for Archaeologists (2001).

7 ARCHAEOLOGICAL RESULTS

7.1 Introduction

7.1.1 This section includes information on the natural deposits and the archaeological features and deposits recorded. A summary of the archaeological features, deposits from the evaluation trenches is given in **Appendix 1**.

7.2 Natural deposits and soil sequences

7.2.1 Natural chalk was recorded at 0.54m depth in **Trench 1** and 0.72m in **Trench 2 (Plates 1 and 2)**. The chalk (**102, 203**) was unweathered and not subject to bioturbation to any great degree. It was good quality bedrock with a sharp and relatively level interface with the overlying natural gravel.

7.2.2 Cutting the natural chalk in **Trench 2** were a series of relatively large, irregular geological solution hollows, probably periglacial in origin (see Report Cover). The hollows were at least 0.25m deep and filled with sterile, homogenous light yellowish-brown silty clay containing common sub-rounded and sub-angular flint nodules and fragments. A 0.22m thick reworked chalk (**202**) sealed the fills of the solution hollows and was sealed by the gravels (**201**).

7.2.3 The overlying natural gravels of the Boyne Hill or Lynch Hill series were recorded at 0.26 – 0.28m depth (0.24 – 0.26m thick) were characterised by a strong orange/brown medium coarse sand matrix containing abundant, moderately well-sorted sub-angular and sub-rounded flint gravel (<0.10m, mostly <30mm). The gravels had been cut by a large modern feature [**103**] in the south-west of **Trench 1** which was filled with a 'gritty' black coarse sand matrix containing the bedding stones layer for the overlying (80mm thick) modern tarmac surface (**100, 200**) as well as modern brick and concrete lumps (<0.20m).

7.3 Summary of the evaluation results

7.3.1 No archaeological features or deposits were recorded from the evaluation trenches and no archaeological artefacts were recorded from the visual scanning of the soil arisings from the trenches.

7.3.2 The evaluation trenches revealed natural chalk geology which was recorded at 0.55m and 0.72m depths (32.9 – 33.1m aOD), dipping very slightly down

to the south. Some irregular, geological (periglacial) solution hollows in the chalk were overlaid with c. 0.25m of natural gravels of the Boyne Hill or Lynch Hills series. The gravels were cut by a single modern feature in Trench 1 before being overlaid by modern bedding layers for the existing tarmac car parking surface.

8 HISTORIC BUILDING RECORD

8.1 Historical Background

- 8.1.1 In 1840 the Great Western Railway line opened as far west as Reading. The first Maidenhead station was not located at its current site, but was situated east of the Thames near the present day Taplow Station. A second station initially called Maidenhead (Wycombe branch), later known as Maidenhead Boyne Hill, was opened on Castle Hill on 1st August 1854 by the Wycombe Railway Company. It operated until 1st November 1871 when the services of both existing stations were transferred to the present Maidenhead station, built by a local contractor William Woolbridge. The Maidenhead Depot Site lies to the west of the present station and the line branching north.
- 8.1.2 The 1876 and 1882 Ordnance Survey maps (**Figure 2**) show that before the Depot and Goods Yard were developed the site was open fields with the railway line less developed than at present with fewer track lines. A signal post is marked at the approximate location of the future Goods Shed. To the south of the railway line were fields, gravel pits and a small area of woodland.
- 8.1.3 The 1899 OS map (**Figure 2**) indicates that between 1882 and 1899 Great Western Railway developed the Site into a Goods Yard north of the existing line with new tracks laid branching to the north and south of the newly constructed Goods Shed. One of the tracks runs through the Shed along the south wall and evidence of this can still be seen within the building (see Building Description). This track also runs past a crane to the west of the Goods Shed and cattle pens to the east, before the track rejoins the main line towards the station. The land to the north remains open fields with a few small rectangular buildings, probably property of Great Western Railway scattered in the area between railway line and fields.
- 8.1.4 By 1925 (OS 1912-1925 1:2500) (**Figure 2**) the Goods Shed had been extended west with a long central extension approximately 12m west-east, 5m north-south. The extension may have been added as early as 1914, however this is difficult to determine due to the scale of the 1913-1914 OS map (not reproduced). The cattle pens and cranes still exist in 1925 and more scattered structures have been built to the north of the railway line. The fields to the north of the Depot have been partially developed with housing and Boyn Valley Road has been built providing access to a Timber Yard connected by track to the main railway line, situated to the west of the Goods Yard.
- 8.1.5 There was no change in the plan form of the Goods Shed between 1925 and 1931; however a small rectangular structure was built between the shed and cattle pens. Later OS mapping 1960-61 onwards (not reproduced) show the

Shed as a basic long rectangular structure with no projections visible however these later maps are at a larger scale and so are less detailed. By 1961 further housing had been built along Boyn Valley Road to the north and west of the Site, with an area of allotment gardens to the north-east.

