C254 – Archaeology West - Event code XSC10
Archaeological Watching Brief in the Vicinity of Bond Street Station

Fieldwork Report

CRL Document Number: C254-OXF-T1-RGN-CRG03-50238Rev2

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SUMMARY

A programme of archaeological investigations were undertaken by Oxford Archaeology/Ramboll UK (OAR), in the vicinity Bond Street Station, City of Westminster, London W1 (between TQ 28486 80971 and TQ 28904 81124).

The intermittent watching brief works which, commenced in June 2010 and continued through to February 2013, comprised the monitoring and recording of works prior to and during the construction of the Crossrail Bond Street Station (Ticket Halls East and West).

The works monitored were generally relatively shallow, with the exception of the excavation of Grout Shafts and bulk excavations at 65 Davies Street (Western Ticket Hall).

The majority of the archaeological deposits observed during the project, were dumps and levelling layers, effectively infilling the topography of the Tyburn Valley, prior to the development of the area in the 18th and 19th centuries. A number of 18th and 19th century brick built cellars and sewers were recorded, as well as more substantial brick buildings and cobbled surfaces in the South Molten Lane and Tenterden Street.

Deposits associated with the former course(s) of the River Tyburn were uncovered at the base of Grout Shafts in South Molten Lane and in a number of utility trenches.

Gravels and sands were observed in all of the Grout Shafts and during the Davies Street bulk excavations. These were identified as Pleistocene River Terrace deposits (Lynch Hill Gravels). The sands and gravels overlay layers of London Clay, which were seen in the base of all of the Grout Shafts. No artefacts or ecofacts were observed in these geological deposits.

1. INTRODUCTION

1.1 Scope of Work

1.1.1 Oxford Archaeology/Ramboll UK (OAR) previously known as Oxford Archaeology/Gifford (OAG), were commissioned by Crossrail Ltd to undertake a programme of archaeological works in the vicinity of the Crossrail Bond Street Station, City of Westminster, London W1.

1.1.2 The work took place between June 2010 and February 2013 and comprised the monitoring and recording of test pits, utilities diversion trenches, enabling works and the excavation of Grout shafts (Compensation shafts) as well as the demolition and bulk excavations. In and around the Crossrail Western Ticket Hall (WTH) centred on 65 Davies Street and Crossrail Bond Street Station Eastern Ticket Hall (ETH) centred on Hanover Square (Figure 1).

1.1.3 The archaeological work was specified in a Site Specific Written Scheme of Investigation (SSWSI) updated as Document No: C132-WSP-T1-RGN-N125-00011) and an Archaeology Method Statement (C254-OXF-W-GMS-CRG03-00002, OAG 16188.R06 Rev 1.0).

1.1.4 The archaeological work undertaken comprised Targeted Watching Briefs (TWB) and General Watching Briefs (GWB). The two classes of watching brief are set out in the Generic Written Scheme of Investigation (WSI) (Document Reference 14022008-44ES-P2Z1, Section 7).

- i) A General Watching Brief shall comprise observation and recording of the Principal Contractor's works without constraint on their working methods.

- ii) A Targeted Watching Brief shall comprise observation and recording of the Principal Contractor's works with specific operations carried out under the supervision of the Archaeology Contractor. Under Targeted Watching Briefs, the Archaeology Contractor may impose constraints on, or require changes to, the Principal Contractors' or his sub-contractor's method of working to enable the archaeological investigation to take place alongside construction works.

- Targeted Watching Briefs shall be used for areas of known occasional, dispersed features, which are either not considered to be of sufficient significance to warrant archaeological investigation in advance of construction, or where access prior to construction has not been possible and where, as a result, there is a possibility of unexpected discoveries

- Except in cases where unexpected, potentially nationally important, archaeological remains are discovered, the Targeted Watching Brief shall be designed and implemented so as to avoid adverse impact on the construction programme, wherever practicable.

1.1.5 The Principal Contractor was required to make allowance in their activity programme for the completion of any Targeted or General Watching Briefs as set out in the SSWSIs.

1.1.6 A TWB was undertaken during:

- Bond Street Station, Western Ticket Hall (WTH) utility diversion advance works.
- Hanover Square, Eastern Ticket Hall (ETH) utility diversion advance works.
- Advance works for and construction of the grout shaft excavations Grout Shaft 1-5 (itemised in the SSWSI C132-WSP-T1-RGN-C125-00009 section 3.1.4)
- Box construction for Western Ticket Hall; (obstruction clearance, excavation and construction of the diaphragm walls and bulk excavation within Box);
- Box construction for Eastern Ticket Hall; (obstruction clearance, excavation and construction of the diaphragm walls);
- Demolition of subterranean vaults below Hanover Square pavement and street, 18-19 Hanover Square (ETH) and 1a Tenterden Street (ventilation shaft).

1.1.7 This report is a full Fieldwork Report, in line with Section 8F of the Specification for Evaluation and Mitigation (CR-PN_LWS_EN_SP_0001) produced following the completion of site works. It follows on from an Interim statement issued by OAR (C254-OXFA- RGN-C125-50001) an Updated Project Design issued by Crossrail in May 2013 (Crossrail: CR-XRL-T1-STP-CR001-50001 rev 3, 2013) and a Post Excavation Assessment and Updated Project Design (C254-OXF-T1-RGN-CRG03-50160) issued by OAR in September 2013.

2. PLANNING BACKGROUND

2.1.1 The overall framework within which archaeological work was undertaken is set out in the Environmental Minimum Requirements (EMR) for Crossrail (3rd draft November 2007) and confirmed in the Crossrail Act 2008.

http://www.legislation.gov.uk/ukpga/2008/18/schedule/7.

2.1.2 The requirements being progressed follow the principles of Planning Policy Guidance Note 16 on archaeology and planning (1990) superseded by PPS5 as of 23 March 2010. Accordingly the nominated undertaker or any contractors will be required to implement certain control measures in relation to archaeology before construction work begins.

2.1.3 The strategy for archaeological works was set out in the Crossrail Generic WSI (Document Number 14022008-44ES-P2Z1); it presented the strategy for archaeological design, evaluation, mitigation, analysis, dissemination and archive deposition that will be adopted for design and construction of Crossrail. The Generic WSI provides a general statement of objectives, standards and structure for the planning and implementation of archaeological works. The strategy was revisited as SSWSI (Document No: C132-WSP-T1-RGN-C125-00009).

3. GEOLOGICAL AND TOPOGRAPHICAL SETTING

3.1.1 This data is partly summarised from the Detailed Desk-Based Assessment (DDBA) undertaken for Bond Street Station (Document reference: CR-SD-BOS-EN-SR-00001).

3.1.2 The ground surface topography for the area around Bond Street Station reflects the, now infilled, valley of the River Tyburn, which runs in a general north-to-south alignment towards the River Thames. The Tyburn has, since the beginning of the 19th century, been culverted along the line of present day South Molton Street. However, the former above ground course of the Tyburn is evident in the present street system. Both South Molten Street/Lane and Marylebone Lane to the north, follow the former line of the Tyburn, rather than the gridiron street pattern more common in this part of London.

3.1.3 The underlying drift geology of the area comprises River Terrace Gravels (Lynch Hill) associated with the River Thames and Alluvium associated with the River Tyburn. The Alluvium deposits are made up of sand, silt and clay (British Geological Survey, Map sheet 256).

3.1.4 Beyond the confines of the Tyburn valley, the River Terrace Gravels are capped by Brickearth (also named Langley Silt Formation), a fine–grained deposit believed to have been deposited by a mixture of wind and colluvial processes at c.17,000 BP.

3.1.5 The thickness of the Brickearth and River Terrace deposits vary across the area and are missing in places due to later natural and human activities. At 65 Davies Street the alluvium-filled former valley of the Tyburn or one of its tributaries has partly eroded through the brickearth into the underlying River Terrace Gravels.

3.1.6 Information based on exploratory boreholes demonstrate that “Made ground” across the area is between 3m to 5.3m thick at 118.3m to 122.1m ATD and is underlain by River Terrace Gravel deposits, which are up to 3.5m thick at 115.05m to 117.90m ATD.(above Tunnel Datum = 100 m added to the value of ‘above Ordnance Datum’).

3.1.7 The Bond Street Station SSWSI contains a deposit survival model (Section 2.4 and Figure 4). This hypothesised that River Tyburn alluvium deposits would be encountered, where it hadn’t been truncated by basement and foundations.

4. GENERAL ARCHAEOLOGICAL BACKGROUND

4.1.1 The archaeological and historical development of the Bond Street worksites has been set out in the DDBA (Document reference: CR-SD-BOS-EN-SR-00001) and is summarised below.

4.1.2 There is limited evidence or human activity in the area from the Prehistoric, Roman and Medieval periods and the area around Bond Street Station appears to have been essentially rural in character until Post-medieval times.

4.1.3 Crossrail Bond Street Station is situated within the Mayfair Conservation Area (City of Westminster, 2003) and lies immediately to the southeast of a council-designated Archaeological Priority Area defining the Medieval Tyburn Settlement as set out in City of Westminster Unitary Development Plan (UDP) 1997.

Prehistoric (450,000 BC-AD 43)

4.1.4 For much of its history the Tyburn, the course of which ran above ground until the middle of the 19th century, dominated the area. It is likely that the rich resources associated with this watercourse would have encouraged prehistoric peoples to settle and forage along its banks.

