THAMES WATER VICTORIAN WATER MAINS REPLACEMENT WORKS

CONNAUGHT STREET AND ALBION STREET, BAYSWATER, CITY OF WESTMINSTER (DMA BARROW HILL 30)

AN ARCHAEOLOGICAL WATCHING BRIEF

December 2009

Thames Water

COMPASS ARCHAEOLOGY

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Site Code: TZN 09

NGR: TQ 2742 8101 (centred on St George's Field)
TQ 2722 8105 (west)
TQ 2750 8114 (east)
TQ 2732 8088 (south)

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Abstract

An archaeological watching brief was undertaken during Thames Water Victorian mains replacement (VMR) works in the Bayswater area of the City of Westminster. The watching brief was chiefly concerned with VMR works within the roads surrounding the historic post-medieval burial ground of St George's Hanover Square. The works were also intended to monitor the southern boundary of the area following the line of the Roman Road, now the Bayswater Road, and took place between July and October 2009.

Archaeological monitoring was undertaken during contractors groundworks and consisted of the inspection and recording of all works accessible during monitoring visits. The majority of trenches exposed typical sequences of modern road layers overlying made ground and service related deposits.

No archaeological finds or features were observed during the monitoring works, and no residual human bone or graveyard deposits were recorded from the trenches or from the upcast material. No evidence for the course of the Roman road was revealed, as works were not carried out along the Bayswater Road at this time.

The archaeological results of the watching brief indicate that the graveyard did respect the boundaries of the historic road network, as indicated in contemporary maps and from other historic data. It is concluded that it did not encroach into the areas now defined by the modern road layout of Connaught Street and Albion Street.

Natural brickearth (Langley Silt) was observed in some locations at the eastern end of Connaught Street at a general depth of 1m below the current ground surface, at circa +25.6m OD, but truncated by overlying modern road construction and made ground layers. Natural Terrace Gravels were similarly recorded at the southern end of Albion Street, at a depth of circa 800mm below current ground surface and at a height of about +22.9m OD.

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Front Cover: Albion Street looking south towards the Bayswater Road, showing a series of open VMR trenches and feeders.

1. Introduction

1.1 This report describes the results of a programme of archaeological monitoring undertaken during Thames Water Victorian water mains replacement and renewal works in the Bayswater (W2) area of the City of Westminster. The works were a response to recommendations made by English Heritage and the City of Westminster for an archaeological watching brief (Observation & Recording). The watching brief was chiefly concerned with VMR works within the roads surrounding the historic post-medieval burial ground of St George's Hanover Square, in the area of Connaught Road and Albion Road (NGR TQ 2742 8101 centre). The watching brief was also devised to monitor the eastern boundary of the area following the line of the Roman Road, now the Bayswater Road.

1.2 Archaeological monitoring was undertaken during the contractors' groundworks and formed a response to recommendations made by English Heritage and the City of Westminster for an archaeological watching brief (Observation and Recording).

1.3 The City of Westminster's Unitary Development Plan (UDP) contains policies relating to archaeological remains and sites with archaeological potential. The study area does not lie within an Area of Special Archaeological Priority as defined by the City of Westminster's Unitary Development Plan (UDP) – the nearest being some 500m to the north – but was considered to have potential for the survival of archaeological remains because of its proximity to the Roman road and to the historic graveyard.

1.4 Compass Archaeology would like to thank Thames Water for commissioning the project and Laing O'Rourke Infrastructure for their assistance on site and the following specialists for their advice with the project:

- Diane Abrams, English Heritage (GLAAS)
- Claire Hallybone, Thames Water Utilities
- Mick Aveling, Laing O'Rourke Infrastructure.

2. Site Location and Geology

2.1 The archaeological monitoring covered the area of Connaught Street, Albion Street and the immediate areas of Bayswater to the north of the Bayswater Road with approximate locations as follows: NGR: TQ 2742 8101 at the centre of the study area on St George's Field; TQ 2722 8105 at the western extent of the area; TQ2750 8114 to the east and TQ 2732 8088 to the south.

2.2 The land surface in this area is generally fairly level, with current ground surface levels alternating between *circa* +23.7m on Bayswater road and +27.0m OD at Connaught Street. The general site surface morphology is of a gentle slope up towards the north.

2.3 The British Geological Survey *(Sheet 270,* 1998) indicates that the geology of this area is Terrace Gravels and Langley Silt brickearths. During the course of the watching brief the reworked surface of the Gravel was observed along Albion Street, with the truncated/reworked surface of the Langley Silt brickearths being observed along Connaught Street further to the north.

