

Archaeology West - Contract No. C254
Archaeological Excavation at Tottenham Court Road (west)
 Southern Block: Interim Report

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Figure 1 Site location plan

Figure 2 Archaeological remains uncovered

Plate 1: Uneven nature of the quarrying, looking west

Plate 2: Clearly distinct quarry areas, 5376 and 5377, looking east

Plate 3: Evidence of wheel ruts in surfaces prior to construction of the brick wall in the background, looking south-east

Plate 4: Pit 5460 cutting ditch 5361, looking south

Plate 5: Site limit superimposed on Horwood's 1792-99 mapping

SUMMARY

During early November 2010, Oxford Archaeology/Gifford (OAG, now Oxford Archaeology/Ramboll) carried out a detailed archaeological excavation on a block of land between Great Chapel Street and Dean Street, Westminster, London. The fieldwork was undertaken on behalf of Crossrail on the site of the future Tottenham Court Road (Western Ticket Hall: Southern Block). The excavation revealed probable 17th-century quarrying activity, which was subsequently infilled and had been built over by the late 19th century. There was evidence of probable 18th- or 19th-century wheel ruts on the same alignment as a ditch, which had been cut by a timber-lined pit. No evidence of Roman activity was found within the area excavation.

1. INTRODUCTION

1.1 Scope of work

- 1.1.1 During October 2010 Oxford Archaeology/Gifford (hereafter OAG) undertook an archaeological excavation on a block of land situated between Dean Street, Great Chapel Street and Fareham Street, Westminster, London WD1. This work was undertaken in advance of Crossrail construction, the Tottenham Court Road (abbreviated as TCR) element of which will comprise two platform tunnels of approximately 250m length between new station entrances at the corners of Dean Street (west) and Charing Cross Road (east) respectively.
- 1.1.2 An addendum to the Site Specific Written Scheme of Investigation (SSWSI) for the site was produced by Arup, the framework design consultant (Addendum Document No: C134-OVE-T1-RGN-N105_WS089-00004 Rev 3.0, original Document No: C134-OVE-T1-RGN-N105-00017 (Rev. 8.0, 12 May 10)). In response, OAG produced an Archaeology Method Statement (C254-OXF-W-GMS-CRG03-00002, OAG16188.R06 Rev 2.0.), which was approved by the Crossrail PDP Archaeologist.
- 1.1.3 This report is an Interim Statement, rapidly produced following the completion of site works in order to quickly disseminate the outline results of the investigation. The detail of its contents are commensurate with the limited timeframe of its production. A full excavation report will be produced for the works in due course.

1.2 Location, geology and topography

- 1.2.1 This data is summarised from the Detailed Desk-Based Assessment (DDBA) undertaken for Tottenham Court Road (document reference: CR-SD-BOS-EN-SR-00001).
- 1.2.2 The present ground surface topography for the study area is relatively flat and even, varying little between 125.45 and 125.7m ATD. Information based on exploratory boreholes demonstrate that beneath the made ground, which includes the archaeological remains, the Lynch Hill river terrace deposits, range in depth from 4.3-4.9m (at 121.9m ATD). The terrace gravels, laid down over centuries of Thames river activity, overlie the London Clay (seen at 117.15m ATD).
- 1.2.3 There was also reported evidence of brickearth (Langley Silts Complex) identified in the Specialist Technical Report (STR), overlying the Lynch Hill Thames terrace gravels.