4.1.5 The River Tyburn must have been extensive in prehistoric times and would have certainly created its own gravel terraces and alluvium deposits. Examples of channels and alluvial deposits associated with the River Tyburn have been uncovered at several sites in the area. To the north of Oxford Street evidence for the Tyburn channel have been recorded at 9-11 Duke Street, (DUM09) Wigmore Street (WIG98) and at 5-6 Picton Place (PCT 98). To the south of Oxford Street a sequence of alluvial and flood deposits relating to the Tyburn and adjacent marshy land were recorded at Horseshoe Yard in 1997 (HOY97).

4.1.6 Prehistoric artefacts have been recovered in the general vicinity. Individual and groups of Lower Palaeolithic flint hand axes have been found in River Terrace Gravel deposits in Wigmore Street, Princes Street, Vere Street and Oxford Street (MoL. 2000. 43, map. 1).

4.1.7 Although these represent isolated and poorly provenanced find spots they do serve as an indicator of human activity in the area, at a time when more comprehensive archaeological evidence is sparse.

Romano-British (AD 43-410)

4.1.8 The Roman city of *Londinium* (London) lay approximately 5 km to the east of Bond Street Station site in the area now covered by the City of London. Londinium was served by a series of roads, one of which is in the vicinity of Crossrail's Bond Street Station. Which is situated to the south of the former route of the *Via Trinobantina*, which ran from *Londinium* to *Calleva Atrebatvm* (Silchester) (MoL. 2000, 170. Map 2). This Roman road, which ran east-west along what is now Oxford Street, is believed have followed the route of an earlier Iron Age track way.

4.1.9 Elsewhere in Britain it was common for settlement and associated activity to be located along the line of Roman roads and there is some evidence for a possible Romano-British settlement in the area. This is indicated by the discovery of Roman building debris (roof tile fragments) at Wigmore Street in 1978 and at 360-366 Oxford Street. Whilst a well, along with a number of Roman glass artefacts, were uncovered at 14 Welbeck Street (Ibid).

4.1.10 The Roman road would have crossed the River Tyburn, either by a bridge or ford at a point close to the junction with Gee's Court. It has been suggested that wooden posts uncovered, at London Underground's Bond Street Station in 1975, which is close to the point where the via Trinobantina would have crossed the Tyburn, are the remains of a bridge from this period (Ibid).

4.1.11 Parallel field boundary ditches uncovered during an archaeological evaluation at 1 Tenterden Street, point to the rural nature of the area to the north of Hanover Square at this time (ibid).

4.1.12 Other Roman finds in the general area, include a silver coin hoard dating to the 1st-4th century A.D from 44 Oxford Street (Ibid).

Saxon and Medieval (AD 410-1485)

4.1.13 The Tyburn settlement Area of Special Archaeological Priority as defined in the City of Westminster UDP highlights the potential for evidence of Early Medieval or Medieval settlement in the area.

4.1.14 Whilst there is no direct evidence of a Saxon settlement in the vicinity, the place name; *Teoburna* (Tyburn) meaning "Boundary stream" (HIbbert *et al,* 2011. 923) suggests some form of settlement in the area that this time.

4.1.15 The first reference to a manor at Tyburn is in 1086. When Domesday Book records that the Manor of Tyburn belonged to Barking Abbey and comprised "plough land and pasture to the value of 52 shillings" (ibid).

4.1.16 The former *Via Trinobantina* (present day Oxford Street) appears to have continued in use into Saxon times, when it was called the "Broad Military Way" (Hibbert *et al,* 2011. 923). It is likely that the point where it crossed the Tyburn would have remained a focus of human activity.

4.1.17 A series of wooden posts, associated with a possible Medieval bridge crossing the River Tyburn, were observed during work beneath Oxford Street adjacent to Bond Street Underground Station in 1975 (MoLA, 2000. 253 map 9).

4.1.18 The early medieval settlement of Tyburn was probably located to the north of Bond Street Station. This rural hamlet or village appears to have been centred on the 11th century parish church and graveyard of St. John the Evangelist which formerly stood at the corner of what is now Stratford Place and Oxford Street (ibid).

4.1.19 The banks of River Tyburn would have been an attractive location for settlement during the medieval period, as it provided an important water source for a number of industrial activities. In fact a water mill is recorded as standing on the banks of the Tyburn near to the Oxford Street crossing in this period (ibid).

4.1.20 In 1236, the Tyburn was partially diverted to provide freshwater for the City of London at a point near to present day Oxford Street. Further water conduits along the line of the stream followed, included one at Wigmore Street to the north of the site and one at Conduit Street to the southeast (ibid).

4.1.21 By the 14th century the area had become a dangerous and violent place. A gallows was set up at Tyburn in 1388. This attracted large, often rowdy, crowds to public executions, which took place there. We also have records of the parish church being robbed on several occasions. In 1400 permission was granted to remove the old parish church and a new parish church, St. Mary's, was built some way to the north. A new settlement, which became known as Mary Le Bourne (Marylebone), grew up around this new church (Hibbert *et al,* 2011. 923).

4.1.22 The area to the south of these two settlements (Tyburn and St. Mary Le Bourne) appears to have been essentially rural in nature throughout the medieval period.

4.1.23 Archaeological evidence which attest to the rural nature of the area, include a series of medieval field ditches. As well as fragments of 14th century pottery and quern stones which were recovered from a site in Wigmore Street and a scatter of medieval pottery shards uncovered during an archaeological evaluation at 1 Tenterden Street in 1989 (MoL, 2000. 253).

Post-Medieval (1485-1799)

4.1.24 Land use in the area changed in the Post-medieval period with urbanisation spreading out from the City of London and Westminster. The area was not immune from this and gradually evolved from a rural medieval village into a built up suburb of London.

4.1.25 The area south of present day Oxford Street was known as “Conduit Meadow” or “Conduit Mead” from 1589 onwards and was owned by the City of London. Indicating the importance of the River Tyburn as a source of drinking water for the City prior to the construction of Myddelton’s New River in 1613. Close to the conduits in Stratford Place, stood the Lord Mayor’s Banqueting House where the Mayor and his Alderman dined when the visited the conduit heads. The banqueting house stood until 1757 (Hibbert *et al*, 2011. 512).

4.1.26 Mordern and Lea’s map of 1690 (not shown) shows the area partly developed and the River Tyburn entering a conduit head in open fields to the north of present day Oxford Street. Which is marked as the “Tyburn Road” on the map.

4.1.27 During much of the 17th century it was still a small settlement centred on St. Mary’s Church. However, the spread of urbanisation northwards from St. James and westwards from the Covent Garden and St. Giles began to make inroads into the area at the end of the century.

4.1.28 Part of London’s Civil War defences are thought to lie south-east of the area. The exact location of these defences, including a star fort, is not certain but seem to lie to the east of Oxford Circus (Sturdy, 1975. 334-8). However, a more recent study suggests parts of a defensive wall and ditch may have passed through Hanover Square crossing Oxford Street at the junction with Great Portland (Smith and Kelsey, 1996.134).

4.1.29 The spread of London into the Mayfair gathered pace in the 18th century and much of the present day street layout of the area dates from this period. The infrastructure of the area also underwent an evolution with an upgrade in the road system and in 1737 a new bridge, double the width of the medieval one, was built on Oxford Street. It is likely that by this stage much of the River Tyburn had been diverted into culverts or conduits as contemporary maps show little trace of the river through Mayfair.

4.1.30 On Rocque’s 1746 map of the area (not shown) the land to the south of present day Oxford Street is shown as mostly built up with Hanover Square, Brook Street, Haunch of Venison Yard etc lain out in their present configuration and built on. The land to the north of Oxford Street is shown as fields.

4.1.31 The area to the north of Oxford Street also appears to have been extensively used for brick and tile manufacturing in the 18th century. On Rocque's map a 'Tile Kiln' is shown in the area covered by present day Edwards Mews/Orchard Street, whilst a series of water filled "ponds", possibly the remains of quarry pits, are depicted in the area to the north of present day Oxford Street.

4.1.32 Prior to the development of the railways, the difficulties of transporting bulky materials, meant that brick quarries and temporary brick/ tile works were commonly situated on the fringes of urban development to provide raw and manufactured material for the nearby development.

4.1.33 Example documents showing that plots along Davies Street, named after the land owner Mary Davies, who married Sir Thomas Grosvenor in 1677, and bought the London Estate into the Grosvenor family ownership, were taken up by builders between 1720 and 1723 (Sheppard 1980, 68-69).

4.1.34 Bond Street was named after Sir Thomas Bond who with a group of rich bankers and merchants bought the area from the Duke of Albemarle. Old Bond Street was laid out in 1686, initially running from Piccadilly to what is now known as Burlington Gardens. In 1721, the road was extended northwards as New Bond Street and passed through open fields to Oxford Street. The immediate area was subsequently developed during the second half of the 18th century.

4.1.35 Hanover Square was the centrepiece of the 13-acre Millfield or Kirkham Close Estate, begun in 1714. The developer, Richard Lumley the 1st Earl of Scarborough, named the square after the Elector of Hanover who became George I. Hanover Square was the first of the great Georgian Mayfair Squares (Hibbert *et al* 2011. 381) and initiated the development of the area. The first inhabitants of the square were mostly military men, recently retired from the European wars, like Lumley. Other residents included the Lord Chancellor, the Duke of Roxborough and Lord Cadogan. All these men had fought to secure the Hanoverian protestant succession to the throne and they immediately created a fashionable community centred on the square and the adjacent Church of St. George's. The original square had a baroque feel to it. The houses were built out of finely cut and rubbed red brick, with columned doorframes, and in the square's centre was a formally laid out garden.