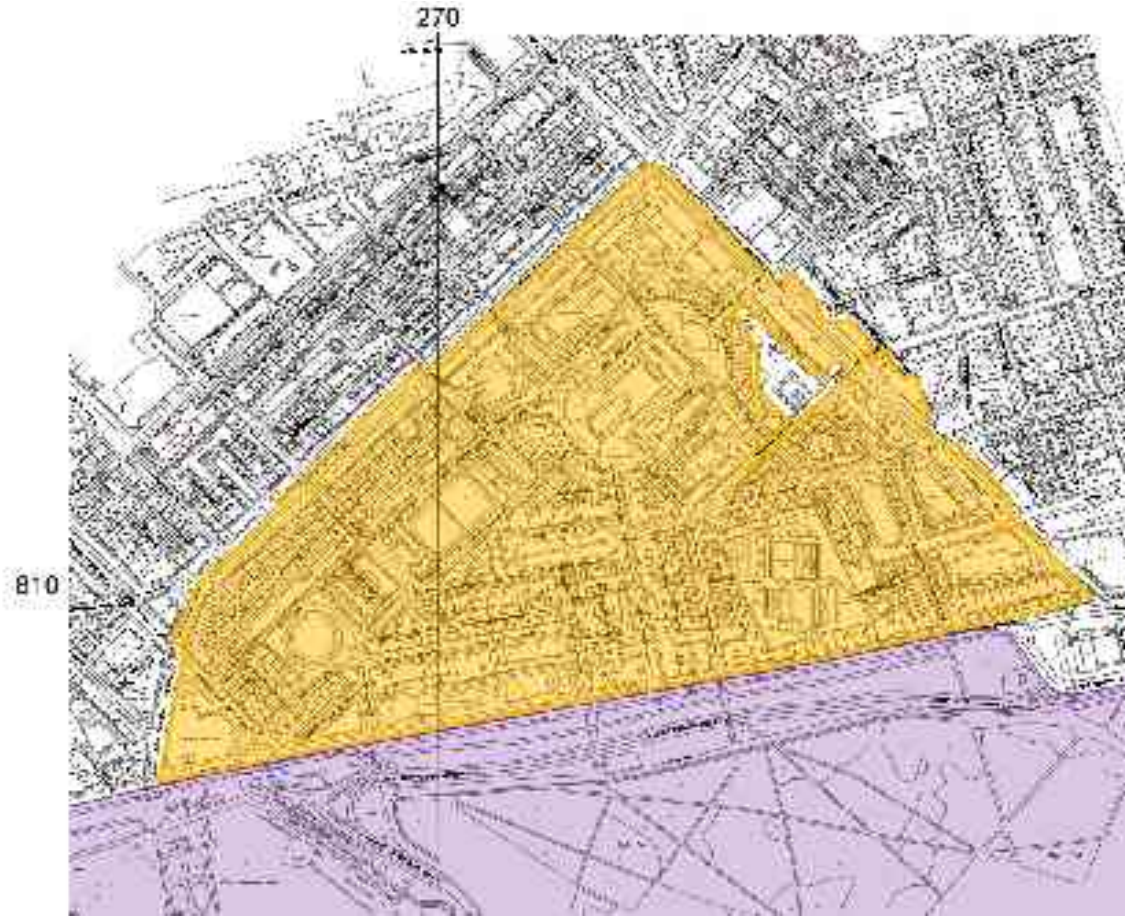

Fig 1: OS-based location plan of the area covered by Barrow Hill District Metering Area 30 (highlighted in orange). The area in purple denotes Hyde Park Historic Park and Garden. See Fig 7 for the location of the archaeological monitoring works within this DMA

3. Archaeological and Historical Background

3.1 Prehistoric

In later prehistory the better drained gravel terraces and fertile Thames valley would have been quite densely occupied, with settlement most evident from the Bronze Age (2,000 to 600 BC), particularly the later Bronze Age. Climatic factors and soil exhaustion led to the abandonment of some marginal zones from about

the turn of the millennium (*c.*1000 BC), perhaps causing Bronze Age communities to intensify exploitation of more productive lands, such as forest clearance on the Terrace geology and the laying out of new field systems[1]. The south facing well-drained areas of the DMA suggests that this area would have been suitable for farming and settlement in prehistory, especially considering its proximity to the Thames and other navigable rivers. It may also have been on a prehistoric trackway (SMR ref MLO 11208), which later became the Roman road of Bayswater Road/Oxford Street[2]. However, the profusion of historic watercourses combined with the brickearth geology may have meant that areas of the DMA were marshy in antiquity, and established settlement is perhaps more likely on the surrounding higher ground. Archaeological evidence from local sites does suggest that prehistoric deposits could survive quite high up in the stratigraphic sequence, cutting into and lying on the top of the natural, which can survive within the first metre below current ground surface in this area.

The original topography rises slightly to the north towards the higher ground. Ancient tributaries of the Thames including the Tyburn, Counter's Creek and the Westbourne drain the gravels to the south naturally. All the area is characterised by major watercourses, some now canalised, such as the Regent's Canal which connects Paddington to Limehouse Basin (Docklands). The River Westbourne flows southward on the eastern side of the Edgware Road and drains into the Serpentine; and the Tyburn, like the Fleet River, crosses the Regents Canal. The River Tyburn flowed through the area from its source at Shepherds Well, South Hampstead to the Thames, with small tributaries joining it along its length. The river, first mentioned *c.* 785 AD, is now one of London's 'lost rivers' and is completely enclosed, flowing through underground conduits for its entire length, but many years ago it crossed Regent's Park, followed Marylebone Lane, down to Piccadilly near Green Park, and into the main river near Vauxhall Bridge. The meaning is literally 'two brooks', as 'Ty' means two and 'Bourne', written down 'burn' at some point, means brook.

3.2 Roman

The main Roman settlement of Londinium, concentrated within the square mile now known as the City of London, was established soon after the occupation in AD 43 and was a thriving city by AD 60. Londinium was linked to the Roman road network and ribbon development (and cemeteries) developed along the roads out of the city.

Londinium would have need a considerable agricultural hinterland to provide essential supplies and evidence from elsewhere in the region suggests this took the form of small satellite farming communities, farmsteads and villa estates often in proximity of the roads which served Londinium[3].

[1] Needham, S *The Bronze Age* p135 in Bird J & Bird DG (eds)
[2] Margary, ID 1972, 4A.
[3] Nielsen, R 1996 'Russell Road, Kensington, London W14. An Archaeological Assessment'

Two Roman roads heading westwards from the City ran through Kensington and Chelsea. The main one lies beneath the line of Bayswater Road, Holland Park Avenue and Notting Hill Gate and led to the important town of Silchester (*Calleva Atrebatum*). Another Roman Road, referred to as Akeman Street, probably lies under Kensington High Street eventually joining up with the Silchester Road. In hilly areas the roads were constructed in short straight lengths, being realigned where necessary at high points along the route from which the next suitable sighting point could be chosen. A change of alignment occurs at Notting Hill Gate and as the ground rises considerably at this point, so it is possible that Notting Hill was used as a sighting point[4].

Relatively few finds of the Roman period have been found in the Bayswater and Paddington area; the main reference is to the line of the possible Roman roads, both of which may be, in part, on the line of more ancient trackways.

3.3 Saxon (AD 410 to 1066)

Apart from two (now disputed) references to the early village settlement of Paddington the Sites and Monuments record has only one Saxon entry within the immediate area of the DMA and this refers to an unprovenanced find of a single piece of abraded late Saxon pottery. Many of the roads in the area are known to be medieval or earlier in origin. The area was at this time part of a rural landscape, which included the local Roman roads.

Although both Edgware and Bayswater roads were of Roman origin, the earliest evidence of settlement in the area has traditionally been felt to lie in the name *Paddintune*, meaning Padda's *tun* or farm and recorded in a charter of Westminster Abbey – ostensibly of 959AD but compiled after the Conquest[5]. The early history of the area has been influenced by several early charters and this particular one has Edgar giving lands at *Paddintune* to St Peter's at Westminster – leading to the belief that the reason that Paddington is not referred to in Domesday because the village belonged to Westminster at this time. However, historical research carried out in 1993 by Brooks discusses this data and summarises reasons to doubt the existence of Saxon Paddington, especially as the charter of 959AD is actually a confirmation of an earlier (lost) charter of Edgar. However, both this and an earlier charter of Æthelstan have been dismissed as forgeries for over 100 years and Brookes quotes many respected sources Robins, Gray, Brooke, Hicks, Sawyer and Gelling to this effect. Brooks concludes that there was probably no Saxon settlement at Paddington[6].