1.3 Archaeological background

- 1.3.1 The following outline is taken from the Specialist Technical Reports (STR): Assessment of Archaeology Impacts (Parts 1-6), prepared in support of the Environmental Statement (2005), the DDBA (doc ref CR-SD-TCR-EN-SR-00001), and additional information from MOLA (formerly MoLAS). MOLA provided an updated baseline, historic map information and data relating to the survival of deposits in the vicinity of the works.
- 1.3.2 To date, previous studies have confirmed that the area is considered to have a high potential for remains relating to the post-medieval urbanisation known to occurred throughout this area. Soho Square has been noted as the possible site of post-medieval brick kilns (GLSMR 083772) and these were thought to have the potential to be present to some extent within the Crossrail worksite. At St Giles Pound, medieval and post-medieval gallows lay close to the worksite, at the junction of Tottenham Court Road, Charing Cross Road and Oxford Street. Other heritage resources include the remains of Falconberg House, built in the 1680s on the north-eastern corner of Soho Square, and demolished in 1924; its construction spread was identified in excavations at 11 Sutton Row (XRB92).
- 1.3.3 There was thought to be a moderate potential for the main Roman road from London to Silchester (Oxford Street/High Holborn) to be discovered. This continued in use from the Saxon period onwards and passed close to the north of the Crossrail site (GLSMR 081172). It may have intersected another Roman road – Tottenham Court Road/Charing Cross Road (GLSMR 081493) and was also a medieval and post-medieval highway (GLSMR 082050).
- 1.3.4 Other possible deposits of moderate potential related to the medieval village of St Giles, which focused around the High Street, particularly on the junction of Tottenham Court Road and St Giles High Street. Indeed, the eastern edge of the site lies within the Archaeological Priority Area designated by the London Borough of Camden, for the medieval and later village of St Giles. Civil War defences were also thought to exist within or close to the Crossrail worksite, possibly around Newman Street and its junction with Tottenham Court Road, probably on the north side of Oxford Street.
- 1.3.5 The map regression exercise undertaken for the DDBA highlights the rapidity with which the area went from a rural landscape on the edge of the City in 1572, albeit one with an emerging road network, to the densely urbanised area apparent today.

1.4 Map Regression

- 1.4.1 A historic map regression exercise was undertaken as part of the DDBA for Tottenham Court Road. This is summarised below, although additional mapping was utilised during the excavation, namely Richard Horwood's map of 1792-99 and the Ordnance Survey 1896 1:2500 edition.
- Hogenburg's map of 1572 shows the area was already part of a major road network connecting London to outer regions. It formed a main route to Tottenham Court.
 - Faithorne Newcourt's map of 1658 shows how the main road to Tottenham is surrounded by fields while the study area shows cultivation and small blocks of land fronted by houses. Development is encroaching from the south and east of the study area.

- Morgan's map of 1682 demonstrates that land blocks are becoming sub-divided into smaller narrow units, and a number of houses are fronting the street of the study area. The road layout of Oxford St and Soho Square is established.
- By 1746, Roque shows that the area has been extensively built up, with the alignment of Dean St, Fareham Street and Goslett Yard continuing to be visible.
- Greenwood's map of 1824 shows that the area is now densely populated by a variety of buildings, ranging from private dwellings, over shops and pubs to offices. Basements can be anticipated for many of these structures, although not yet completely clarified.
- The Ordnance Survey map of 1870 depicts a densely populated area. A 'Pickling Factory' is situated between Soho Square and what will become the Astoria. Soho Bazaar is marked, on the north-west corner of the square. The 1914 issue of the Ordnance Survey plan shows an even more densely built-up area.

1.5 Conclusions of the desk top study

Generally, it was concluded within the desktop study that there was:

- a moderate potential for the main Roman road from London to Silchester (Oxford Street/High Holborn), which continued in use from the Saxon period onwards and passed close to the north of the Crossrail site (GLSMR 081172);
- a moderate potential of deposits related to the medieval village of St Giles which focused around the High Street, particularly on the junction of Tottenham Court Road and St Giles High Street. Civil War defences may exist within or close to the Crossrail worksite, possibly around Newman Street and its junction with Tottenham Court Road, probably on the north side of Oxford Street.