- 8.1.6 The 1975-77 (1:10000) OS map (not reproduced) shows that the system of tracks encircling the Goods Shed have been removed, creating a large yard area. This redevelopment probably coincided with the conversion of the Goods Yard into an industrial estate in 1966.
- 8.1.7 Google Earth aerial photography taken between 2003 and 2011 (not reproduced) indicate that the western extension was removed prior to 2003 however a new extension was constructed between September 2008 and 2010. This second extension was demolished after February 2011 however its footprint was still visible at date of survey.

8.2 Building Description

- 8.2.1 The Goods Shed (NGR 488371 180629) is a large rectangular structure with a projection from the north-east corner (maximum dimensions 48m west-east x 13.70m north-south). **Figure 3** shows it in plan. The survey was carried out on 5 November 2012 by Grace Flood. The archive is currently stored at Wessex Archaeology's offices in Salisbury, pending deposition with the appropriate museum.
- 8.2.2 The main body of the building forms a single open space, the shed, while the north-east projection houses the Shed offices. The building is constructed of red machine extruded bricks (0.22 x 0.10 x 0.07m) in English bond with blue brickwork used for detailing of plinths and window and door openings. The main structure (the shed 38m x 13.70m) is divided by mirrored internal and external brick pilasters into 12 bays on both north (**Plate 3**) and south elevations. The south facing elevation fronts the railway line and was therefore inaccessible for external photography, however its appearance is likely identical to the north elevation with the exception of the access points as it has none. The pilasters continue along the west wall, creating two large bays either side of a narrower central one.
- 8.2.3 The office area was originally 6.20m west-east by 6.90m but was extended a further 3.90m east at an unknown date. The new construction uses Fletton bricks in English bond and is visually very distinctive from the existing brickwork. The new build has been keyed into the old wall to tie the structure together and the blue brick plinth continued around the extension, although as a single blue course rather than the original double course (**Plate 4**).
- 8.2.4 The Goods Shed is roofed in slate, with a single pitch roof over the shed area creating east and west gable ends. A chimney with a blue brick plinth is located centrally above the eastern gable but there is no hearth visible inside the building. The original 19th century office is surmounted by a hipped slate tiled roof, while the more recent extension has a lean-to roof sloping down to the east.

- 8.2.5 The shed area has four large entrances, 4.5 to 5.5m wide, two to the north (each two bays wide) and two opposing entrances in the east and west elevations (**Plates 5 and 6** respectively) to provide access for the railway track that passed through the building along the south wall. The north and west entrances are still open with steel roller shutter doors fitted. The east entrance is blocked internally with concrete block work, however the steel concertina door is still in place, visible on the east facing elevation. The northern roller shutter doors both have a metal framed flat roof that extends 2.75m from the wall and are almost identical except the western one has a pedestrian-sized door set within it (see **Plate 3**). A second pedestrian door (fire exit) has been inserted directly to the west of the western roller shutter door in the third bay from west.
- 8.2.6 With the exception of the modern fire exit and office entrance, all Shed doorways have bullnose blue brick quoin and jamb detailing. The presence of this detailing indicates there was originally a second entrance in the west elevation located in the central bay. Internally, there are obvious block lines in the brickwork, while the external face has been rendered with concrete, and a steel lintel can still be seen stretching between the two pilasters. This would have initially been an external access route but was later enclosed when the west extension was built between 1899 and 1925 (see **Plate 5**).
- 8.2.7 The office area has a single external entrance on the north elevation with stone steps leading to a reception area (see **Plate 4**). It has a blue brick lintel that matches the detailing on original north and south elevation windows. Internally, a flight of steps leads from the shed into the office reception, as the office ground level is approximately 1m higher than the shed floor.
- 8.2.8 Fenestration creates a homogeneous appearance to the north and south shed elevations. Each bay is fitted with a high level, recessed, segmental-arched window of 12 lights in a metal frame. The frame has rosettes set at each intersection both internally and externally (**Plate 7**). Each window has a slightly protruding stone sill and a twin course lintel constructed in blue bricks. Counting from the east, windows in bays 3, 4, 8 and 9 are shorter with only a single row of four lights each on account of the roller shutter entrances beneath them.
- 8.2.9 The west and east shed elevations are blind at ground floor level; however each has a single triangular window at roof level. On the west elevation this window stretches across the whole wall (**Plate 6**), whereas the east elevation window exists only on the south side above the blocked entrance (**Plate 5**). These windows are timber framed with chamfered ends to the principal mullions and transoms with perpendicular lights of varying heights (see **Plates 5 and 6**).
- 8.2.10 The east elevation of the office has three identical timber-framed six-light windows with concrete sill and lintel and metal bars fitted externally (**Plate 8**). The office south elevation has three windows – two in the original office, one in the extension. The extension window is identical to the east elevation office windows except it is not fitted with metal bars. The two original phase office windows are similar in appearance to the high level shed windows with

recessed frames, segmental-arched blue brick lintels and stone sills. The frames are timber sash windows with eight lights each (see **Plate 5**). The north facing office elevation also has three windows (see **Plate 4**). The one to the east within the extended office is a six light double leaf window with concrete sill and lintel and a wooden frame. The two windows in the original office match the two on the office south elevation. Both are 8 light wooden sash windows set recessed within a shallow arched opening with blue brick lintel. A single stone sill extends beneath both windows. These windows are fitted with metal bars that match those on the office east elevation.