[4] This paragraph extracted from Whipp, D (undated)

[5] *Cart. Sax.* ed. Birch, iii, p. 265; F. E. Harmer, A.-S. Writs (1951), 338.

[6] Brooks, H 1993 unpublished assessment 'West End Green Site, Edgware Road, W2' pp3-4; also Slade, L 'Paddington as it was'; Robins, W 'Paddington Past and Present', Hickes '*Monasticum Anglicum'*, Gray, R 'A History of London' p101; Brooke, C 'London 800-1216: The Shaping of a City' p369 and Sawyer, PH 'Anglo-Saxon Charters, p 374 no. 1293 and Gelling, M 'the Early Charters of the Thames Valley', p109.

The lack of archaeological evidence from this area does also suggest that early settlement was situated elsewhere and, owing to their close proximity, probably at London or more especially the major Saxon settlement of *Lundenwic* at Westminster. The study site area does appear to have been very lightly populated throughout the medieval period.

3.4 Medieval (AD 410 to 1066 to 1485)

The medieval manorial system for this area of London seems to be quite complicated with numerous small manors and settlements. The medieval settlements, at Paddington Green and Bayswatering were small. In Paddington twenty people were assessed for subsidy in 1524 and there were 74 communicants in 1548. Paddington, like Marylebone, contributed comparatively little towards county assessments in 1608 and 1636[7]. In the 1740s the chief settlement was around Paddington Green and along the nearby stretch of Edgware Road, opposite Lisson Green in Marylebone, with smaller groups of houses to the west around Westbourne Green and at Bayswatering, where the River Westbourne was crossed by the Uxbridge Road[8].

3.5 Post-medieval summary of the site area (1485-1900)

The Sites and Monuments record has several entries relating to the post-medieval archaeology of this part of the DMA area, including the burial ground of St George's Hanover Square Green. This burial ground is bounded by Connaught Street, Albion Street and the Bayswater Road.

The rapid development of the area is discussed in relation to historic map data. John Rocque's '*Plan of the City of London…and the country near ten miles round'*, published *c.* 1746 shows a broadly rural landscape cut only by the principal roads (*cf.* Fig 2). Horwood's '*Plans of London and Westminster'*, 1792-1799 and revised by Faden 1813, shows a similar picture (*cf.* Fig 3)[9]. The earliest detailed map we have of Paddington is 1742; 8": 1 mile (lands of Sir John Frederick, not illustrated), but again this shows no further new information.

Several plans exist from this period but are based on the Horwood map of 1799: the Potter Map of 1820 (not illustrated) shows how this area of London was developed rapidly between the late 18th century and early 19th century.

[7] G.L.R.O., MR/TH/2, mm. 30d.-31r.
[8] Ch. Com., 'Map of 1742'; Rocque, Map of Lond. (1741-5), sheet 11.
[9] There are two editions of Horwood , one dated 1813 and an earlier map.

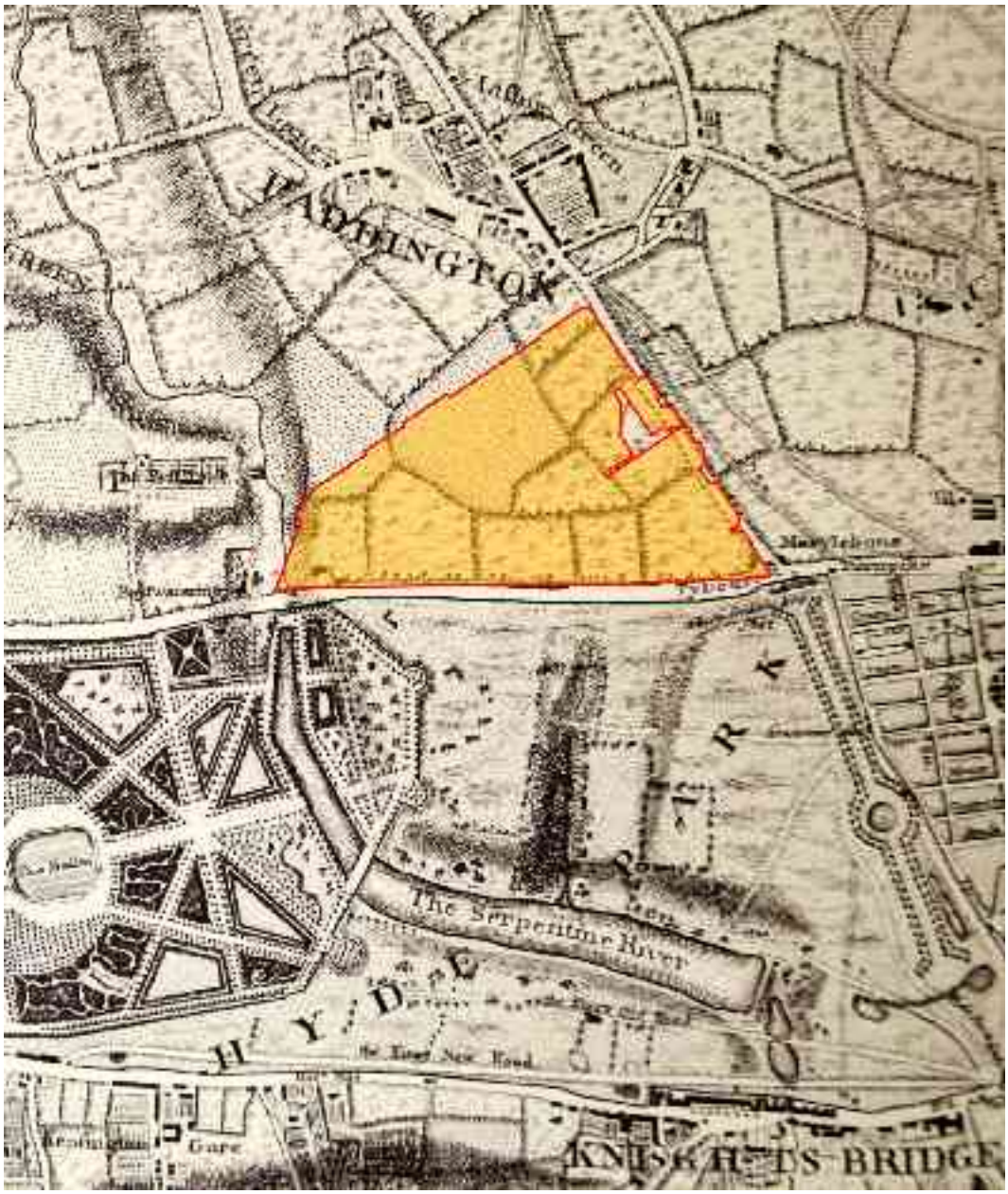

Fig 2 Extract from John Rocque's '*Plan of the City of London…and the country near ten miles round'* published *c.* 1746, showing a broadly rural landscape cut only by the principal roads. The Bayswater Road is shown as the Tyburn road.