1.6 Recent field works subsequent to the DDBA

1.6.1 A test pit evaluation (TPE) was undertaken by OAG during June and July 2010 on behalf of Crossrail. The TPE was carried out in a number of basements of buildings which collectively fell within the curtilage of the proposed Western Ticket Hall. The location of the 9 test pits is shown on Fig.1. Test Pits 1-6 lay within the Northern Block, while the remainder (TP7-9) lay within the the Southern Block. Test Pits 1, 2 and 3 were located within the basement areas of 91-101 Oxford St and 102 Dean St buildings. Test Pits 4, 5 and 6 were located within the basement areas of 3-4 Great Chapel Street, 6-7 Great Chapel Street and 95-97 Dean Street. Test Pit 6 was the only one to lie within the excavation area reported here. To summarise, the following pits pertaining to the current report, were excavated as:

- Test Pit 7: 2m x 2m x c. 1.3m deep test pit;
- Test Pit 8: 2m x 2m x c. 1.8m deep test pit; and
- Test Pit 9: 2m x 2m x c. 1.2m deep test pit;

1.6.2 Post-medieval quarrying was identified in Test Pits 7, 8 and 9. This was characterised by large features exhibiting a multitude of irregular cuts and infilled with mixed deposits derived from the natural geology (brick earth gravels and clay, together with some domestic dumping).

1.6.3 In each of the test pit trenches narrow linear features were uncovered. These were interpreted as wheel ruts cut through the top of the quarrying backfill.

- 1.6.4 Pottery and clay tobacco pipes indicate a date of the late 17th century - early 18th century for this activity, which chimes with a period of exploitation of (largely undeveloped but only just peripheral) land immediately predating comprehensive Georgian development. Although issued at a slightly later date, Roque's London map of 1735-46 shows the nature of this activity.
- 1.6.5 Roman pottery retrieved from Test Pit 8 was defined as residual but raised the possibility of Roman remains in the area.
- 1.6.6 In conclusion, the results of the archaeological test pit investigations, together with the documentary data, indicated the presence of remains dated from the 17th century onwards on the site, with the possibility of much earlier, Roman remains, also being present.

1.7 Investigation Methodology

- 1.7.1 In adherence to the SSWSI Addendum an investigation area (see Figure 1) was set out in the space made available by the site's Principal Contractor, McGee. The resulting overall area had maximum dimensions of 18m x 6.75m, forming an area of approximately 121.5m².
- 1.7.2 The concrete slab covering the excavation area (the basement floor of the previous building) was removed by the Principal Contractor under an occasional archaeological presence. The debris from the demolition of pre-existing buildings beneath the slab was then carefully removed in spits of no more than 0.2m using an 8 tonne mechanical excavator fitted with a bladed bucket. These works were done under constant archaeological supervision.
- 1.7.3 The initial machine stripping of the site ceased at the point at which either safe working depth was attained or where the first significant archaeological remains were encountered. At this juncture manual excavation methods were used to investigate a number of features.
- 1.7.4 The surface of any exposed archaeological horizon was cleaned sufficiently for deposit/feature identification and planning. Sample hand excavation proceeded in order to clarify the nature, character and date of the archaeological remains and also to establish their relative depth and extent.
- 1.7.5 At the end of this process a further period of controlled machining was undertaken to remove the deposits which had been investigated and characterised. This allowed the areas beneath to be exposed and determination of any earlier features and deposits to occur. These mostly consisted of post-medieval quarry backfills and their original cuts.
- 1.7.6 All structures, deposits and finds were recorded by OAG according to current best practice and accepted professional standards (see OA Fieldwork Manual 1992, Museum of London Archaeological Site Manual 1990), and as outlined in:
 - Archaeology West – Contract No. C254, Archaeological Works at Tottenham Court Road, Archaeology Method Statement, Draft Document No. OAG16188.R06 (CRL Document No. C254-OXF-W-GMS-CRG03-00002 Rev 2.0)
 - Addendum to WSI: Detailed Excavation Phase, Southern Block, TCR West Document No: C134-OVE-T1-RGN-N105_WS089-00004 Rev 3.0, and Tottenham Court Road Station. Site-Specific Archaeological Written Scheme of

Investigation (SSWSI). Document No: C134-OVE-T1-RGN-N105-00017 (Rev. 8.0, 12 May 10)