- 8.2.11 The internal roof structure within the shed comprises a series of identical timber trusses spaced at regular intervals, with each end resting upon a brick pilaster projecting from the wall. Each truss comprises a large squared tie beam with braced principals, although no central king post support. This arrangement is held together via a mixture of mortice and tenon joints and steel bolts with extra strength provided by a series of horizontal and vertical steel tie rods, bolted through for extra support. Each principal rafter carries five small plank purlins which, in turn, support regular wide sarking boards onto which battens are fixed to support the slate roof covering (**Plate 9**). The walls are English bond brick painted white with lower plinth courses painted black. The south wall is generally devoid of features at ground level with the high level windows fitted with a net screen. The north wall windows are not fitted with such screens however there is electrical cabling that runs horizontally along the length of the wall in front of the windows to electrical plant in the north-east corner.
- 8.2.12 As previously discussed, the west wall has obvious block lines within the central bay indicative of a blocked door, the bare steel lintel above this and the roller shutter door to the south are both clearly visible internally (**Plate 10**). The east wall has several original openings north of centre identified by their bullnose jambs; a door leads into the office reception area and there is a high level doorway into the attic within the office roof space, although there is no indication of how this was accessed from the ground (**Plate 11**). There is also a small hatch recess that matches a floor to ceiling recess within the office. The office floor level is approximately 1m higher than the shed floor and the hatch is set so as to be at chest height when standing within the office, suggesting the recess was originally open through the wall (**Plate 12**). The south side of the east wall was originally open to allow track to pass through the building, however it is now blocked internally by a breeze block wall constructed to lintel height.
- 8.2.13 The concrete floor has scars running parallel along the south wall indicating where the rails and associated utilities were located. The position of these scars is marked on the plan (**Figure 3**).
- 8.2.14 The office is divided into four rooms, three of which are within the later extension. All the rooms are carpeted, with plastered and painted brick walls and are fitted with suspended plastic tile ceilings. The original office comprises a single room, divided by wooden partition fitted with a sliding sash window to create a small hallway/reception area in the north east corner. The west wall curves and thickens to the south providing room for a cupboard inset in the south-west corner as well as support for the chimney

above. It is possible the cupboard is set within the converted fireplace as there is no evidence for one elsewhere in the building (**Plate 13**). Before the office was extended eastwards there may have been a second chimney set above the east wall, as there is a probable chimney breast extending down from the ceiling at this point. A door to the north-east provides access to the other office rooms, while two doors in the north and west walls access the building exterior and shed respectively.

8.2.15 The extended office space contains three rooms, an office room to the south, a kitchen to the north-west and toilet to the north-east. The kitchen (**Plate 14**) is fitted with a work surface and a sink along the north wall. It has doors to the west, east and south accessing the other office rooms. The wall around the sink is tiled. There is a single window in the north wall and an internal window in the south wall between the kitchen and office.

8.2.16 The office to the south of the kitchen is the smaller of the office rooms (**Plate 15**). It has one point of access into the kitchen and four windows: - the internal window (mentioned above) to the north, two external windows to the west and one to the south. The north wall has two recesses; these are probably the original office windows blocked when the building was extended.

8.2.17 The toilet to the north-east is the smallest room in the building accessed via the kitchen to the west. It is fitted with a toilet and sink and lit by a single window in the east wall (**Plate 16**).

9 ARCHAEOLOGICAL POTENTIAL

9.1.1 Only natural sterile geology or modern features and deposits were recorded. No archaeological features, deposits or artefacts were recorded from the evaluation. No monument/site class was represented. These negative results, along with the lack of residual archaeological material of any nature would suggest the area of land for the proposed Crossrail accommodation building has no archaeological potential. Natural gravels of probable Pleistocene date lay directly below modern layers in both trenches.

11 CONCLUSIONS

11.1.1 The Goods Shed was constructed between 1882 and 1899 and originally comprised two spaces, a large shed to the west and office to the north-east. Rail tracks passed through the building along the south wall to allow goods to be unloaded within the building while two large entrances in the north wall allowed access into the wider goods yard. The track that passed through the Good Shed also passed a crane to the west and cattle pens to the east indicating that the goods transported included livestock.

11.1.2 The original 1882-99 office has a hipped roof and this space is used as an attic, accessed from a high-level doorway within the shed. No evidence remains for how it was accessed from ground level and it was inaccessible at time of survey.