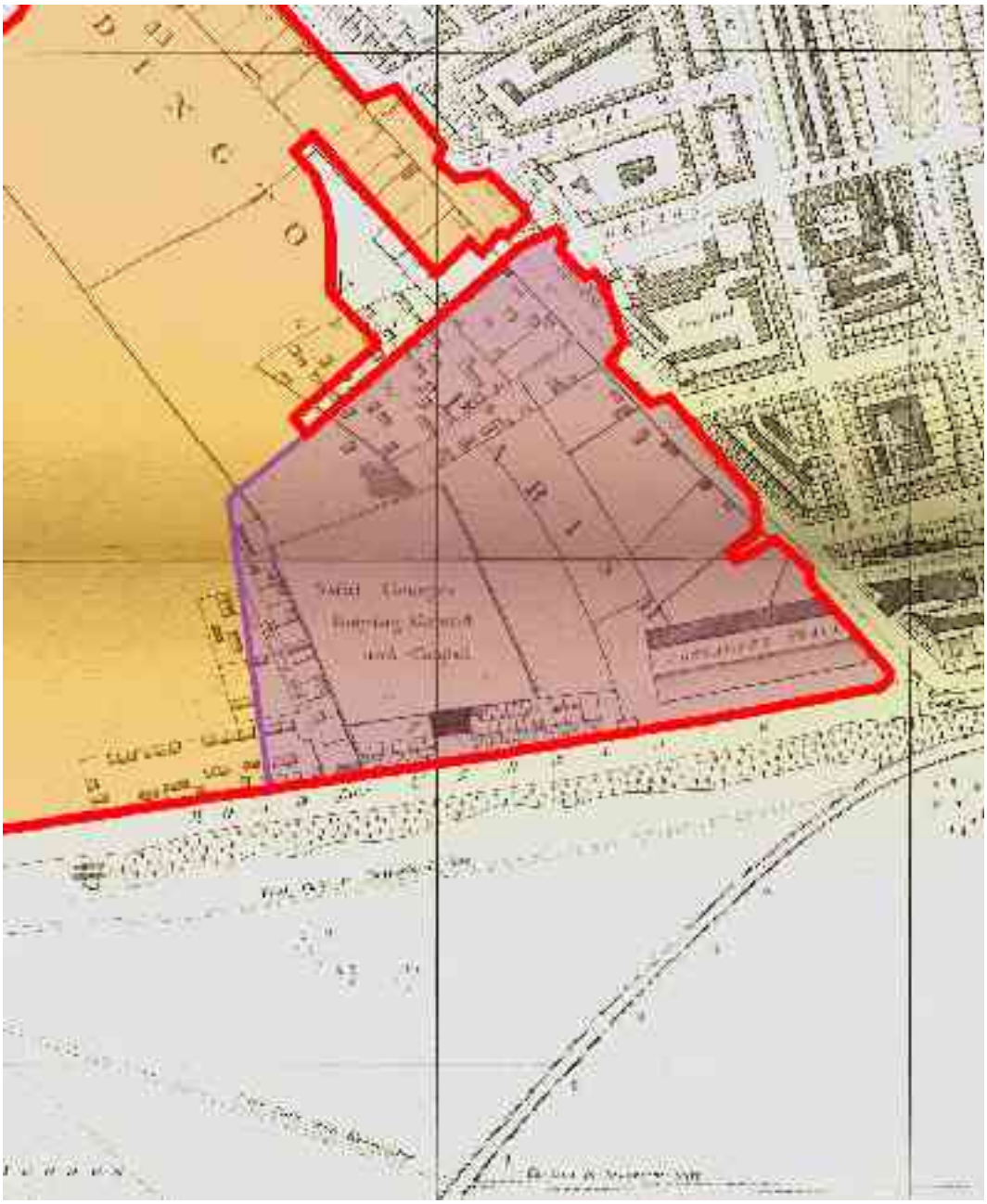

Fig 3 Extract from the revised Horwood map of 1813, showing in detail the southeastern corner of the DMA. The area is now developing and the chapel of St George and burial ground is shown and several properties are now shown. The Bayswater Road is shown as the *Road from Uxbridge*.

At least three other important large scale maps of the area exist from around this date: these are the '*A Survey of the Parliamentary Borough of St Marylebone, including Paddington and St Pancras*, 1834, engraved by B R Davies; a *'Map of London from an Actual Survey'* by Christopher and John Greenwood, 1827[10] and a

[10] Engraved by James and Josiah Neele

map simply entitled '*London*' published by the Society for the Diffusion of Useful Knowledge in 1836. The Davies map shows broadly the same layout as the Potter Map although with less detail, such as individual garden plots which are not shown. The Davies map (*cf.* Fig 4) is of interest for it shows the historic burial ground of St George's Hanover Square and has marked the eleven great estates that were developing in St Marylebone (Portland, Crown, Harrow School, Eyre, Portman), Paddington (The Bishop of London's Estate) and St Pancras (Southampton, Bedford).