- Archaeological Generic Written Scheme of Investigation, Document No: CR-PN-LWS-EN-SY-00001, 7 July 2009 (AWSI)
- Archaeology Specification for Evaluation and Mitigation (including Watching Brief), Document No: CR-PN-LWS-EN-SP-00001, 26 June 2009, (ASEM)
- Works Information (Volume 1 - General), Document No: CR-SD-PRW-X-RT-00151, 5 June 2009 (WIV1)
- Works Information (Volume 2 - Particular), Document No: CR-SD-PRW-X-ITT-00001, 13 July 2009 (WIV2)
- Crossrail standards and specifications;
- Institute for Archaeologists – Standard and Guidance for archaeological excavation, 2008 (revised);
- Institute for Archaeologists – Standard and Guidance for an archaeological watching brief, 2008 (revised);
- Museum of London collections and archive policies and guidance;
- English Heritage – Geoarchaeology, 2007;
- English Heritage - Archaeological Science at PPG16 interventions: Best Practice Guidance for Curators and Commissioning Archaeologists, 2003;
- GLAAS Archaeological Guidance Papers 1999;
- Corporation of London archaeology guidance – Planning Advice Note 3, 2004; and
- Museum of London Archaeology Service site recording manual (MOLA 1994).

1.8 Aims and Objectives

- 1.8.1 The Addendum to WSI: Detailed Excavation Phase, Southern Block, TCR West, Document No: C134-OVE-T1-RGN-N105_WS089-00004 (Rev 3.0) contained a number of research and work objectives.
- 1.8.2 The overall aim of the archaeological works was to understand the nature of residual Roman material located during excavation of TP8. The condition of the Roman artefactual material was considered to be very good, raising the possibility that the material was possibly derived from a nearby site. The detailed excavation phase therefore aimed to determine whether natural ground, potentially containing primary deposition information, could be located and examined.
- 1.8.3 The detailed excavation area was chosen for its proximity to TP8 and to an open area of courtyard which has historically not been built on. It was hypothesised that any survival of natural gravels would be located in this area. The area had also been constrained by the need to ensure the excavation lay at least 4m in from the edge of the block to allow for battering and/or propping.
- 1.8.4 To determine whether residual Roman artefacts found during the evaluation phase represent localised activity during this period, and whether there was any evidence for Roman-period horizons to survive in this location.

1.9 Finds

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- 1.9.1 Pottery, clay tobacco pipe, ceramic building material, glass, bone, shell, wood, slate and metal objects were retrieved from the excavation. These have not yet been processed and reported on. The presence of distinctive pottery and clay tobacco pipe, where present, serves to give a TPQ (*terminus post quem*) for the deposits.

2. RESULTS

2.1 Area Excavation

- 2.1.1 In total, the site exposed and recorded measured 18m east-to-west by 6.75m north-to-south, equating to an area of approximately 121.5m² (Figure 2). Five broad phases of archaeological activity could be defined across the site. Summary results of the investigation are presented below.
- 2.1.2 Broad phasing has been ascribed to the deposits and structures encountered during the investigation, and the results are presented below in chronological order. This phasing is provisional as is appropriate for an assessment of the site, and may be refined in the light of evidence produced from detailed analysis of the dataset.
- 2.1.3 **Phase 0 Natural Drift Geology:** This is the earliest phase represented on site and consisted of variable mid orange sands and gravels (context 5390) of the Lynch Hill terrace gravels. In the initial phase of the archaeological investigation a very small area of what transpired to be the natural gravels was seen at the extreme northern end. The subsequent machine stripping of the remaining late post-medieval archaeological remains uncovered the natural material underneath. In addition to this the natural terrace gravels were seen beyond the southern limit of excavation during the removal of intrusive concrete foundations. In the central part of the site the surviving height was recorded as 121.01m ATD, although it was evident in the sections at a slightly higher level, 121.26m ATD. The variation is due to the uneven quarry cuts.
- 2.1.4 There was an absence of any 'brickearth' deposits, named due to its extraction for use in making bricks, but more geologically known as the Langley Silt, and it is possible that quarrying had already removed early horizons across the site. There was therefore no evidence of an original soil profile or associated prehistoric, Roman or medieval features.
- 2.1.5 **Phase 1 Early to Mid-Seventeenth Century:** The quarry pits were difficult to define as careful cleaning and examination revealed that there were numerous cuts which intermingled. It was not possible to differentiate the cuts as they had all been apparently backfilled at the same time, leaving no trace of which, if any, intercut. Where the quarrying was visible the interface was somewhat uneven and irregular but there was some hints of regularity. This was most evident with 5376 which appeared to be essentially east-to-west aligned and 5379, which seemed to demonstrate a squared corner, (Plate 1). Six quarry cuts / interfaces were visible (contexts 5376, 5377, 5378, 5379, 5380 and 5418) and this perhaps supports the suggestion that the quarrying was of a more continual, piecemeal nature, than undertaken in one swathe of activity (Plate 2).