4.1.36 Throughout the 18th and 19th centuries the square remained the home of the members of the establishment including Admiral Lord Rodney, Prince Tallyrand and Lord Palmerstone. It was also home to a number of distinguished clubs and societies including, the Zoological Society (No. 11), the Royal College of Chemistry (No. 15), the Arts Club (No. 17) and the Royal Agricultural Society of England which stood at No 12. The Oriental Club, founded by retiring officers and officials from India and the Far East stood at 18 Hanover Square/Tenterden Street from 1825 until the late 1950s. The south east corner of the square was, from 1774 until 1874, the site of a famous music venue. The Hanover Rooms/Queens Ancient Concert Rooms, was much frequented by George III and Queen Charlotte (Hibbert *et al*, 2011. 382; Walford, 1878. 314).

4.1.37 An archaeological watching brief at 5 Hanover Square in 2011 uncovered the remains of the arched cellars of the property in the southeast corner of the square (MoLAS, 2011a.).

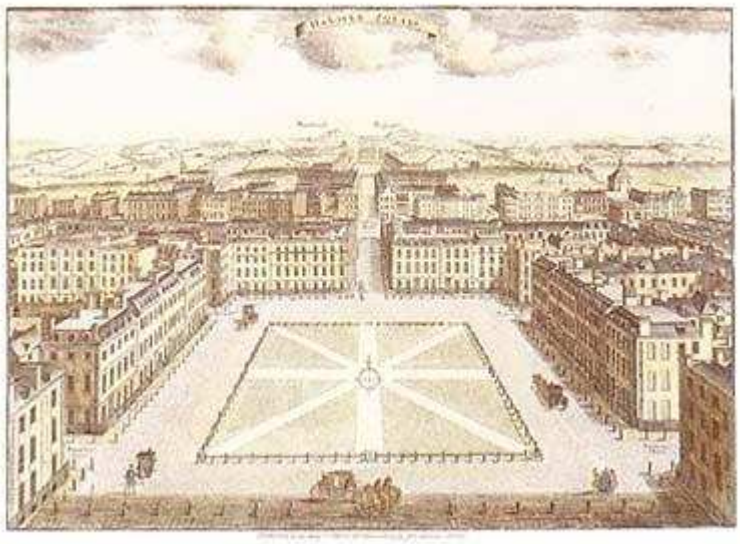


Plate 1: View of 18th century Hanover Square from the south (Stow, 1750)

Modern 1800-Present

4.1.38 The early 19th century saw a large amount of redevelopment of the whole area to the south of Oxford Street.

4.1.39 Between 1818 and 1833 the central area of the block bounded by Davies Street, Brook Street, Duke Street, and Oxford Street was the scene of the most considerable single redevelopment on the Mayfair estate before the 1870's (Sheppard. 1980, 92-93). According to documentary leases, there were early 1720s developments throughout the area, but in 1822, when these leases expired, an agreement between Earl Grosvenor and Seth Smith saw a large-scale redevelopment of the area. This area included most of Weighhouse Street from Davies Street to Duke Street, most of Gilbert Street, and much of the eastern side of Binney Street. The properties were to be substantial brick houses of four storeys with as many 'as will completely occupy and fill up' the street frontages (*ibid*) being built. The original development encompassed sixty-three new houses with shops, as well as a warehouse, stables and coach-houses and a dissenting chapel.

4.1.40 Seth Smith was a London-born builder who was involved with the Grosvenor estate for over thirty years. He died in 1860, long before his leases on the properties in the Davies Street area expired in 1885-6. Tradesmen occupied most of the new houses built and by the year 1841 nearly all of them were occupied by more than one family. With some housing more than twenty people. Along with the increasing population living in the area there was also a reduction in the status. For example by 1849 Gilbert Street had acquired such notoriety “from the many disreputable houses“ in it that some of the inhabitants attempted to have the name changed to Brook Street North; and in 1867 a brothel there was suppressed by the Grosvenor Board (*ibid*).

4.1.41 The extent and effect of Smith’s rebuilding has been obliterated by later redevelopment, which may have been partly due to a wish to eradicate the undesirable nature of the area. The majority of Smith’s properties were redevelopment as flats and industrial dwellings in the 1880's and '90's. Only Nos. 23–27 Gilbert Street escaped demolition at this time. Further development and rebuilding in 1910–12 meant that Nos. 23-26 were also rebuilt, leaving No. 27 Gilbert Street as the only surviving element of the early 19th century wholesale redevelopment phase that occurred in this area (*ibid*).

4.1.42 Hugh Lupus, third Marquis and first Duke of Westminster (1825–99), owner of the Grosvenor Estate, aimed to carry on large scale rebuilding of areas. To this end the Estate began issuing shorter leases in order that whole areas would be available for redevelopment at the same time. However small rebuilding work continued throughout this period, (Sheppard, 1980. 47-66). Under his patronage both the school (1889) and church (1896) that were located at 65 Davies Street, were built.

4.1.43 Davies Mews. The south side of Davies Mews was originally occupied by the coach-houses and stables of the houses on the north side of Brook Street (on Rocques 1746 map the Mews is called Back Brooke Street). This side of the mews is still taken up with the back buildings of the houses and business, including Vidal Sassoon's, in Brook Street, all dating from the late 19th and 20th centuries.

4.1.44 The north side of the mews was occupied by livery stables for much of the 18th century. The stables were served by a yard, which was connected, to Davies Street and South Molton Lane by alleyways. The whole plot, including the site of the public house, had been granted in 1738 to Christopher Coates, "gentleman", and Joseph Hinchcliffe, "coachman". In 1790 the stables were in the charge of a Christopher Coates, "stable-keeper". In 1839–40 Joshua Higgs rebuilt all of the property, including the public house, and replaced the livery stables with coach-houses, stables and a workshop. These were demolished in 1902, and rebuilt as one range. The asymmetrical placing of the centre of the front to Davies Mews came about because the premises were originally in two occupations. With the west belonging to Henry Rosoman, a "job master and furniture remover" and the east to Bolding and Sons (Sheppard, 1980. 83-84.) In 1932 Boldings took over Rosoman's section and converted the whole range into a warehouse with garages beneath. Further alterations were made after damage sustained during the Second World War. The building underwent extensive alterations when Grey's antique market took over the premises in the 1970s.

4.1.45 South Molton Lane follows the course of the River Tyburn, which was arched over and made into a covered sewer in the 18th century. The southern end of South Molton Lane was sometimes known as Avery's Passage, but on Rocque's map it is called Poverty Lane. The northern end, called South Moulten Row by Rocque, ended in a large open space. The lane was originally much wider and encompasses what was to become South Molten Lane and South Molten Street.

4.1.46 The northern end of the Lane was from 1780s occupied by Grosvenor Market. Which in 1785 was built on a triangular plot of land at the junction of Davies Street and South Molton Lane. The original lease of this site had been for the unusually short term of sixty years, and when the land reverted to the Grosvenor Estate in 1781 some half a dozen small houses and coachhouses and stables, which had been built there, were demolished. The market was ranged around a triangular shaped yard, with a pump at its centre. Sixteen houses a public house and a slaughterhouse enclosed the west and south sides. Whilst the northeast side was occupied by fourteen small shops, which were only eleven feet deep and consisting of two storeys and a basement. The houses on the western side had frontages onto Davies Street, but no shop windows were allowed on that side. The market was connected to Davies Street by an arched passageway. Grosvenor Market was built as a food market, but it proved a failure. This was mainly due to competition from the nearby St. George's Market, which had been established at the same time between James (now Gilbert) Street and Davies Street. By 1841 few retailers still had premises in the failing market, the majority of occupants being building workers, labourers, workers in the dress trades and servants.

4.1.47 In 1858–60 the builder John Newson demolished part of the market and built a small block of model dwellings, Oxford House. This was demolished with the rest of Grosvenor Market in 1889 (Sheppard, 1980. 68). When it was replaced by the premises of John Bolding and Sons, “Sanitary engineers and manufacturers”. This large red brick building which still stands on the site today but has been taken over by Grey’s Antiques Market.

4.1.48 St. Anselm's Place was originally two separate stable yards. One Tun Yard (later known as Cock Yard) was entered from Davies Street. The other, entered from Gilbert Street, called Three Horseshoe Yard or Horseshoe Yard after an inn, which stood at its entrance. In the 1820's the builder Seth Smith erected new coach-houses and stables on the north side of each yard and made a passage between them. The name Cock Yard came to be applied to the whole mews until 1939 when it was changed to St. Anselm's Place.

4.1.49 At the turn of the 20th century there were changes that occurred partially as a result of the death of first Duke of Westminster, in 1899, and partly due to wider economic issues. By 1906 there were two main changes; a return to longer leases (63 years rather than 10); and smaller plots and individual premises could be leased and redeveloped rather than entire block of land (Sheppard, 1980. 67-82). This lead to a different form of development and Nos. 25 and 26 Gilbert Street are part of this phase of building.

4.1.50 The school, which occupied the western part of the WTH site, was built as the Hanover Branch School and opened in 1889. The building was a three-storey brick-built structure with a bellcote, chimneys and the master's house on the corner, while the playground was behind the school in Gilbert Street. The design was tall and irregular but compact. The chief features were a broad bay rising through all the storeys at the back, and a bellcote sandwiched between two chimneys. The buildings eventually became known as St. Anselm's Schools. This was demolished in 1939, together with the adjacent church (Sheppard, 1980).