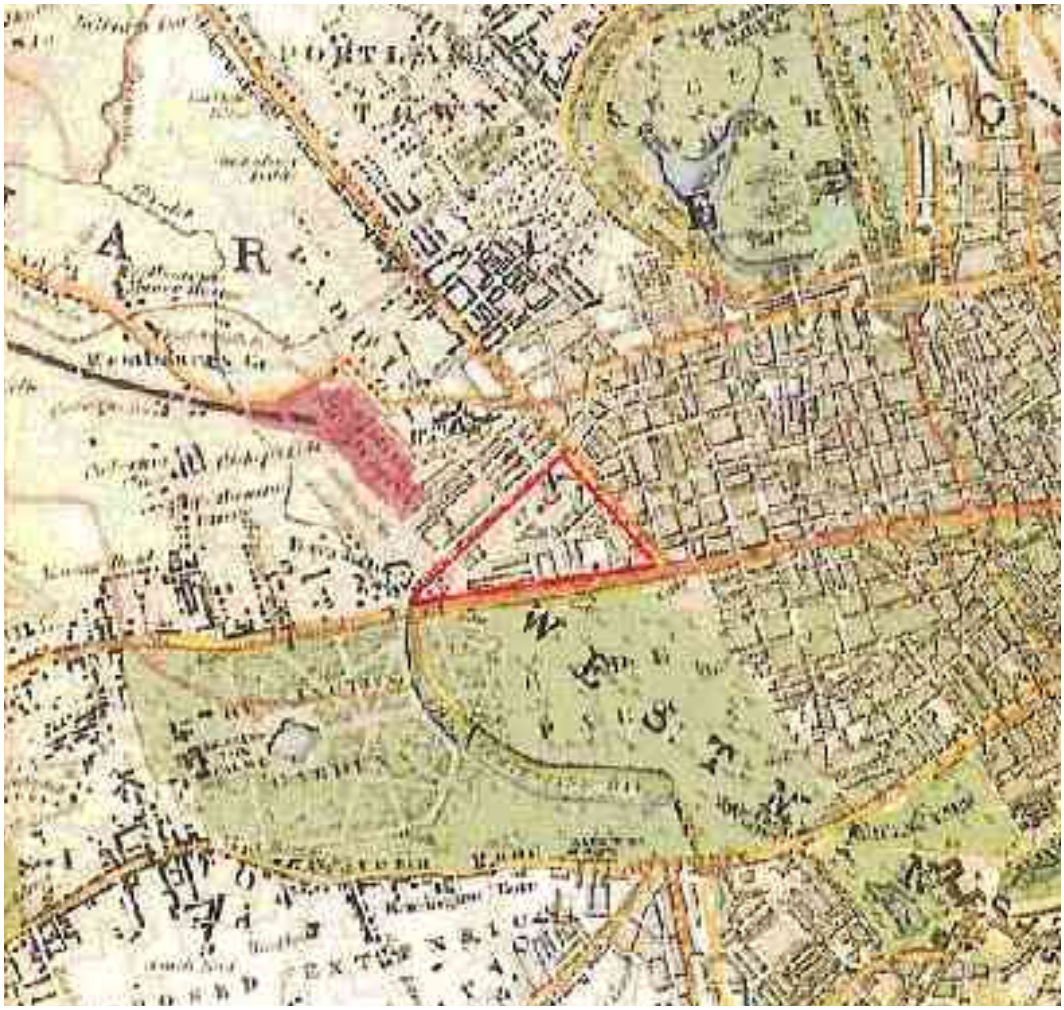

Fig 4 Extract from '*London and its Environs'* drawn and engraved by B.R. Davies (dated 1834); the DMA is shown in red.
Reproduced from Barker & Jackson 1990 p112.

The Davies' map of 1834 shows the whole area being transformed by the coming of the railways. London's first railway was opened in 1836 and the expansion of the railway network was rapid (Fig 4). The approximate area of the DMA is shown in red and other features are the development of Portland Town and the River Westbourne shown to the west of the Edgware Road, flowing into the Serpentine and marked here the '*the Bayswater Rivulet'*. The *London Map*

published by the Society for the Diffusion of Useful Knowledge in 1836 again shows a very similar layout and does not materially add to our knowledge of the study site, apart from showing the development of the local canal network and perhaps one of the last glimpses of the area before the railways[11].

Stanford's Library Map of London and its Suburbs map of 1862 shows the area to be fully developed with residential development extending to Bayswater (*cf.* Fig 5). Several of the street names are different to the present day names, although the alignment of the roads is very similar. Paddington Station and the Metropolitan Railway are now developed. Stanford's map is broadly similar to the OS 1862-65 map (Fig 6; published 1869).

Fig 5 Extract from Stanford's *Library Map of London and its Suburbs* of 1862.

[11] *ibid* p108

The Westminster Archive Centre contains a comprehensive series of OS maps, but not all of these were available for this assessment. In addition, the Ordnance Survey 1st Edition 2 inch Facsimile of the Surveyor's Drawings (OSD 127/83) Map 1804-7 is the first OS map for this area. This map is the original survey drawing for the published Ordnance Survey First Edition 2-inch map of 1822.