Plate 1: Uneven nature of the quarrying, looking west



Plate 2: Clearly distinct quarry areas, 5376 and 5377, looking east

2.1.6 The backfills of the quarrying generally comprised orange sands and gravels mixed with pale brown clays (eg 5382). These deposits are characteristic of the surrounding natural and suggest that some of it was being re-deposited. Within the backfill there was an absence of finds in these deposits. If the activity is associated with the quarrying seen in the Northern Block, one of the backfill contexts from that excavation did contain pottery that indicated an early 17th-century date. The nature of the backfills was highly mixed, but there were hints, when viewed in section, that the backfills were being tipped in from the eastern side.

2.1.7 **Phase 2 Late Seventeenth Century:** On the eastern side of the site the quarrying was sealed by a somewhat discontinuous deposit of dark grey compacted silt, seen as context 5423. Beneath this layer and impressed into the upper backfills of the quarrying was evidence of numerous wheel ruts; 5365, 5367, 5392 and 5394, for example. These ruts could be related either to the quarrying and its backfilling, or possibly the transport of material for construction activity post-dating the quarries. (Plate 3). The ruts are consistent with those seen during the evaluation phase of work.



Plate 3: Evidence of wheel ruts in surfaces prior to construction of the brick wall in the background, looking south-east

2.1.8 Along the western limit of the visible surviving wheel ruts was a ditch (context 5361) on the same north-west/south-east alignment as the wheel ruts. The ditch was approximately 1.4m wide, 0.8m deep and extended beyond the limits of the excavation. There were several fills within it, the lower ones appearing consistent with displaced quarry backfill being re-deposited back into the ditch. The upper fills were darker and contained more industrial and organic traces, although none was well preserved. In theory, the ditch may be of a slightly later phase than the wheel ruts but it should be noted that the modern disturbances may have obscured the stratigraphy somewhat. The ditch was cut by later pit 5360 (Plate 4).



Plate 4: Pit 5360 cutting ditch 5361, looking south

2.1.9 **Phase 3 Eighteenth to Mid-Nineteenth Centuries:** Both Roque's map of 1746 and Horwood's map of 1792 show the central area of this site as being open, and the unfinished character of the street in 1720 is indicated by an account of John Strype who describes how the passage northward out of Carlisle Street led *'into waste Ground betwixt Wardour-street and the Backside of Dean-street: Which Ground is designed to be built upon, there being a Street laid out, and some Houses built'*.

- 2.1.10 Archaeologically, there was evidence of two features that may have their origins in this phase. The first was a pit (context 5360) which was partly timber-lined. The uppermost part had a brick kerb whereas the lower half had used a constructed timber lining or, possibly, a re-used barrel to stabilise the sides. The pit was 1.4m in diameter and 1.05m deep. The pit was clearly seen to truncate the earlier ditch 5361. It was backfilled with clayey deposits and there seemed some evidence of seepage of organic material. The upper fills were rich in pottery, bone, shell and a range of glass, metal and wooden objects, which are all awaiting further study. The pit may have been used to treat animal hides or dispose of refuse or industrial waste (the upper part was infilled with probable pottery wasters).
- 2.1.11 The second feature attributed to this phase was a brick-lined well (context 5401), seen to be over 1.6m deep and measure approximately 1.25m in diameter. It was backfilled both with a contemporary soil fill and a later poured concrete fill. The purpose of the latter fill was to consolidate the voids prior to the construction of a later wall (context 5402).
- 2.1.12 Both the pit and the well are located in what was until the 19th century an open courtyard area surrounded by properties, (Plate 5). They may therefore date to the mid- to later 18th century. The pit may represent some form of small scale processing, later infilled; while the well was presumably a source of water prior to the widespread installation of a water supply network in this part of London.