4.1.51 St. Anselm's church was a replacement of the Hanover Chapel in Regent Street. It was designed by the architects Eustace Balfour and Thackeray Turner and built by Walter Holt and Sons of Croydon. It was completed in 1896. The exterior was built of stock bricks with Portland Stone dressings. The church's exterior comprised double aisles, a clerestory, pitched tile roofs and buttressing. There was no tower and only the north and east sides were fully open to view. The Davies Street frontage consisted of church with a vicarage on the corner of Davies Street and St. Anselm's Place. These were bound into one composition at upper levels by means of rounded and pierced arches which continued as a blank arcade across the church and ended next to Weighhouse Street in a pair of openings in the end-gable housing the bellcote. The vicarage had prominent bay windows to the main floors. On the Weighhouse Street end of the bellcote was a sculptured rood, probably set up shortly after the church had been finished. The rest of the north front, with massive flying buttresses sweeping down from the level of the main roof and finishing in sturdy piers which broke regularly into the aisles and were pierced with rainwater spouts. There was an entrance from a lean-to porch in the northwest position, with the main entrance in the southwest corner, behind the vicarage.

4.1.52 On drawings of the church an under pavement cellar or basement is shown on the vicarage's Davies Street frontage. A north-south aligned light well surrounded by railings is shown on plans of the building (Sheppard, 1980. 78) with a flight of steps leading down from the corner of St Anselm's Place. The basement, which lay beneath the vicarage's "Dinning room", appears to have had six windows.

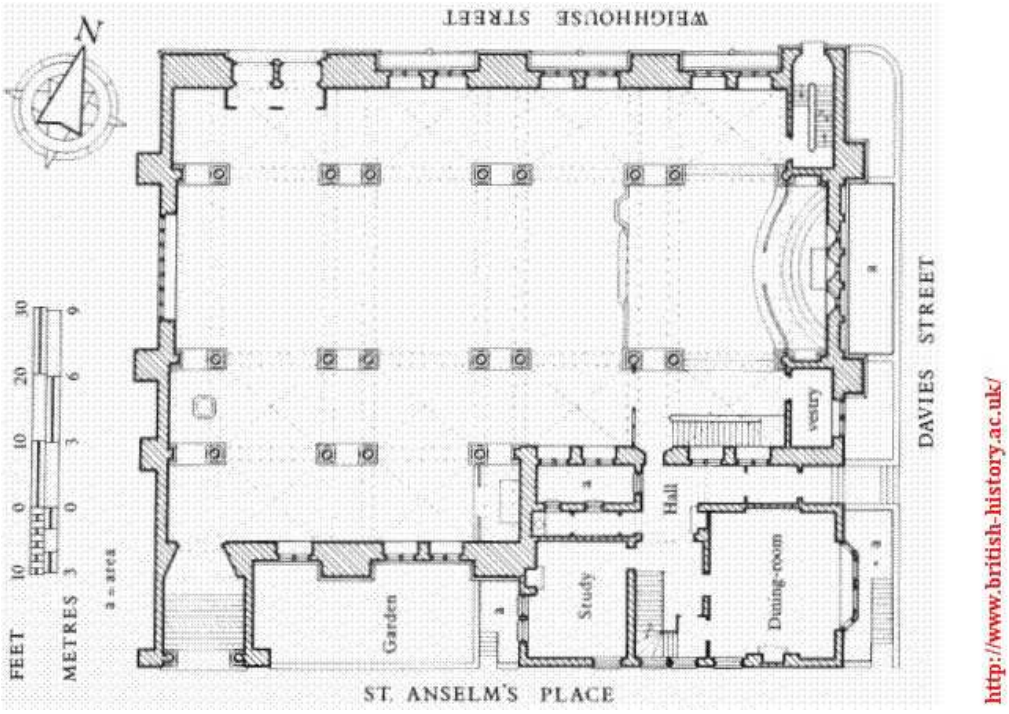


Plate 2: St Anselm's Church ground floor plan

4.1.53 Along the middle of the eastern end of the main Church's nave, a similar north-south light well is shown jutting out into the western pavement of Davies Street. The way down into the cellar is not shown, presumably this was through an internal entrance. The tops of three arched windows of the church's cellar are also shown in the elevation (ibid).

4.1.54 The church never enjoyed widespread support and in 1936 the Church Commissioners decided to divide the parish between St. George's, Hanover Square, and St. Mark's, North Audley Street, to pull down St. Anselm's and to sell the site. The freehold of church and vicarage was then sold back to the Grosvenor Estate. The schools and Church were demolished in 1939 and replaced 1949 with a seven-storey neo-Georgian office block, which until recently occupied the whole island site bounded by Davies Street, St. Anselm's Place, Gilbert Street and Weighhouse Street.

4.1.55 The "Independent chapel" and stables which had occupied the north side of Weighhouse Street through most of the 19th century was replaced, in 1890–1, by a block shops and chambers. As well as an electrical generating station built on a large plot at the corner of Davies and Weighhouse Streets.

4.1.56 The power station, which was operated by the Westminster Electric Supply Corporation, closed in 1922 and the premises were then used as a garage. The power station's chimney survived until the 1970s (Sheppard, 1980. 76-80).

4.2 Map Regression

4.2.1 A historic map regression exercise was undertaken as part of the DDBA for area affected by the Crossrail Bond Street Station sites. This is partly summarised below.

4.2.2 Morden and Lea's map of 1690 (not shown) shows the area already partly developed and the Tyburn entering a conduit head in open fields north of the "Tyburn Road" (Oxford Street).

4.2.3 The 1746 Rocque map (not shown) shows the area to the south of Oxford Street as being extensively built-up. The northern end of Davies Street, where it joins south Molten Lane, is a shown as a large open space, which fronted on to Oxford Street. Two alleyways or yards (marked as "Horseshoe Yard" and "Stables") are shown in the area later covered by 65 Davies Street and St. Anselm's Place. To the north of Oxford Street (called "Tyborn Road" on map) the land is shown as open fields, although parts of Marylebone Lane and Wigmore Street are shown as being built up. The River Tyburn is not named but is shown running above ground to the north of Oxford Street, before disappearing at a point to the north of the northern end of Southern Molten Street (called "South Moulton Row" on the map) now occupied by Stratford Place. "South Moulton Row" appears to have encompassed what are now South Molton Lane and South Molton Street. To the east, Dering Yard is not shown. With the land to the rear of 20 Hanover Square and south of Tenterden Street (then called "Tenderdown Street") completely built up.

4.2.4 On the 1824 Greenwood map (not shown) the street lay out is essentially the same as today, although many of the street names have since changed. However, the buildings facing on to the western side of Hanover Square, and northern side of Brook Street, are shown with a substantial laid out garden to the rear. Dering Yard is also shown or the first time but not named, as is Davies Mews (called "Little Brooks"). The Davies Street area appears to be completely built on but a triangular space is shown ("Grosvenor Market") at the northern end of South Molten Lane in the plot now occupied by Greys Antiques Market. The 1830 edition shows some further changes along Davies Street and South Molton Lane.

4.2.5 The 1862 map by Edward Stanford map (not shown) shows the study area as essentially unchanged since the 1830 Greenwood map but now marks the north west corner of the Hanover Square Crossrail ETH site as the location of the "Oriental Club". The map clearly shows Davies Mews and Dering Yard, which is unnamed. The northern end of South Molton Lane is still occupied by Grosvenor Market.

4.2.6 The 1870 Ordnance Survey (not shown) map shows the individual buildings and landmark features. On the Hanover Square Crossrail ETH, the Oriental Club is shown facing to the north along Tenterden Street. There are two gardens to the rear of the buildings fronting onto Hanover Square.

4.2.7 The Grosvenor Market is still shown at the northern end of South Moulton Lane. The Davies Street (WTH) site shows a number of thin long buildings fronting on Weighhouse Street (then called Robert Street) to the north and Cock Yard (St. Anselm's Place) to the south.

4.2.8 This map is the first to on which pavement cellars/basements are shown. A Chapel is shown on the north side of Weighhouse Street.

4.2.9 The 1889 Booth "Poverty map" (not shown), shows that the area housed a wide spectrum of social classes. With light blue, indicating "Poor 18s-21s a week for a moderate family", and pink ("Fairly comfortable, good ordinary earnings") on some of the side streets i.e. Gilbert street and Tenterden Street, and to the rear of many of the properties, i.e. Haunch of Venison Yard". Red coded properties, "Middle Class Well-to do-to" are shown fronting on to the major thoroughfares i.e. New Bond Street, South Molton Street and Hanover Square. Brook Street to the west of it junction with New Bond Street is coloured Yellow; indicating "Upper middle and upper classes. Wealthy".

4.2.10 The 1914 Ordnance Survey (not shown) map indicates how the rear of the Hanover Square ETH site had been redeveloped with the two former gardens now covered by buildings. A "Club", presumably the Oriental Club is still shown at the northern edge of the site. Two main buildings, a school with a central yard and St. Anselm's Church fronting on to Davies Street, now occupy the WTH site (65 Davies Street). At this time Cock Yard is still shown but is later renamed after this church.

4.3 Conclusions of the DDBA

4.3.1 Generally, it was concluded within the DDBA that there was:

- Low potential for the recovery of Palaeolithic remains from the Lynch Hill River Terrace Gravel deposits in the area of the Hanover Square Box and Eastern Grout Shafts. Such remains, if they survived, were considered to of low importance if they were re-deposited but of high importance if they were found in situ.