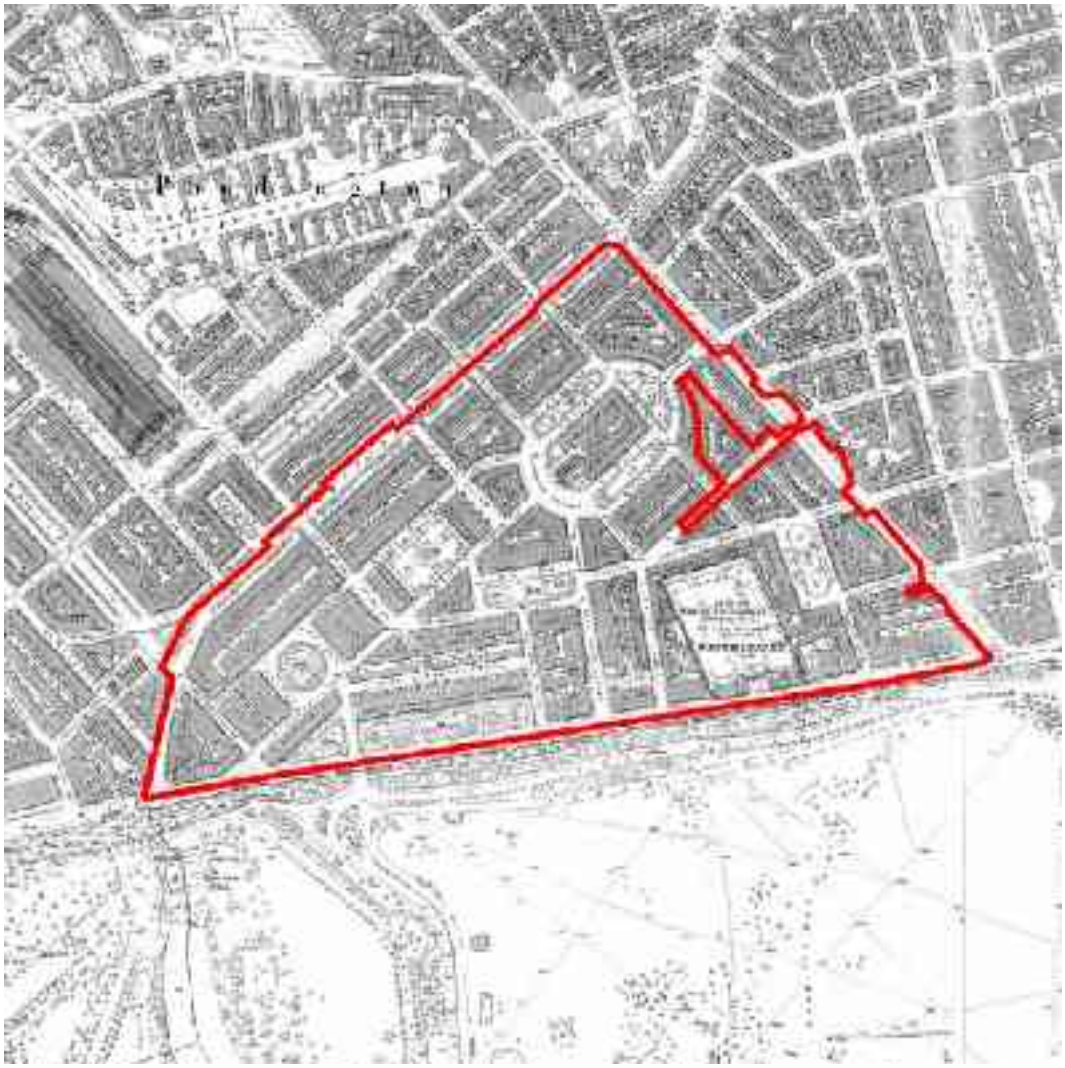

Fig 6 Extract from the Ordnance Survey First Edition 25-inch map surveyed 1862-65, showing a similar layout to Stanford's *Library Map*.

Many of these maps show the historic burial ground of St George's Hanover Square. By the 1850s many of the cemeteries in London were full and the unsanitary state of many churchyards was a cause for serious concern; therefore, from this time burials were being conducted at municipal cemeteries outside of the parishes. The Metropolitan Burials Act of 1853 stopped burials in central London churchyards and all burials ceased in this area of London; parishioners were now buried at St Marylebone Cemetery East Finchley, although this had really been the practice since 1811.

4. Archaeological Research Questions

The fieldwork presented an opportunity to address several research questions, as outlined in the Written Scheme of Investigation for this project: see Section 8.2 for the answers to these questions[12].

5. The Archaeological Programme

5.1 Standards

The field and post-excavation work was carried out in accordance with English Heritage guidelines (in particular, *Standards and Practices in Archaeological Fieldwork, Guidance Paper 3*). Works also conformed to the standards of the Institute for Archaeologists (I*f*A *Standard and Guidance for an archaeological watching brief*). Overall management of the project was undertaken by a full Member of the Institute. The recording system followed the procedures set out in the Museum of London recording manual. By agreement the recording and drawing sheets used were directly compatible with those developed by the Museum.

5.2 Fieldwork

The archaeological watching brief concentrated on the areas of open-cut trenching, so that any surviving evidence could be investigated, identified and recorded. More limited observation was made during the excavation of localised pits forming part of the pipeburst and insertion works.

The watching brief required one archaeologist on site to monitor works and to investigate and record any archaeological remains. If archaeological remains had been exposed adequate time was allowed for investigation and recording, though as no remains were encountered the works programme was not disrupted. English Heritage were advised beforehand of the on-site start date. The Client and English Heritage were also kept advised of the progress of the archaeological fieldwork.

5.3 Methodology

All deposits and features were investigated and recorded in stratigraphic sequence, and where appropriate finds dating evidence examined. However, no finds were retained and no samples taken during the watching brief. All trench locations and any specific deposits or features were recorded as appropriate on *pro-forma* trench record sheets and/or sketched or drawn in plan or section. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. The fieldwork record was supplemented as appropriate by photography. All observed

[12] King, G. January 2009. 'Thames Water Utilities Ltd. Victorian Water mains replacement works in the area of Connaught Street and Albion Street, Bayswater, City of Westminster (Barrow Hill DMA 30). Specification for an Archaeological Watching Brief' *Compass Archaeology in-house document*

works with or without archaeology were recorded on standardised forms, noting the location and size of excavations and the sequence of deposits/features observed therein.

6. Post-excavation work, reporting and the site archive

The fieldwork was followed by off-site assessment and compilation of this report, and by ordering of the site archive. As previously noted, there were no retained finds or samples from this watching brief.

Copies of this report will be supplied to the Client, English Heritage, the London Archaeological Archive and Research Centre (LAARC) and the local studies library.

A short summary of the fieldwork is appended using the OASIS Data Collection Form, and in paragraph form suitable for publication within the 'excavation round-up' of the *London Archaeologist*.

The records from the archaeological project will be ordered in line with MoL *Guidelines for the Preparation of Archaeological Archives* and will be placed in the Museum of London Archaeological Archive as part of the ongoing programme of archive deposition.