- 11.1.3 A long narrow extension was built to the west between 1899 and 1925, this has since been demolished. Therefore its likely function either as more space for unloading (it runs parallel to the rail track) or storage space can only be hypothesised. A blocked door in the west elevation central bay shows how this extension was accessed from the shed, however post-2008, a second larger extension was erected in this location and its concrete footprint may have destroyed further evidence.
- 11.1.4 The Goods Shed was well constructed with machine-extruded bricks and architectural detailing using blue and bullnosed brickwork to accent doors, windows and plinths. The shed is divided into bays with a high level window in each bay along the north and south elevations that gives the structure a homogenous appearance. Identical bullnose and blue brick detailing appears in the contemporary office elevations and internally which can be used to identify original phase features.
- 11.1.5 The Goods Shed tracks were removed when the structure was converted to industrial use, however despite this, original features remained intact including the bullnosed hatch and sash window reception partition.
- 11.1.6 There is a clear structural distinction between the original office constructed between 1882 and 1899, and the later Fletton brick extension of unknown date. The extension contains a small office, toilet and kitchen, whereas the older structure contains a single office room with a partitioned reception area, the conclusion being the building was extended to provide amenities for staff as well as more administration space. The date of the extension is uncertain as it is difficult to distinguish its plan form from the earlier office in cartographic sources. Fletton bricks have been in use since the late 19th century, when the existing building was first constructed, so it cannot be dated from materials, however it is possible the extension was added when the goods shed was converted to industrial use after 1966.
- 11.1.7 The Great Western Railway Company records are held in the National Archives and may contain further information about the construction and modification of the building.

12 PUBLICATION AND DISSEMINATION

- 12.1.1 This report will be available through the relevant repositories. Further publication and dissemination is not warranted.

13 ARCHIVE DEPOSITION

13.1 Museum

- 13.1.1 The archive is currently stored at Wessex Archaeology's office in Salisbury under the project code 87660. The complete project archive will be prepared in accordance with the relevant standards set out in '*Management of Research Projects in the Historic Environment*' (MoRPHE), English Heritage (2006), Wessex Archaeology's Guidelines for Archive Preparation and in accordance with *Guidelines for the preparation of excavation archives for long-term storage* (UKIC 1990). On completion of the project, the archive will

be deposited with an appropriate museum or repository, which will be designated by the Local Planning Authority.

- 13.1.2 As instructed the archive has been provisionally numbered 'XR-XPM1A' until a museum is identified to accept the archive.

13.2 Preparation of Archive

13.2.1 The complete Site archive, which will include paper records, photographic records, graphics, and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material, and in general following nationally recommended guidelines (Walker 1990; SMA 1995; Richards and Robinson 2000; Brown 2007).

13.2.2 All archive elements are marked with both a provisional site and accession codes as stated, and a full index will be prepared. The archive comprises the following:

- 1 A4 file
- digital data: CAD drawings, photographs

13.3 Copyright

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

13.4 Security Copy

13.4.1 In line with current best practice, on completion of the project a security copy of the paper records will be prepared, in the form of microfilm. The master jackets and one diazo copy of the microfilm will be submitted to the National Archaeological Record (English Heritage), a second diazo copy will be deposited with the paper records, and a third diazo copy will be retained by Wessex Archaeology. Alternatively, the security copy may be in the form of a pdf file.

14 REFERENCES

AB Heritage Limited, 2012, *Maidenhead Depot: Site Specific Archaeological Written Scheme of Investigation*. Unpublished client document XPM1A-CNS-REP-HAA-000001-A03.

Aecom, 2012. *Crossrail West Stations: Archaeological Detailed Desk-Based Assessment (Maidenhead Staff Accommodation)*. Crossrail Document Number WSN1B-CNS-REP-AEA-000042 A03.

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APPENDIX 1 - TRENCH SUMMARY

All archaeological deposits/features shown in **bold**.
 All (+) indicate deposits/features not fully excavated.
 'Depth' equals depth from present ground surface.