Plate 5: Site limit superimposed on Horwood's 1792-99 mapping

- 2.1.13 Post-dating the wheel ruts were two brick structures, 5396 and 5403. It was difficult to precisely date these structures since they were heavily truncated and lay within a much abbreviated upper stratigraphical sequence. Both walls were made of red handmade bricks and 5396, seen in the southern section, was certainly part of a building. It is entirely possible that these structures could be mid- to late 18th-century in date as they correspond to the positions of the rear of properties shown on Horwood's 1792-99 mapping; in particular the rear of No. 8 in the case of 5396. This does not mean the walls are not of a later date but that walls are known in these locations from this date.
- 2.1.14 **Phase 4 The Victorian to Modern periods:** A small number of walls belonging to buildings of this period were constructed of the distinctive yellow London Stock bricks set on concrete foundations, namely 5402 and 5404.

2.2 Discussion and Interpretation

- 2.2.1 The results of the excavation have identified quarrying which, from comparison to that found in the Northern Block excavation work, may also date to the early 17th century, and a series of structures dating from the mid- to late 17th century to the late 20th century. Further detailed dating of several structures is required before a full interpretation is possible.
- 2.2.2 There is some suggestion that the archaeological remains may be able to supplement the documentary sources. The early mapping of the area, principally Roque 1746, depicts probable quarrying in the area north of Oxford Street, opposite Great Chapel Street. The quarrying is shown as undulations which suggest they had gone out of use by that point. If the area to the north was indeed quarrying then it may have continued for longer than that seen at the Tottenham Court Road (west) excavations. Evidence from the Northern Block indicates that the quarrying was infilled by the early part of the 17th century. This is probably borne out by the 1682 mapping by Morgan which depicts a large land block within which the current site lies. The central part is open and there are structures around much of the perimeter, which indicates that the area has shifted to occupation rather than quarrying.
- 2.2.3 Documents show that the Crown granted Soho Fields to Henry Jermyn, 1st Earl of St Albans in the 1660s. He leased 19 of its 22 acres to Joseph Girle, who was granted permission to build. This lease and licence was then passed to bricklayer Richard Frith in 1677 who began the development. Archaeologically, there is evidence of Falconberg House being built in the 1680s on the north-eastern corner of the square. In 1698 William III granted the Crown freehold of most of this area to William, Earl of Portland. These early developments may have required gravel for construction and adjacent areas may have been the source.
- 2.2.4 There was some suggestion from the presence of brick structures, the well and pit that the area within the plot of land may indeed have remained open after the initial construction of buildings around the perimeter. This corresponds with the cartographic sources, both Roque's map of 1746 and Horwood's more detailed map of 1792-99, which show the area as having properties around the periphery and a central open area behind them.

- 2.2.5 The excavation confirmed that there were no remains dating from the Roman period despite the close proximity of the Roman road thought to lie beneath Oxford Street and the finds retrieved from Test Pit 8 during the evaluation. The provenance of the Roman artefacts remain uncertain as these may have been imported to the area during backfilling of the post medieval quarries or the quarrying may have removed Roman deposits in the immediate locality.
- 2.2.6 The alignment of ditch 5361, and the nearby wheel ruts, is one at odds with the prevailing road system. This apparent disparity may have been the result simply of internal working alignments within the plot of land formed by Dean Street and Great Chapel Street, but will in any case be examined again against cartographic evidence during production of the final report on this work.