7. The Archaeological Watching Brief

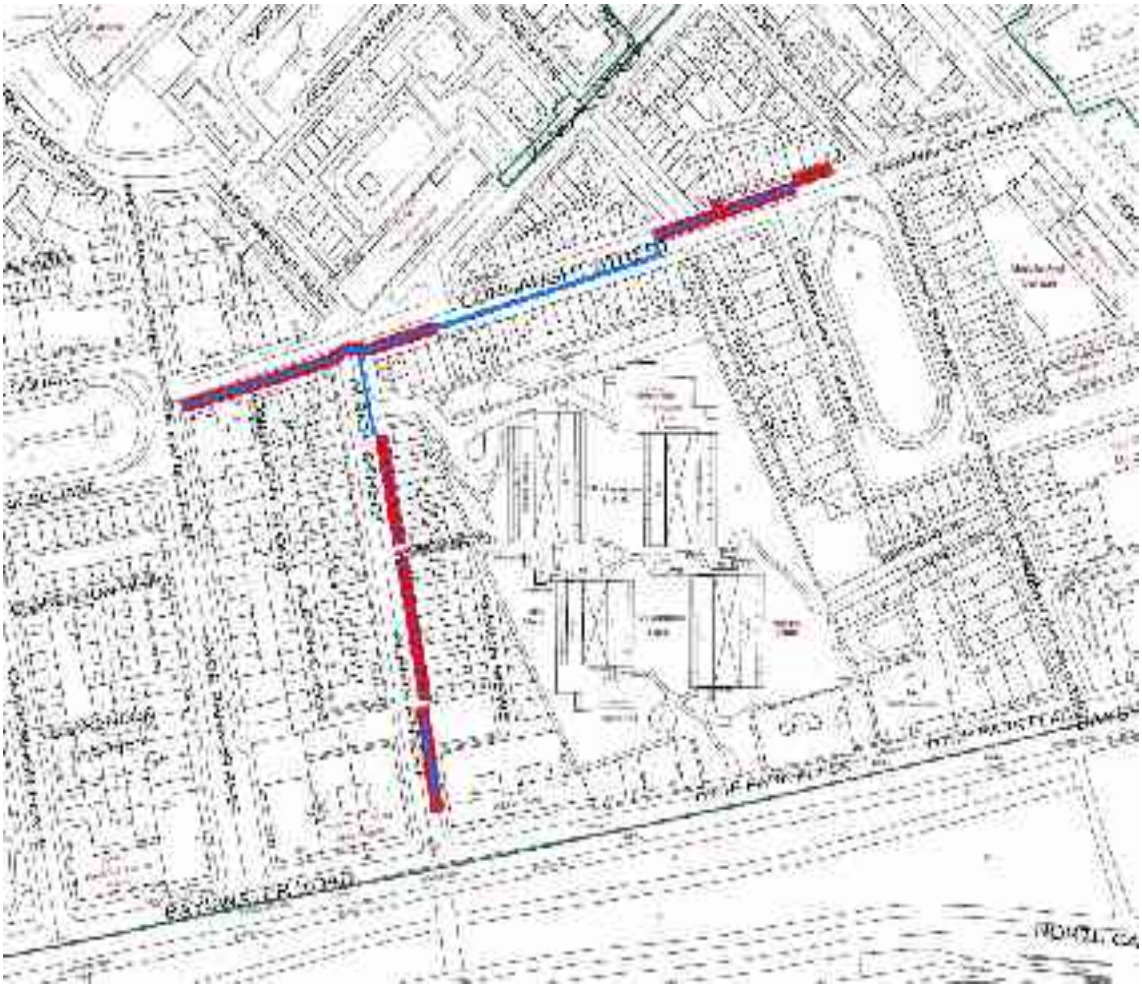

Fig 7 The Victorian Mains Replacement works in Barrow Hill District Metering Area 30, showing the line of the VMR works in blue (insertion, open cut and drilling). The open-cut trenches and pits that were monitored during the watching brief are highlighted in red.

Archaeological monitoring in the Bayswater area consisted of regular visits to observe and record areas of open groundworks. The level of recording was determined by the nature of the exposed ground, and as the trenches and pits were essentially negative for archaeological material a simplified recording method was employed. Each excavation was recorded under a set of required elements on trench record sheets and supplemented with location plans and photography. The standard recorded elements constituted length, width and depth of excavations (in metres), location, orientation, brief description and dimensions of exposed deposits, and methods/conditions. Where appropriate photographs were taken and in general covered scaled section and overall trench shots, and where possible a wider location shot.

A single site code of TZN 09 was used to cover all archaeological monitoring within the designated area (as defined by Figure 7 above).

7.1 Streets within the Monitored Study Area

The recorded groundworks produced no significant archaeological finds or features during the course of the watching brief. Owing to the nature of the archaeological monitoring and recording, the results will be presented below as a summary of the two roads that concern this report (Connaught Street and Albion Street). The linear distance of trenching refers to the total distance of *open* trenching recorded during the monitoring visits, as opposed to the full length of pipe laying undertaken on a single street.

7.1.1 Connaught Street

Approximately 103m of open cut trenching and feeder trenches were observed along the length of Connaught Street, between Portsea Place in the east and Hyde Park Street in the west.

Fig 8 A typical section from the VMR works on Connaught Street, looking east from outside No 21 and revealing the made ground deposits and truncated natural brickearth below the tarmac and concrete hardcore road make up *(1m scale)*

Fig 9 The view southwest along Connaught Street from opposite Connaught Square with a section of open cut trench in the foreground. The property on the corner is No 23 Connaught Square.

Date	Location	L (m)	W (m)	D (m)
15.07.09	A small runner lay adjacent to the north kerb outside no 22a Connaught Street on a north south alignment.	2m	0.5m	0.85m
22.07.09	Five open cut runners and 2 sections of continuous open cut trenching lay between no 17 Connaught Street and no 10a Connaught Street along the northern carriageway.	51.5m (total)	0.55m – 1.6m	0.8m – 1.3m
03.09.09	A section of continuous open cut trenching lay parallel to the southern kerb of Connaught Street, between Albion Street and Hyde Park Street.	49m	0.7m	1.12m

Fig 10 An example of the shallow feeder trenches that ran from the north kerb of Connaught Street, taken outside No 18 Connaught Square and looking south *(1m scale)*.

Open cut trenching exposed the existing tarmac road construction, generally overlying a concrete hardcore to an average depth of *c.* 0.45m. Underlying deposits consisted of modern services and related backfills, fairly modern made ground or redeposited natural silty clay/brickearth.

Trenching in this area was excavated to a maximum depth of *c.*1.3m below the existing ground surface and exposed deposits relating to modern services and intrusions. Along Connaught Street a dark brownish yellow sand and gravel based made ground deposit was observed in most trenches overlying a darker brownish grey sandy clay layer that was observed to the base of the trenches. Frequent gravels were recorded in the upper deposit which may be related to road building activity, whilst occasional post-medieval CBM (ceramic building material) and frequent gravel inclusions were observed throughout the lower deposit at the base of the trench. The CBM within this layer may have derived from slightly earlier building and subsequent demolition in this area (as indicated on Figure 3); however archaeological evidence is too scarce to be certain of this. No significant finds or features were observed along Connaught Street.

7.1.2 Albion Street

Victorian Mains Replacement works were located along the eastern carriageway of Albion Street from Bayswater Road in the south to Connaught Street in the north. These works were either sections of open cut trenching or feeder trenches that ran in to the properties along the eastern side of Albion Street. Approximately 45m of trenching was observed during the watching brief.

Date	Location	L (m)	W (m)	D (m)
16.09.09	Seven runners were observed between no 28 and no 35 Albion Street adjacent to the eastern kerb of Albion Street on an east west alignment.	1.25m – 3.7m (total: 22.25m)	0.45m	1m – 1.32m
23.09.09	Between 43 – 42 Albion Street two runners and an area of open cut trenching were observed along the east kerb.	1.5m – 11.5m (total: 14.2m)	0.41m – 1.1m	0.85m – 1.38m
06.10.09	Outside no 43 – 66 Bayswater Road (Albion Gate) lay a section of open cut trenching parallel to the eastern kerb.	3m	0.65m	0.7m – 1.15m

Fig 11 VMR works on Albion Street looking south towards Bayswater Road, showing the trenches and feeders *(1m scale)*.

The existing tarmac road surface was removed exposing the underlying concrete hardcore base and made ground deposits that lay beneath to a depth of *c.* 0.5m. Directly below the road make up lay a further sandy rubble made ground that was firmly compacted and contained frequent post-medieval CBM (ceramic building material) and gravel inclusions. In various trenches that lay between nos 28 and 35 Albion Street a 60mm thick band of crushed chalk was observed, which may derive from the demolition of buildings that previously stood in this area (*cf.* Figure 3). At the base of the trench was a mid brown, silty sand reworked ground that contained moderate gravels and only occasional CBM inclusions: this band was up to 0.7m thick and firmly compacted. Only at the very southern end of Albion Street did the sequence change: a shingle backfill was observed below the road make up layers to the base of the trench which is indicative of a separate series of modern services. Natural Terrace Gravels – probably truncated – were observed towards the southern end of Albion Street at *circa* 850mm below current ground surface.