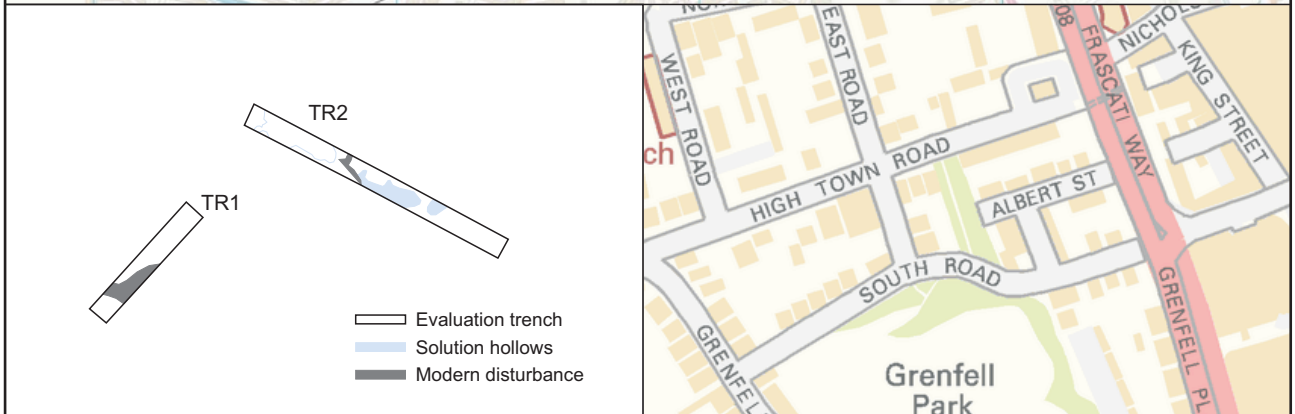
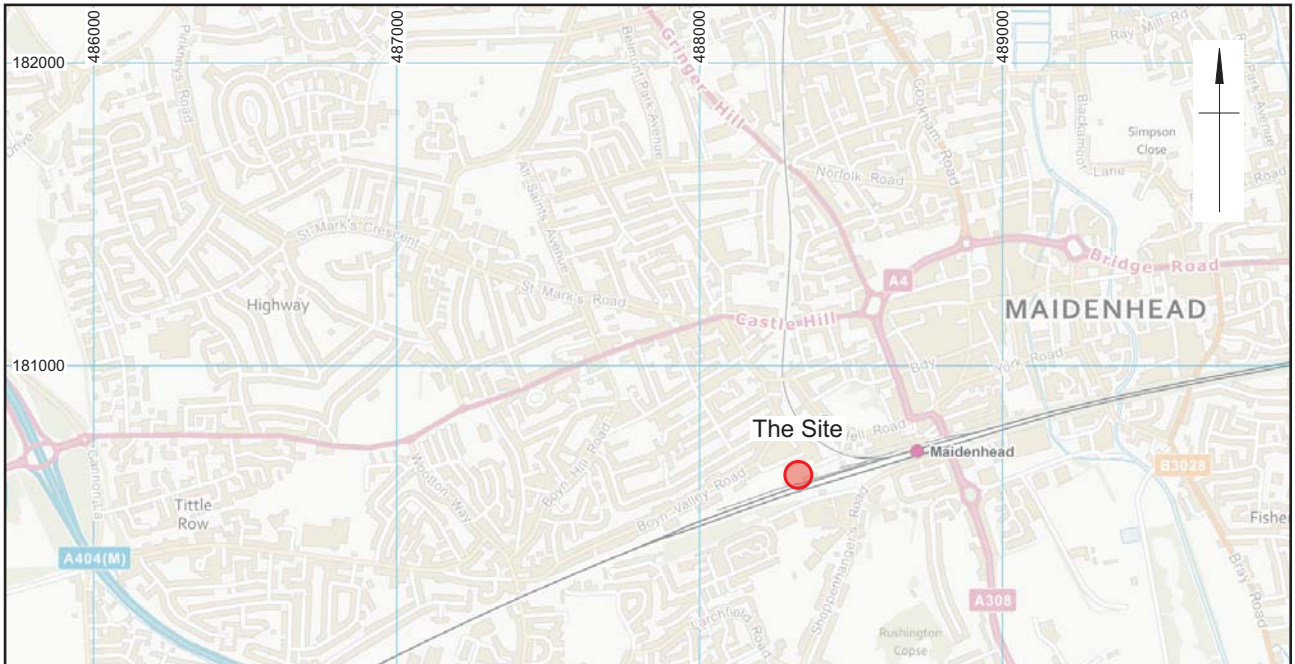
Trench 1	Co-ordinates: (W) 488310.66E, 180630.09N; (N) 488317.60E, 180637.64N Ground Level (m AOD): (W) 34.66; (N) 34.64	Dimensions: 10.3 x 1.6m Max.depth: 0.76m
Context	Description	Depth (m)
100	Modern surfacing – tarmac (80mm thick) overlying a bedding layer of 'scalpings', sub-angular and angular crushed stones (<80mm) on a 30mm layer of cemented gravel.	0 – 0.28
101	Natural gravel – a strong orange/brown medium coarse sand matrix with abundant, moderately well-sorted sub-angular/sub-rounded flint gravel (<0.10m, mostly <30mm).	0.28 – 0.54
102	Natural chalk – a blocky unweathered and non-bioturbated geology with a sharp and relatively level interface with (101).	0.54 – 0.76
103	Modern feature – filled with (104), cuts (101). An east west aligned area of modern disturbance with moderate concave sides (3.75m long by 1.5m wide). Not excavated.	0.28 – 0.76
104	Fill of modern feature [103]. A black, coarse sand matrix with abundant sub-angular and angular flints ('scalpings') with modern brick rubble fragments and concrete lumps (<0.20m).	-

Trench 2	Co-ordinates: (SW) 488320.66E, 180642.39N; (SE) 488338.58E, 180632.82N Ground Level (m AOD): (SW) 34.60, (SE) 34.64	Dimensions: 20.2 x 1.6m Max.depth: 0.9m
Context	Description	Depth (m)
200	Modern tarmac and bedding layers (see Tr.1 for full description).	0 – 0.26
201	Natural gravel (see Tr.1 for full description).	0.26 – 0.50
202	Redeposited chalk – above (203), below (201). Reworked natural chalk, probably periglacial in origin. A light yellowish-brown sterile and homogenous silty clay with common natural flint inclusions.	0.50 – 0.72
203	Natural chalk (see Tr.1 for full description).	0.72(+)