- Moderate potential for alluvium from the River Tyburn, which would have important environmental indicators in the area of the Davies Street block. This area is also located to the immediate south of an Archaeological Priority Area. This was considered to be of moderate to high importance for environmental information.

- Moderate to high likelihood of locating Post-medieval remains associated with localised dumping and ground build-up across the Bond Street site (where new build basements had not truncated these deposits). Trench monitoring carried out in these areas indicated that archaeological features of limited significance, relating to this Post-medieval urbanisation process, survived. These were considered to be of low to moderate importance.

4.4 Previous Archaeological Works (Fig. 1)

MoLAS 1992 Evaluation:

4.4.1 An evaluation was undertaken by MoLAS in April-May 1992 on behalf of Crossrail Ltd. in St. Anselm's Place (TQ28528099), “natural brickearth” was overlain by a peg tile surface apparently associated with a brick wall. A backfilled Post-medieval cellar was also located (London Archaeologist Round-up 1992).

Wessex Archaeology 2010 Watching Brief:

4.4.2 A number of trenches were subject to archaeological observation work.

4.4.3 On Davies Street, Trenches 3 and 17 uncovered a 1.3m wide extension of the Grade II-listed basement 4.95m west of the west wall of the building. Within the road itself there were very small exposures of dark coal-ashy (“nightsoil”). Post-medieval landfill deposits were also uncovered at 1m Below Ground Level (BGL) along with a small line of possibly 19th century bricks.

4.4.4 Along St. Anselm’s Place, “alluvium” was exposed at 0.8m BGL in Trench 8 and at 1.5m BGL in Trench 7. An 18th century brick culvert was also recorded in Trench 7.

Wessex Archaeology 2010 Evaluation:

4.4.5 A Test Pit Evaluation, comprising two trial pits, was undertaken at 65 Davies Street by Wessex Archaeology in May 2010. The following pits were excavated (Figure 1):

- Test Pit 1 (**WATP1**): comprising a 4m x 4m x 2m deep test pit
- Test Pit 2 (**WATP2**): comprising a 4m x 4m x 2m deep test pit.

4.4.6 **WATP 1** revealed Post-medieval deposits in the form of surface layers, “dumping” and subsequent “levelling” deposits. A northwest to southeast aligned wall and two parallel red brick built drains, thought to date to the 19th century, were also revealed.

4.4.7 A small assemblage of artefacts was recovered. These included Post-medieval pottery, ceramic building material (CBM), clay tobacco pipe, glass, metalwork, bone and oyster shell. The pottery was of 17th to early 18th century date, whilst the glass demonstrated later activity dating to the late 18th century or later date for the deposits below the brick wall and drains. The report recorded ‘natural’ London Clay at 116.23m ATD.

4.4.8 No archaeological remains or artefacts were revealed in **WATP 2**. Additional observations were possible on a third test pit (**WATP3**), which was excavated by the demolition contractor as part of their works. No archaeological features or artefacts were noted in WATP3.

OAR 2010 Evaluations:

4.4.9 A phase of Test Pit Evaluation was also undertaken by OAR at 65 Davies Street in June-July 2010. These further test pits aimed to elucidate the original findings with regard to landscape development and change, particularly relating to the Tyburn River, the location of which required definition. A detailed report of the results of this evaluation is found in C254-OXF-T1-RGN-CRG03-50077.

4.4.10 The following test pits / trenches were excavated:

- **Test Pit OA1** was set out as a southern extension to WATP1. The trench measured 12m x 4m.

- **Test Pit OA2** was set out between OA1 and Wessex Test Pit 2 (WATP2). This measured 4m x 4m.

4.4.11 **OA1** revealed two, north-to-south aligned, Post-medieval brick structures. These overlay levelling deposits in the form of surface layers, dumping and subsequent levelling deposits. These in turn overlaid a northwest to southeast aligned channel (1019) cut into the 'brickearth' (Langley silts) at 116.3m ATD. This equates to the alluvial material that was interpreted as "London Clay" by Wessex Archaeology in WATP1.

4.4.12 **OA2** uncovered a Post-medieval brick structure sealing a thicker sequence of dumped deposits that, in turn, overlay the brickearth which was uncovered at 116.37m ATD.

Ground Investigations ETH:

4.4.13 Nine geotechnical test pits were also excavated within the basements of 18 and 19 Hanover Square and monitored under targeted watching brief conditions. The targeted watching brief recorded only 20th century "Made ground" and redeposited natural gravels associated with the construction of the existing buildings, which appear to have caused extensive truncation and the removal of any archaeological horizons. River Terrace Gravels were recorded in several of the test pits (OAG 10. C254-OXF-W-RGN-C125_WS088-50001).

OAR 2010 Excavations:

4.4.14 The subsequent season of excavations carried out by OAG (OAR) took place at 65 Davies Street (WTH) in September 2010. The detailed results of which forms the basis of the full excavation report (No.C254-OXF-T1-RGN-CRG03-00001).

4.4.15 These excavations measured 37m x 17m, forming an area of approximately 494m^2. The results of the excavation identified a series of structures dating from the late-18th century to the late 20th century. There were correlations between these remains and the available cartographic sources, principally Rocque's map of 1746 and Horwood's more detailed map of 1792-99. Both of which showed stables along the southern side of the plot of land (65 Davies Street). The presence of a number of brick lined wells, suggest that some areas within the plot of land remained open after the initial construction of buildings around the perimeter. This may have simply been the method and practice of expansion in this part of London during the 18th century, or it may reflect the underlying topographical features.

4.4.16 Beneath the 18th century remains were preserved deposits related to the pre-culverted Tyburn River. The excavation revealed that the lower fills of the channel dated to a much earlier period than the upper most fills, and that early Post-medieval activity had influenced the form and character of the later periods of infilling.

4.4.17 There was some evidence of Post-medieval activity along the banks of the watercourse. However, such interpretations are made difficult by the fact that much of the area had been truncated by the substantial foundations of the mid 20th century office block which stood on the site until recently.

4.4.18 The upper sediments of the channel seemed to be characteristic of slow-moving water within a low energy environment. However, it is tentatively suggested that these were interspersed by periods of high-energy environment when erosion would have been more dominant. This erosion could perhaps help explain some of the hiatuses in the depositional sequence.

5. RESEARCH AIMS AND OBJECTIVES

5.1.1 The project generic aims and objectives are set out in the SSWSI (Doc Ref: C132-WSP-T1-RGN-N125-00009/C132-WSP-T1-RGN-N125-00011).

5.1.2 The overall objectives of all the investigations were to:

- "Establish the character, nature, date, extent and state of preservation of any surviving archaeological remains that would be impacted upon by the development"

5.1.3 The TWBs in the area of the utility diversions and grout shaft locations were also:

- "To provide information regarding the early settlement and land use sequences relevant to understanding the growth and development of the area".

5.1.4 The SSWSI also contains a number of more specific research and work objectives. These are outlined below:

> "*To record the Post-medieval development of central London, including evidence for the absorption of the rural landscape into the urban one through domestic and industrial structures."*
>
> *"To define, if possible, the western extent of St. Giles village and its hinterland – what evidence survived, if any, of related structures, property/field boundaries or routeways."*
>
> *"To verify and record the line of the Roman roads and surviving associated sequences."*
>
> *"To define levels of truncation in relation to adjacent past archaeological investigations and geotechnical works to provide a clear deposits model to inform further development works in the area".*
>
> *"The GWB undertaken during C207 demolition works at the Eastern Ticket Hall may provide information that furthers the understanding of the 18th-19th century buildings that formerly occupied the site and how the development of Hanover Square and Tenterden Street fit within the wider urbanisation of this part of London at that time".*
>
> *"The TWB at Dering Yard during the C207 Advanced Works may provide further information regarding the settlement and land use sequences relevant to understanding the urbanisation, growth and development of Hanover Square and the Oxford Street area".*
>
> *"The TWB in the area of the C240 utility diversions may provide information regarding early settlement and land use sequences relevant to understanding the growth and development of this area".*
>
> *"The TWB at the compensation grout shaft locations during the C411 Advanced Works has the potential to uncover features relating to the River Tyburn as well as palaeoenvironmental information relating to the early landscape and settlement". "The TWB at the Western Ticket Hall during the C412 Main Works has the potential to uncover features relating to the River Tyburn and expose the lower sequence of alluvial deposits infilling the former channel. This has the potential to further the understanding of the formation and development of the Tyburn over time and how this water resource was exploited. The TWB also has the potential to recover palaeoenvironmental information relating to the early landscape and settlement of the Tyburn and its surrounding area".*

6. INVESTIGATION METHODOLOGIES

6.1 Watching Brief Methodology

6.1.1 A Watching Brief, as defined in the Generic WSI, is a programme of archaeological monitoring (*i.e.* observation, investigation and recording) which is carried out by a suitably qualified archaeologist during site investigations and construction works. The purpose of a watching brief is to identify the potential of any archaeological remains that are uncovered during the course of the works and record them appropriately (as far as is reasonably practicable). The watching brief results in the preparation of an ordered archive that will be incorporated into the post-excavation works and into publication of the project results. The following observations were recorded on a daily basis.

- The Unique Event Code, in this case XSC10, and location of the area observed;
- The date of the observation;
- Personnel employed on site;
- A description of the construction works observed;
- Any relevant works sub-contractor and personnel undertaking and supervising the construction activity;
- Depths and extents of excavation works observed;
- A measure of confidence that any archaeological remains would have been observed and reasons;
- The areas and horizons (both those containing archaeological or remains of quaternary geological importance and those which do not) unaffected by construction activity (with special reference to archaeological sites identified for preservation in situ);
- The reasons why any particular area of the works was not observed, and noting those areas not subject to disturbance from construction;
- Location and description of any archaeological remains; and
- Location and description of any modern remains.