Fig 12 (left) east-facing section of an open cut trench on Albion Street showing the rubble-based made ground below the road make up layers and the natural terrace gravel at the base of the trench.

Fig 13 (left) A feeder trench that lay adjacent to the east kerb outside No 32 Albion Street. Notice the white chalk layer (modern) that features prominently below the road make up layers

8. Conclusions

8.1 Summary

Archaeological monitoring of water mains replacement works in the Bayswater area of the City of Westminster exposed no significant archaeological finds or features. The majority of excavations exposed typical sequences of modern road construction overlying made ground and service-related deposits.

Natural brickearth or Terrace Gravels were observed in some areas, some 0.8m to 1.0m below the present road surface and probably heavily truncated by the overlying modern layers. 19th century building rubble was observed in made-ground layers in various trenches and probably represents the development of the area during the mid 19th century, although there may also be some demolition material from the slightly earlier buildings that are seen in Figure 3 above.

8.2 Archaeological Research Questions

The fieldwork presented an opportunity to address several research questions (*cf*. Section 4):

- *Is there any evidence for prehistoric to medieval activity, and what is the nature of this?*

  No evidence for any activity from the prehistoric to the medieval period was observed during the course of the archaeological watching brief.

- *Is there any evidence for the line of the Roman road or for Roman funerary or settlement patterns?*

  No evidence for Roman activity was observed during the course of the archaeological watching brief.

- *What evidence is there for post-medieval activity in the area? Can further evidence be gained of the extent of mineral extraction works in the area?*

  No evidence for post-medieval activity prior to the 19th century was observed, nor was any further evidence of mineral extraction found during the watching brief.

- *What evidence is there for the post-medieval burial ground of St George's Hanover Square, and what is the significance of this?*

  There was no evidence of the St George's Hanover Square burial ground, nor was any redeposited human bone observed in any of the later strata or recovered from the spoil upcast from the VMR excavations.

- *At what level do archaeological deposits survive in the highways across the area?*

  No archaeological deposits were observed throughout the watching brief, although truncated natural brickearth and Terrace Gravels were observed in some areas at a depth of about 0.8m to 1.0m.

- *Can the watching brief works inform on the site-specific research questions of local archaeological sites and archaeological priority areas?*

  Only negative evidence was accrued during the watching brief: archaeological remains relating to the burial ground of St George's Hanover Square did not appear along Albion Street or Connaught Street in the areas of VMR works trenching. These may lie within now-developed areas further south on Connaught Street and further east on Albion Street.

  No evidence for activity between the prehistoric period and the medieval period was observed. However, evidence for mid 19th century activity was observed in the form of rubble made-ground layers containing contemporary building material. It is likely that this material represents the general development of the area in this period, although some may derive from demolition of slightly earlier buildings in the vicinity.

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Appendix I: OASIS Data Collection Form

OASIS ID: compassa1-67679

Project details

Project name	Thames Water Victorian Mains Replacement Works, Connaught Street and Albion Street, Bayswater, Barrow Hill DMA 30 Archaeological Area, City of Westminster
Short description of the project	Archaeological monitoring of Thames Water mains replacement works in the Bayswater Road area of Paddington. Monitoring included the observation and basic recording of all open contractors trenches and pits. The trenching exposed modern deposits and features only, including road make-up and service backfills, and no archaeological finds or features were observed. Truncated natural brickearth and gravels were recorded at depths of 0.8m to 1.0m.
Project dates	Start: 15-07-2009 End: 06-10-2009
Previous/future work	No / No
Any associated project reference codes	TZN 09 – Sitecode
Type of project	Recording project
Site status	None
Current Land use	Transport and Utilities 1 – Highways and road transport

Project location

Country	England
Site location	GREATER LONDON CITY OF WESTMINSTER PADDINGTON BAYSWATER AND KNIGHTSBRIDGE. Thames Water Victorian Mains Renewal Works, Barrow Hill DMA 30, City of Westminster
Postcode	W2
Study area	1038.50 Square metres
Site coordinates	TQ 27226 81062 51.5136430751 -0.166313997249 51 30 49 N 000 09 58 W Line
Site coordinates	TQ 27574 81160 51.5144452464 -0.161265632256 51 30 52 N 000 09 40 W Line
Height OD / Depth	Min: 22.90m Max: 25.60m

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	English Heritage/Department of Environment
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Jonathan Henckert
Type of sponsor/ funding body	Thames Water Utilities

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London archive
Digital Archive ID	TZM 09
Digital Media available	'Images raster / digital photography','Text'
Paper Archive recipient	Museum of London Archive
Paper Archive ID	TZM 09
Paper Contents	'Stratigraphic','other'
Paper Media available	'Miscellaneous Material',' Research',' General Notes','Map','Plan','Report', 'Unpublished Text'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Thames Water Victorian Water Mains Replacement Works, Connaught Street & Albion Street, Bayswater, City of Westminster (DMA Barrow Hill 30)
Author(s)/Editor(s)	Henckert, J
Date	2009
Issuer or publisher	Compass Archaeology
Place of issue or publication	Compass Archaeology 5 - 7 Southwark St, London, SE1 1RQ
Description	In-house developer report; A4 comb bound, 28 pages
Entered by	Jonathan Henckert (mail@compassarchaeology.co.uk)
Entered on	19 November 2009

Appendix II: London Archaeologist Summary

Site Address:	Thames Water Victorian Mains Replacement Works, Connaught Street and Albion Street, Bayswater, City of Westminster W2 (DMA Barrow Hill 30)
Project type:	Watching brief.
Dates of Fieldwork:	15th July 2009 - 6th October 2009
Site Code:	TZN 09
Supervisor:	Jonathan Henckert
NGR:	TQ 2722 8105 (W) – TQ 2750 8114 (E)
Funding Body:	Thames Water Utilities Ltd

Archaeological monitoring was undertaken during contractors groundworks and consisted of the inspection and recording of all works accessible during monitoring visits. The majority of trenching exposed 19th century and later deposits and features only, and no significant archaeological remains or material were observed. In most areas typical sequences of modern road construction – tarmac surface and concrete hardcore bedding – overlay made ground and service-related deposits and backfill. Truncated natural brickearth and Terrace Gravels were observed in some areas, at a depth of about 0.8m to 1.0m.