APPENDIX 2: OASIS FORM
OASIS ID: wessexar1-144178

Project name	Maidenhead Railway Depot
Short description of the project	Evaluation trenches revealed natural chalk at 0.55m and 0.72m depths. Some irregular periglacial solution hollows were overlaid with c. 0.25m of natural gravels of the Boyne Hill or Lynch Hills series. No archaeology was observed. A level 2 building recording was carried out on a Goods Shed.
Project dates	Start: 05-11-2012 End: 06-11-2012
Previous/future work	No / No
Any associated project reference codes	87660 - Contracting Unit No.
Type of project	Field evaluation
Site status	None
Current Land use	Industry and Commerce 1 - Industrial
Monument type	GOODS SHED Post Medieval
Monument type	NONE None
Significant Finds	NONE None
Methods & techniques	"Sample Trenches"
Development type	Rail links/railway-related infrastructure (including Channel Tunnel)
Prompt	Planning condition
Position in the planning process	Not known / Not recorded
Country	England
Site location	BERKSHIRE WINDSOR AND MAIDENHEAD MAIDENHEAD Maidenhead Railway Depot
Postcode	SL6 4EE
Site coordinates	SU 8817 8059
Height OD / Depth	Min: 32.90m Max: 33.10m
Name of Organisation	Wessex Archaeology
Project design originator	AB Heritage Ltd
Project director/manager	Caroline Budd
Project supervisor	Chris Ellis
Type of sponsor/funding body	Developer
Publication type	Grey literature (unpublished document/manuscript)
Title	Maidenhead Railway Depot, Maidenhead, Berkshire

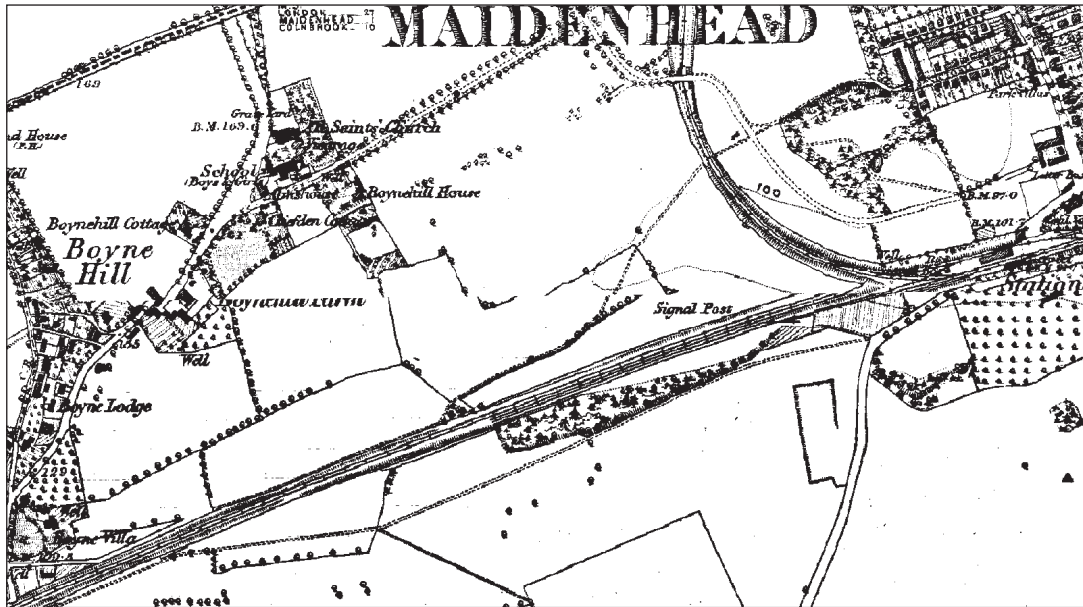
Author(s)/Editor(s)	Ellis, C.
Other bibliographic details	87660.01
Date	2013
Issuer or publisher	Wessex Archaeology
Place of issue or publication	Salisbury