3. RESULTS IN RELATION TO INVESTIGATION AIMS

- 3.1.1 To determine whether residual Roman artefacts found during the evaluation phase represent localised activity during this period;

The seven sherds of varied Roman pottery recovered from layer 817 during the trial pit work do not appear to represent any *in situ* surviving deposits of Roman activity in the investigated area of the Southern Block. It is possible the sherds have been imported to the site, either as part of the uppermost quarry backfilling, or within imported made ground. It is also possible that Roman remains did exist in the locality but have been largely removed by the post medieval quarrying, leaving only residual/redeposited artefacts.

- 3.1.2 To determine whether there is any evidence for Roman period horizons surviving in this location;

During the evaluation the deposit containing the Roman pottery (817) was encountered at approximately 122.36m ATD. The excavation was able to demonstrate that the widespread occurrence of quarry fills were present from depths of about 122m ATD down to below 120.9m ATD. Therefore, the quarrying has truncated any previous deposits to below the level of the natural. None of these arguments preclude the possibility that Roman archaeological finds and deposits remain preserved in the un-investigated areas around the site.

APPENDIX 1 ARCHAEOLOGICAL CONTEXT INVENTORY

Site Code	Context No.	Context Type	Category	Comment	 Finds	Date
XRX10	5360	cut	pit			
XRX10	5361	cut	ditch			
XRX10	5362	deposit	pit		Pot, clay pipe, bone, CBM, glass	
XRX10	5363	deposit	pit		Pot, clay pipe, bone, CBM, glass	
XRX10	5364	deposit	wheel rut		CBM	
XRX10	5365	cut	wheel rut			
XRX10	5366	deposit	wheel rut		CBM	
XRX10	5367	cut	wheel rut			
XRX10	5368	deposit	ditch		Clay pipe, CBM	
XRX10	5369	deposit	ditch			
XRX10	5370	deposit	ditch			
XRX10	5371	deposit	ditch			
XRX10	5372	deposit	foundation			
XRX10	5373	deposit	layer		Pot, clay pipe, bone, CBM	
XRX10	5374	deposit	layer		Pot, clay pipe, bone, CBM, glass	
XRX10	5375	deposit	pit		Pot, clay pipe, bone, CBM, glass, wood	
XRX10	5376	cut	quarry			
XRX10	5377	cut	quarry			
XRX10	5378	cut	quarry			
XRX10	5379	cut	quarry			
XRX10	5380	cut	quarry			
XRX10	5381	deposit	quarry		Bone	
XRX10	5382	deposit	quarry			
XRX10	5383	deposit	quarry			
XRX10	5384	deposit	quarry			
XRX10	5385	deposit	quarry			
XRX10	5386	deposit	quarry			
XRX10	5387	deposit	layer			
XRX10	5388	deposit	quarry			
XRX10	5389	deposit	pit			
XRX10	5390	deposit	natural feature			
XRX10	5391	deposit	wheel rut			
XRX10	5392	cut	wheel rut			
XRX10	5393	deposit	wheel rut			
XRX10	5394	cut	wheel rut			
XRX10	5395	deposit	wheel rut			
XRX10	5396	structure	wall			

Site Code	Context No.	Context Type	Category	Comment	Finds	Date
XRX10	5397	deposit	well			
XRX10	5398	deposit	well			
XRX10	5399	deposit	well			
XRX10	5400	cut	well			
XRX10	5401	structure	well			
XRX10	5402	structure	wall			
XRX10	5403	structure	wall			
XRX10	5404	structure	foundation			
XRX10	5405	deposit	layer			
XRX10	5406	deposit	floor			
XRX10	5407	deposit	foundation			
XRX10	5408	deposit	layer			
XRX10	5409	deposit	quarry			
XRX10	5410	deposit	quarry			
XRX10	5411	deposit	quarry			
XRX10	5412	deposit	quarry			
XRX10	5413	deposit	quarry			
XRX10	5414	deposit	quarry			
XRX10	5415	deposit	quarry			
XRX10	5416	deposit	quarry			
XRX10	5417	deposit	quarry			
XRX10	5418	cut	quarry			
XRX10	5419	structure	pit		Wood	
XRX10	5420	deposit	quarry			
XRX10	5421	deposit	quarry			
XRX10	5422	deposit	quarry			
XRX10	5423	deposit	quarry			