6.1.2 The watching brief has resulted in the preparation of an ordered archive, which will be incorporated into the post-excavation works and into publication of the project results.

6.2 Techniques for Watching Brief Work

6.2.1 The techniques outlined below were utilised when appropriate, which was when significant archaeological remains were uncovered, when time constraints permitted and when it was safe to do so.

6.2.2 The watching briefs aimed to include archaeological supervision during the initial removal of overburden/ topsoil/ subsoil followed, as necessary, by localised hand inspection, and assessment by the on site archaeologists. An appropriate sample was excavated from cut features and other archaeological remains of importance. Sampling of cut features included feature inter-sections to establish relative chronologies. The extent of sampling was determined by OAR in liaison with the Project Archaeologist (and as discussed with the relevant local authority and English Heritage, and a quaternary specialist, if necessary). As an example works included; the sample excavation of a selected number of deposits (both layers and negative, cut features); recording of structural remains and drawn sections and profiles. All work was done with the aim of recovering sufficient information to determine function, form, and date.

6.2.3 All trenches had their tarmac surfaces and underlying concrete slabs cut out and removed by the Principal Contractor and then the modern slab preparation deposits/sub-base were removed, either by mechanical excavation or by hand. The methodology being dictated by the Principal Contractor's method statement. This element of the works did not require permanent archaeological supervision. Subsequent to this initial breaking out phase archaeological supervision was dependent on the rate of works.

6.2.4 Where work was rapid and ongoing, the archaeological presence was more extensive, than when work progressed at a slow rate. The intermittent presence was sufficient since the majority of the investigations took place during the opening up of the trenches and during the installation of shoring. While the Principal Contractors undertook their tasks there was often no change in the circumstances of the trench until they were backfilled.

6.2.5 Investigation and recording work was done as part of the ongoing process and every effort was made to conduct the archaeological elements alongside the contractor's work so that there was no stoppage time for archaeological reasons. The density of archaeological remains and their level of significance meant that this was entirely possible.

6.2.6 Heights for all deposits have been related to approved Permanent Ground Markers (PGMs) or approved Ordnance Survey benchmarks (OSBM), where reasonably accessible.

6.2.7 It was frequently not possible to clean and record the archaeological profile of excavations, due to health and safety or access constraints. However, every effort was made to establish the presence or absence of archaeological deposits and by establishing a height for significant deposits, including the depth of modern intrusions, key stratigraphic components and natural deposits.

6.3 Recording Standards

6.3.1 All observations were undertaken against a unique Event Site Code (XSC10). Provided in advance of the project by the London Archaeological Archive Resource Centre.

6.3.2 A continuous unique numbering system was operated for each of the sites.

6.3.3 Plans and sections were drawn 1:50 1:20 or 1:10. Isolated archaeological remains (artefacts) were spot-located in plan and a height provided where applicable.

6.3.4 The photographic record consists of 35mm monochrome and colour transparencies, as well as digital formats. Archived photographs and transparencies include an appropriate graduated scale, a north arrow, and a header board detailing (as a minimum) the event code and context/feature number.

6.3.5 All structures, deposits and finds were recorded by OAR 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:

- Bond Street Station. Site-Specific Archaeological Written Scheme of Investigation (SSWSI). Document No: C132-WSP-T1-RGN-C125-00011 (Rev. 5.0)
- Archaeology West – Contract No. C254, Archaeological Works at Bond Street Station, Archaeology Method Statement, Document No. C254-PDP-W-GMS-C125-00001
- Archaeological Generic Written Scheme of Investigation, Document No: CR-PN-LWS-EN-SY-00001, 7 July 2009 (AWSI) Now revised as CR-XRL-T1-GST-CR001-00003 (2012)
- Archaeology Specification for Evaluation and Mitigation (including Watching Brief), Document No: CR-PN-LWS-EN-SP-00001, 26 June 2009, (ASEM) Now revised as CRL1-XRL-T1-RSP-CRG03-50001 (2012)
- 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))

6.4 Survey Work

6.4.1 The Principle Contractors' surveyors undertook all survey setting out. The set outs were usually conducted using a Total Station Theodolite or other suitable automated equipment referenced from approved Crossrail Permanent Ground Marker (PGM) data. Where survey was not possible, significant features were measured and drawn onto reproduced Crossrail-issued scaled drawings.

6.4.2 The positions of the interventions and survey points were verified by OAR through discussion and observation. The use of main contractor surveyors meant that data management of raw survey by OAR was not necessary.

6.4.3 Heights for all remains were related to approved Permanent Ground Markers (PGMs) or approved Ordnance Survey benchmarks (OSBM), where reasonably accessible.

6.4.4 In all instances, CAD work has, and will, follow the guidelines set out in Crossrail's CAD Standards (CR-STD-005 CAD Standards v2) and Crossrail's *Archaeology Specification for Evaluation & Mitigation (including Watching Brief)* (Document CR-PN-LWS-EN-SP-00001 - now revised as CRL1-XRL-T1-RSP-CRG03-50001 (2012).

6.4.5 Two main drawings are maintained; one consists of the compiled survey data, digitised features and raster images in the Crossrail co-ordinates system. The other has the same information but has been inserted to a certified Ordnance Survey mapping system and uses the OS co-ordinates. This second drawing will be a requirement for archiving in London.

6.4.6 All plan scans have been numbered according to their plan site number. Digital plans will be given a standard new plan number from the site plan index at the time of archiving.

7. RESULTS

7.1 Introduction

7.1.1 Broad phasing has been ascribed to the deposits and structures encountered during the works, and the results are presented below in chronological order.

- Phase 0: Natural Drift Geology
- Phase 1: Romano-British
- Phase 2: Early to Mid-Seventeenth Century
- Phase 3: Late Seventeenth Century
- Phase 4: Eighteenth to Mid-Nineteenth Centuries
- Phase 5: The Victorian to Modern periods

7.1.2 The results are presented below and are collated in terms of the type of work done, based on geographical location, and are tabulated in the sections given below. The references in brackets relate to the main figure showing the location of works.

- Utility Diversions –Western Ticket Hall, (WTH) Bond Street
- Utility Diversions –Eastern Ticket Hall, (ETH) Hanover Square
- Grout Shafts 1-5
- Demolition

7.2 Utility Diversions

7.2.1 The works included:

- Western Ticket Hall (WTH) utility diversion works. These involved diversions along Weighhouse Street, Davies Street, Davies Mews, South Molten Lane, St. Anselm's Place and Gilbert Street.
- Eastern Ticket Hall (ETH) utility diversion works. These involved diversions in Dering Yard, Haunch of Venison Yard, New Bond Street, Tenterden Street and Hanover Square itself.

7.2.2 The services in question, which required diversion works, included; electricity, water, sewerage, gas, fibre-optics and BT (communications). Frequently the test pits and accompanying trenches were done separately for each of the services. This resulted in a series of parallel trenches within close proximity.

7.2.3 A second phase took place whereby extensive trenches were excavated to actually divert the services at which point the original ones became redundant.

Plate 3: St. Anselm's Place, a third service diversion trench being dug, the earlier ones are to the left of the picture, looking west.

7.3 Utility Diversions - Western Ticket Hall (WTH), Bond Street

7.3.1 The references in brackets relate to the main figures (Figs. 2-4) showing the location of works.

Weighhouse Street		
Test pits June – July 2010 (WS1.1-1.5)	 Test Pit 4	Five test pits were dug along the length of Weighhouse Street to investigate ground conditions prior to the electricity diversion works. WS 1.1: was 2m x 1.1m and dug to a maximum depth of 1.2m BGL. A brick built culvert was observed within this trench, below made-ground deposits. WS 1.2: was 2m x 1.1m and dug to a maximum depth of 1.2m BGL. A brick built culvert was observed within this trench, below Made-ground deposits. WS 1.3: was 2m x 1.1m and dug to a maximum depth of 1.2m BGL. A brick built culvert was observed within this trench, below made-ground deposits. No archaeological remains were observed. WS 1.4: was 2m x 1.1m and dug to a maximum depth of 1.2m BGL. A yellow brick wall, almost certainly built of London Stock bricks, was seen 0.2m below the ground level. The wall was aligned parallel to the street frontage. To the north of this wall the deposits were consistent with rubble fill within a cellar area; to the south were firmer Made-ground deposits. This wall was probably part of the previous buildings that existed on the site prior to the modern structures. WS 1.5: was 2m x 1.1m and dug to a maximum depth of 1.2m BGL. A brick built culvert was observed within this trench, below Made-ground deposits. No archaeological remains were observed.

Electricity Diversion June 2010 (WS 2.1)	 Electricity diversion trench, with the arched brick cellar visible, looking north  Electricity diversion trench, with the arched brick cellar visible. Looking east	WS 2.1: A 68.75m long trench was excavated by both machine and by hand. It ran from the western side of Gilbert Street along the length of Weighhouse Street and then turned into Davies Street. The trench was, on average 0.5m wide, and up to 1.m in depth. The trench was to allow the electricity supplies to be diverted. The work progressed from west to east. Below the tarmac and concrete sub-base of the present roadway, the majority of the deposits were highly mixed material laid as makeup / levelling deposits, up to 0.9m thick. In the area immediately south of the service entrance to the West One shopping Centre, six brick built arched vaults were observed, (4014, 4015, 4021, 4019, 4022 and 4023). These arched structures were between 1.6 and 1.8m wide and over 0.7m in height. They were constructed of a single course of dark red bricks bonded with a hard pale grey mortar. This mortar was also used a facing on the internal side of the arches, forming a cohesive ceiling. There were some remains of probable walls or infilling brickwork between several of the arches, (4016, 4018 and 4020). Sealing the vaults was a layer of pale brown coloured clay (4013) which was almost certainly re-deposited brickearth from the site. The clay may have been utilised to ensure the cellars remained waterproof.