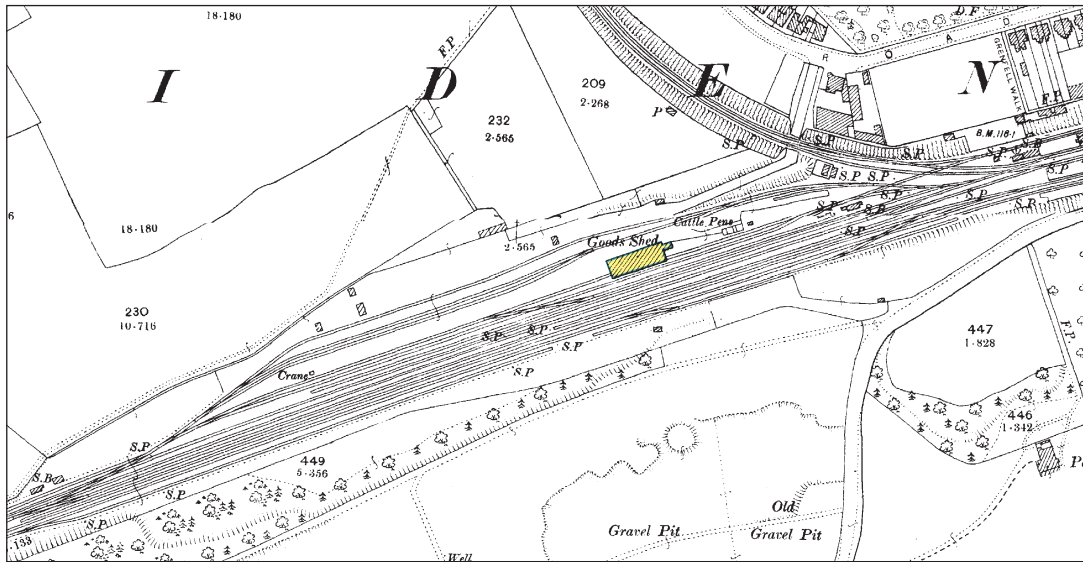
	Contains Ordnance Survey data © Crown Copyright and database right 2012 This material is for client report only © Wessex Archaeology. No unauthorised reproduction.	
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Site and trench location plan