APPENDIX 2 BIBLIOGRAPHY AND REFERENCES

Strype, J 1633 <http://www.hrionline.ac.uk/strype/>

APPENDIX 3 SUMMARY OF SITE DETAILS

Client name: Crossrail Ltd

Site name: Tottenham Court Road, Western Ticket Hall, Southern Block Excavation

Site code: XRX10

Grid reference: 78845/35811 LSG

Type of investigation: Excavation

Date and duration of project: 1st - 5th November 2010. 1 week

Location of archive: The archive is currently held at OA, Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with the Museum of London in due course.

APPENDIX 4 – SMR / HER / OASIS RECORD FORMS

OASIS DATA COLLECTION FORM: England

OASIS ID: oxfordar1-86217

Project details

Project name Crossrail, Tottenham Court Road Station Excavation - Southern Block

Short description of the project During early November 2010, Oxford Archaeology/Gifford (OAG) carried out a detailed archaeological excavation on a block of land between Great Chapel Street and Dean Street, Westminster, London. The fieldwork was undertaken on behalf of Crossrail on the site of the future Tottenham Court Road (Western Ticket Hall: Southern Block). The excavation revealed probable 17th-century quarrying activity, which was subsequently infilled and had been built over by the late 19th century. There was evidence of probable 18th- or 19th-century wheel ruts on the same alignment as a ditch which had been cut by a timber-lined pit. No evidence of Roman activity was found within the area excavation.

Project dates Start: 01-11-2010 End: 05-11-2010

Previous/future work Yes / Not known

Any associated project reference codes XRX10 - Sitecode

Any associated project reference codes XRX10 - Museum accession ID

Type of project Recording project

Site status None

Current Land use Other 3 - Built over

Monument type NONE None

Significant Finds POTTERY Uncertain

Significant Finds CLAY PIPES Uncertain

Significant Finds CERAMIC BUILDING MATERIAL Uncertain

Significant Finds METALWORK Uncertain

Significant Finds GLASS Uncertain

Significant Finds WOOD Uncertain

Investigation type 'Part Excavation'

Prompt Schedules 9, 10 and 15 and the Environmental Minimum Requirements (EMR) of the Crossrail Bill

Project location

Country England

Site location GREATER LONDON CAMDEN CAMDEN Crossrail, Tottenham Court Road

Station Excavation – Southern Block

Study area 121.50 Square metres

Site coordinates TQ 2957 8126 51.5148888098 -0.132476654116 51 30 53 N 000 07 56 W Point

Project creators

Name of Organisation Oxford Archaeology/Gifford

Project brief originator Crossrail

Project design originator Oxford Archaeology/Gifford

Project director/manager R. Brown

Project supervisor V. Hughes

Project archives

Physical Archive recipient Museum of London

Physical Archive ID XRX10

Physical Contents 'Animal Bones','Ceramics','Glass','Metal','Wood','other'

Digital Archive recipient Oxford Archaeology
Digital Archive ID XRX10
Digital Contents 'Stratigraphic'
Digital Media available 'Images raster / digital photography','Text'
Paper Archive recipient Museum of London
Paper Archive ID XRX10
Paper Contents 'Stratigraphic'
Paper Media available 'Context
sheet','Diary','Matrices','Photograph','Plan','Report','Section','Unpublished Text'

Project bibliography 1

Publication type A forthcoming report
Title Archaeological Excavation at Tottenham Court Road. Southern Block
Author(s)/Editor(s) Hughes, V
Date 2010
Issuer or publisher Crossrail
Place of issue or publication unknown
Description Client report

Entered by Susan Rawlings (susan.rawlings@oxfordarch.co.uk)
Entered on 12 November 2010

OASIS:

Please e-mail English Heritage for OASIS help and advice

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