Gas Diversion July 2011 (WS 3.1)	 Arched vault at the back of the trench, looking east	WS 3.1: Beneath the present roadway (4702) revealed three levelling layers (4631-4633) sealing the remains of a arched vault (4634), on the southern edge of the street. Built of red unfrogged bricks with white lime mortar. Seen at a depth 0.5m BGL. This structure almost certainly represents the remains of a cellar associated with the buildings, which formally stood at 65 Davies Street.
Trial Trench July 2011 (WS 4.1)	 Arched vault, looking south	WS 4.1: A trial trench revealed a brick built arched vault (4627), on the southern edge of the street, built of red unfrogged bricks with white lime mortar. Seen at a depth 0.5m BGL. This structure was almost certainly part of a below street cellar associated with the buildings, which formally stood at 65 Davies Street and was similar to (4634). A series of levelling deposits (4630) (4629) were also seen in this trench.
Davies Street		
Electricity Diversion July 2010 (DS 1.1)	 Davies Street, utilities diversion, looking	DS 1.1: A 38m long trench was excavated by both machine and by hand. It ran north/south along Davies Street from Weighhouse Street to St Anselm's Place. The trench was, on average 0.5m wide, and up to 1.6m in depth. The trench was to allow the electricity supplies to be diverted. The work progressed from north to south. Below the present tarmac and concrete layers, (0.5m thick) the majority of the deposits were highly mixed material laid as makeup / levelling deposits, often 0.9m thick. Approximately 10m south of Weighhouse Street an area of mid brown clayey silt, noticeably distinct to the surrounding Made-

	north  Davies Street, looking east	ground deposits was seen. Only noted on daily journal due to restricted access to utility trench.
Test Pit July 2010 (DS 2.1)		DS 2.1: A test pit was dug on the corner of Davies Street and St. Anselm's Place. The trench was 1.3m x 1.1m and dug to a depth of 1.3m BGL. Below the present surface, a brick wall was seen in the northern section.
Trench January 2011 (DS 3.1)	 General trench view, looking west	DS 3.1: Excavated east-west across Davies Street from the corner of Weighhouse Street / Davies Street cellar of Greys Antique Market (4075) cut into levelling deposit (4078)

BT Trench January 2011 (DS 4.1)	 Brick wall visible in trench, looking east	DS 4.1: a trench orientated North-south was dug on the western side of Davies street, to the north of Weighhouse Street. Remains of a partly robbed out red brick cellar (4079 /4085). Cutting into 4082, a compact mid brown grey gravel rich clay silt.
Electricity September 2010 March 2011 (DS 5.1)	 Electricity connection trench, looking north  East Section of the electricity connection trench, looking east	A 3m x 2m area was excavated in order to provide a power connection to the site, including the projected temporary tower crane. The trench was dug to an overall depth of 1.75m on the western side and 1m on the eastern side. It was aligned north/south on the corner of Davies Street and St Anselm's Place. The area had almost all been excavated previously and only the eastern side appeared to have intact deposits. Here, below the 0.45m of tarmac and concrete was a 0.5m thick deposit of mid brown silty clay, with occasional inclusions of red brick fragments and small stones. This overlay dark grey silty clay, which was over 0.1m thick and was visible at the base of the trench on the eastern side.

Water diversion Test Pits April 2011 (DS 6.1-6.4)	 Water trench, looking north  General view of deposits and services, looking south	DS 6.1 In its final incarnation this trench measured 4.2m x 1.7m and was 1m deep. The tarmac was 0.2m thick, below which was a concrete aggregate layer 0.4m thick and the majority of the rest of the trench was a mid brown ashy coarse sandy gravely silt with frequent inclusions of small red brick fragments, oyster shell and other CBM fragments. The deposit has either been mixed by more recent activity or was part of a general makeup material deposited in the area. This lower layer may have been the same as that seen in the adjacent trench (see above), but the trench was not sufficiently deep to show the underlying grey silty layer. DS 6.2: (Tr. 5) Dug 3m to north of Davies Street and St Anselm's Place. Beneath the modern road was a dump of mid grey gravel rich silt (4090). DS 6.3 (TH. 6) 2.7 E-W x 1.7m north-south. excavated to locate the water services along Davies Street. Work was halted due to the discovery of the concrete roof of the pedestrian tunnel for London Underground's Bond Street Station just below road surface. DS 6.4 (Tr.7): – North-south aligned at northern end of street. The trench was 2m wide and no archaeological deposits were seen as much of the area had been previously dug for services. Backfill deposits and a cast iron pipe were found.

Water Diversion July - August 2011 (DS 7.1)	 Sewer 4098 cutting sewer 4099. Looking south.	The excavated trench ran the length of Davies Street, from the junction with Weighhouse Street and the junction with Brook Street The work uncovered 1.2m of levelling/infill deposits (4096, 4093, 4095 and 4095). In the excavation to the south of Weighhouse Street, two vaulted brick built sewers were uncovered (4098, 4099).
St. Anselm's Place		
Sewer Diversion August 2010 (SAP 1.1)	 Wall 4025, looking south  Generic section, eastern end of street, looking south	SAP 1.1: A 67m long trench was excavated by both machine and by hand. It ran east/west along St. Anselm's Place. The trench was, on average 0.5m wide, and up to 3.5m in depth. The trench was to allow the sewerage to be diverted. The work progressed from east to west. At the eastern end of the trench, the tarmac, (4611) and concrete of the present road sealed a series of granite sett layers, (4612 and 4613) the remains of the former road surface. This overlay a 0.15m thick layer of crushed red brick, which was observed at a depth of 2.85m BGL. A 0.4m wide wall (4025) with offset footings was noted at 2.2m BGL. Approximately 2m from the eastern end of trench and at the bottom of the shored trench (3m BGL); a clay deposit was seen. This deposit appeared to be either the water stained natural brickearth or an alluvium fill of a palaeochannel. The remains of, which were uncovered during excavations at 65 Davies Street by OAR in the autumn of 2010 (See Above 4.4.19). At the western end of the trench another change was visible in the deposits at the base of the trench. Here This change, seen at a depth of 3.1m BGL. This possibly represents the eastern edge of the palaeochannel. It is possible that between these two points the deposits at the base of the trench were part of a former watercourse. The constrained nature of the trench meant it was not possible to

	 Generic section, western end of street, showing brickearth at the base, looking north  Timber pipe 4002, looking north  Timber tap/stopcock (not pump as named on photo) element 4000, ex situ	investigate the deposits. Deposits overlying the visible brickearth consisted of a layer of crushed brick overlain by darker organic silty clay. Combined these layers were less than 0.5m thick. At the top of the sequence were mixed levelling deposits. The brickearth was seen at the eastern end to be at a depth of 3.2m BGL. Towards the middle of St Anselm's Place the brickearth was seen at a depth of 1.4m which gradually decreased to approximately 1m at the western end. Approximately 30m from the eastern end of St. Anselm's Place a timber pipe was uncovered. This consisted of a horizontal segment, which joined with a vertical segment that was also retrieved. The vertical segment consisted of several component parts. There was an intact tapered cylinder (4000) with an iron protrusion. The cylinder was 0.3m in diameter and 0.4m in length and appeared to be encased within part of a trimmed tree trunk (4001), both of which fitted into a crosspiece (4002). The tapered cylinder was carefully worked and retained some tool marks. A large diameter hole was evident on one side with a smaller opening above. The outer case (4001) and crosspiece appeared to be built of tree trunks with only minimal trimming to the exterior faces but with chamfered edges for joining sections and a bored/drilled hole. Theses may be part of the construction rather than for water flow. The hole was a narrow bore, less than 0.1m diameter. The remains appear to be part of a stopcock or tap end, which would fit into the end of the water pipe. The water pipe was aligned north/south, and the full extent of the feature was not found. However, it was not seen within the main OAR excavation area to the north. The water pipe may have been used to provide water to households or businesses. It is unlikely to relate to drainage or the Tyburn River as it dates from a period when the surrounding area had been reclaimed. The wooden water pipe was cut through a number of earlier deposits (4004-4011), which are almost certainly result from the occupation, general activity and deliberate dumping of material to level the area.
Water Diversion September – October 2010		SAP 2.1: An adjacent trench was excavated running parallel to the sewer trench, along the whole length of St. Anselm's Place. At the western end of trench, at 1.1m below

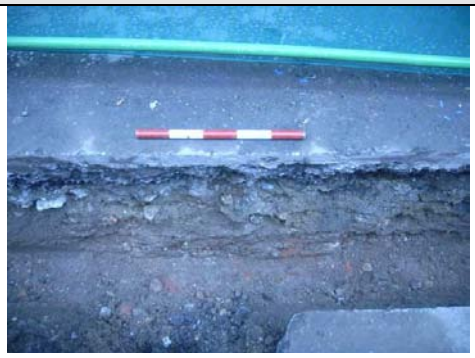
(SAP 2.1)		the present ground surface, a brick wall was observed running north-south across the trench. This 0.5m wide wall was constructed of a mix of red and yellow bricks with shallow frogs set in a moderately soft buff coloured mortar.
BT Diversion October-November 2010 (SAP 3.1)	 St Anselm's Place, typical section, looking south-west	SAP 3.1: In the main this trench was backfilled with material derived from the existing services. However, some small islands of stratigraphy survived. The tarmac (4611), granite setts (4612) and concrete (4613) of the present roadway overlay a 0.2m thick rubble rich deposit (4614). Below this was a 0.3m thick layer (4615). Which was comprised of a mid-brown clay with crushed red brick fragments, roofing slate and charcoal flecking throughout. This deposit was interpreted as a dump of building demolition waste used as a levelling layer. Like most of the other deposits seen in the area, this deposit was used to level out and infill the valley of the Tyburn during the development of the area in the 19th century.
January-February 2011	 Brick wall visible in section and at base of trench, looking east	Two adjacent brick walls (7630 and 7628) built of unfrogged red and reddish brown bricks were recorded running north-south across the trench when this trench was extended to the west. A soft, dark grey ashy clay silt was observed at the base of this trench. This levelling deposit (7627), derived from nightsoil the contents of emptied out cess pits and privies mixed with the rakeout ashes of fire places and stoves, was observed along the whole length of the trench at 1m BGL.