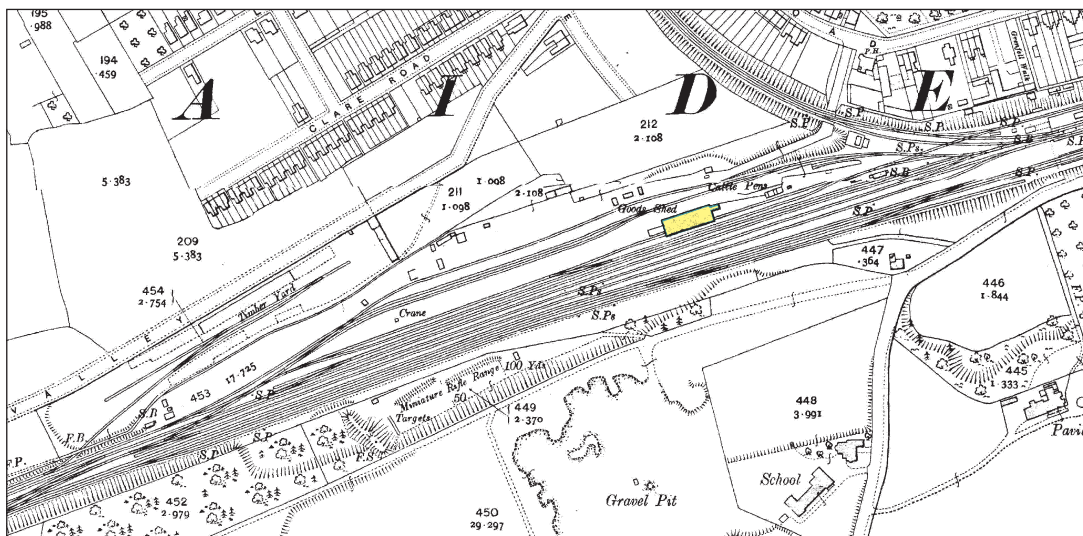
Figure 1



1881-2 Ordnance Survey map



1899 Ordnance Survey map



1912 - 1925 Ordnance Survey map

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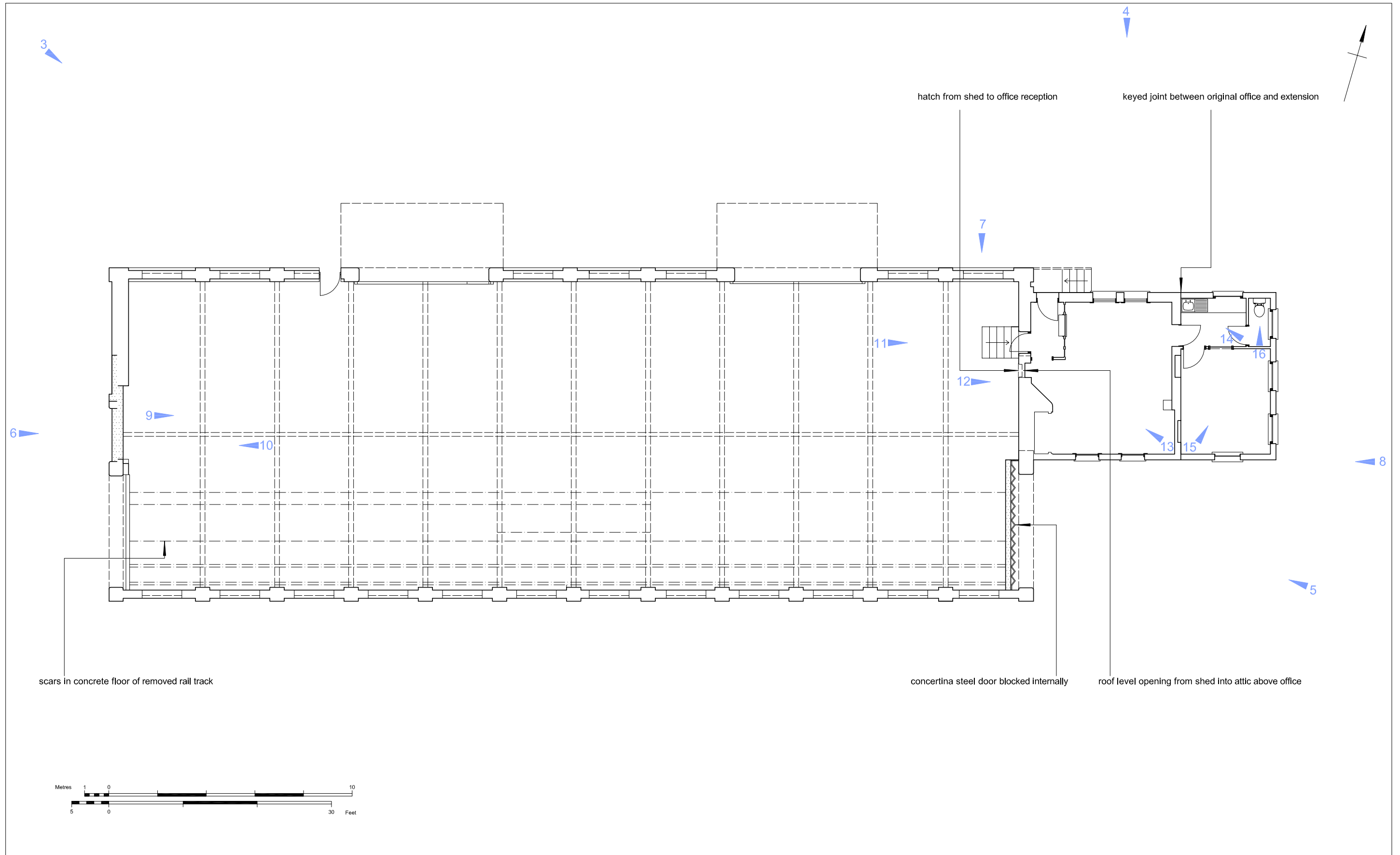
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Plan of Maidenhead Railway Depot Goods Shed

Figure 3



Plate 1: South-east facing section of Trench 1 (Scale: 1m)



Plate 2: North-east facing section of Trench 2 (Scale: 1m)

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Plate 3: North facing elevation from north-west



Plate 4: North facing elevation, eastern end showing office entrance and extension.

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Plate 5: East facing elevation of shed from south-east, also shows south elevation of office



Plate 6: West facing elevation

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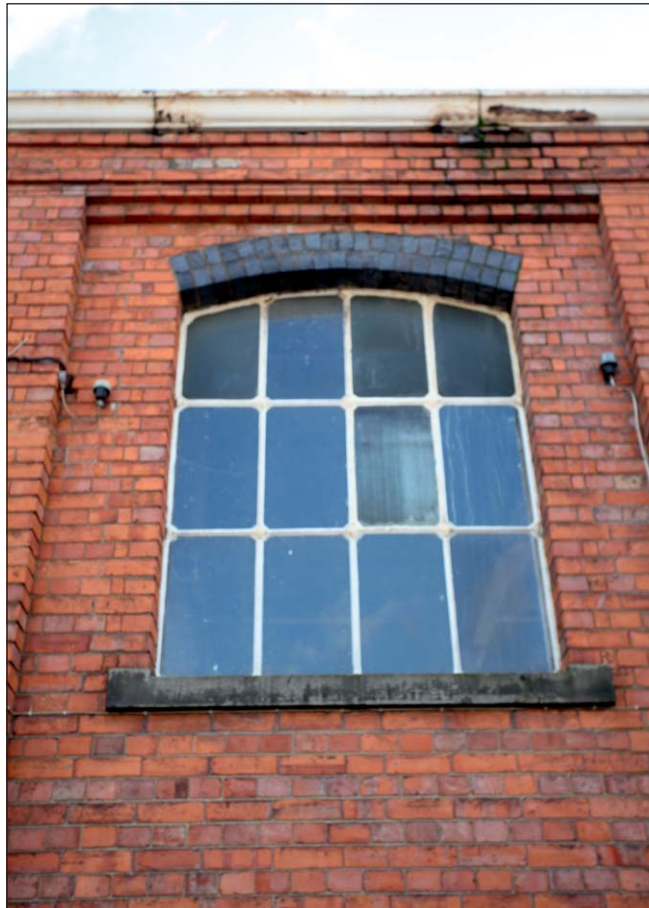


Plate 7: North facing elevation typical window



Plate 8: East facing elevation showing office extension

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Plate 9: Interior of shed viewed from west



Plate 10: West wall of shed

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Plate 11: East wall of shed showing access into office and attic areas



Plate 12: Detail of hatch in east wall of shed



Plate 13: Original (west) office area showing reception area partition



Plate 14: Kitchen

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Plate 15: Office in south-east corner of building



Plate 16: Toilet

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