Gas Diversion November – December 2010 (SAP 4.1)	 St Anslem's, general view, looking east  Section view, looking south	SAP 4.1: Excavated along the length of St. Anselm's Place some 0.5m to the north of the sewer trench. Beneath the present road A Levelling layer (4615) and fragment of wall (4617) was observed running north-south across the trench. The wall was built of red unfrogged bricks this appears to be part of the brick wall seen in August 2010 in the water diversion trench
Gilbert Street		
BT Diversion October- November 2010 (GIS 1.1)		GIS 1.1: (Tr.1-2) After digging an exploratory trench and a rectangular hole for a new BT cable box within the confines of the eastern pavement the works continued as a progressive trench. The initial trench, which was 1.4m wide and 0.1- 1.4m deep, ran east-west across the road way from the eastern pavement. The 24m long continuation trench was excavated by both machine and by hand. It ran north-south along the western side of Gilbert Street some 1.2m from the kerb and measured 0.4m wide and up to 1.1m deep. There was a relatively definable series of deposits underlying the tarmac (4600) and concrete sub-base (4601) of the present road. At the top of the sequence was a 0.9m thick layer of mid brown coarse sandy silt layer that contained inclusions of brick fragments, slates, tile, and patches of flinty

December 2010	Top of brick vaults 4609, looking north  Vaults 4625  Vaults 4625  Arched vaults, 4625, visible beyond the western side of the XSC10 excavation, below Gilbert Street, looking south-west	gravels and patches of pale grey sandy mortar. The material was interpreted as a layer of somewhat mixed demolition material. As the trench continued to be excavated northwards this layer thinned out and was seen to overlay a series of brick built vaults. Seen as 4609 along Gilbert Street and 4625 at the western end of 65 Davies Street. These vaults were constructed of broadly arched brick spans. Only the uppermost parts of these were seen in the BT trench. The bricks were red and unfrogged. The vaults appear to represent the ceilings of cellars belonging to adjacent buildings that protrude into the street. Although it is also possible that the street has been widened, with the street frontages being pushed back. It was not possible to determine fully, but it seems unlikely that these cellars are in current use. The 12 brick built arched vaults uncovered at the western end of 65 Davies Street were each 2.15m wide and 2.24m high built of unfrogged red and mauve bricks with light grey soft sandy lime mortar containing frequent flecks of charcoal flecks. The floors were of sand stone slabs on a sub –base of crushed red bricks. Traces of coal dust were seen covering all of the floors. All of the cellars had a 0.3m circular hole in the roofs. The coal dust and the circular holes that these vaults were used as coal cellars at some time.

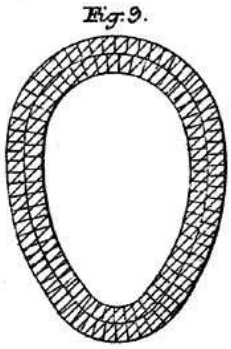
Water Diversion October – November 2010 (GIS 2.1)	 Corner of Gilbert Street and St Anselm's Place, general level of disturbance, looking north-east	GIS 2.1: (Tr.3): An investigation pit was dug at the corner of Gilbert Street and St Anselm's Place. The trench measured 4m x 3m and was 1.3m deep. This trench was necessary as part of the water diversions linking St. Anselm's to Gilbert Street and works around the existing manhole. Within the trench it was possible to observe a sequence of deposits that included; 0.15m tarmac; overlying 0.15m of cobbles and road sub-base (4602) (4605) (4610), which overlay 0.3m layer of mid brown clay with frequent red brick fragments. This was over a layer of pale grey mortar and CBM rubble and at the base of the sequence was a 0.3m layer of mid greyish brown clayey gravel (4622) with yet more brick fragments inclusions which was seen to 1.3m BGL. All deposits were consistent with building debris either deposited as dumped material or as makeup material accumulated for the road.
Test Pit November 2011 (GIS 3.1)	 Location of Tr 4, looking SW	GIS 3.1: (Tr.4) Excavated close to the eastern edge of the Street. Close to the junction with St. Anselm's Place. Beneath the modern road (4602,4604) and cobbles (4605) of former street a rubble rich demolition layer was seen sealing the partly destroyed remains of an north-south aligned red brick wall (4053) the possible remains of the one of the brick built arches seen earlier in the works. 4052, 4054, 4050, black 4051, 4055 levelling layers.

	 Section view, looking north	
Test Pit November 2011 (GIS 4.1)	 Location of Tr 5, looking north	GIS 4.1: (Tr.5) Excavated close to the western edge of the Street Near to the junction of Weighhouse Street and Gilbert Street. Beneath the modern road mid brown clay silt frequent red brick fragments levelling red brick wall (4060)

	 Section view, looking east	
Davies Mews		
BT October 2010 - February 2011 (DM 1.1)	 Section view, looking north	DM 1.1: In the BT trench the road related deposits (4800-4803, 4814) were seen to overlie a 0.3-0.4m thick layer of mixed greyish brown sandy gravelly silt, (4809) which also contained red bricks fragments and mortar flecks. This was above a mid greyish brown sandy gravel, 4810, which also had frequent brick and mortar inclusions. Much disturbed by service trenches. In a continuation of the trench, carried out in February 2011, Layer 4809 was seen to overlay a rubble rich layer 4012 at the eastern end of the trench. This demolition deposit was seen to overlay a grey brown clay silt containing frequent fragments of red brick, this was seen at the base of the trench at 0.9m BGL All of these deposits were probably rapid dumps of material lain down to make the ground level. Beneath the modern road surface a levelling layer of mid brownish grey coarse sandy clay silt with frequent fragments of red bricks covered a 0.6m length of wall. This was seen 0.4m bgl, built of red unfrogged bricks, this wall abutted a north-south aligned reddish brown brick wall (7630) a soft dark grey ashy night soil (7627) was seen at the base of the trench at 1m BGL.

Water diversion May 2011 (DM 2.1)	 Water Diversion works, looking east  Sequence of deposits, looking north	DM 2.1: Trenches for the water services to be dug up and re-routed along Davies Mews were initially excavated along the northern side of the street. The trench was 0.6m wide 30m long and on average 0.95m deep. At the top of the sequence was the present tarmac road (4800) which included a loose tarmac and stone sub-base (4802) and was laid on a 0.15m thick layer of grey crushed concrete aggregate, (4801). This sealed a number of features including a concrete drain 4807, aligned east/west and visible at a depth of 0.9m BGL. The construction cut for the drain 4808, truncated earlier deposits. The uppermost layer cut by the drain was a mottled pale greyish brown coarse sandy clay and gravel layer, 4803. This contained frequent inclusions of mortar and small fragments of red brick, with rare inclusions of coal and charcoal. This mixed material was probably a makeup deposit possibly derived from construction redevelopment in the area. Below 4803, were a similar compact mottled mid greyish brown, gravely sand, and 4804, with frequent inclusions of plaster and red brick fragments. The later water trench saw a similar sequence of deposits forming the present road surface and foundation. Below these was a mid reddish clayey silt, 4812, with pale creamy white mottling / flecking throughout. The layer had frequent small fragments of brick, possibly crushed and mortar / plaster chunks and flecks in abundance (70% inclusion). The larger fragments of brick occasionally found within the 0.2m thick layer were unfrogged. The concentration of brick derived material could indicate that the material originated as building waste. This overlay a mid greyish brown clayey silt, 4815, with gravel inclusions and fragments of red bricks. This deposit appeared to be a mix of upcast material, demolition or building waste and a small proportion of domestic waste. It was over a grey silty layer, which in turn overlay a mid reddish cream mortar rich clayey silt with brick fragments and mortar. Below this was a grey coarse silty sand (at a depth of 1.2m BGL).

Sewer Diversion June 2011 (DM 3.1)	 Sewer diversion, upper layers, looking west  Sewer in situ, looking east  Sewer truncated as part of diversion, looking east	DM 3.1: After the initial service identification trenches in anticipation of the Grout Shaft work progressed to the actual diversion of the identified services. The works for the sewer diversion, which subsequently related to the Thames water diversions at a later stage. A 3m x 3m area was excavated using a 10 tonne 360° excavator working in horizontal spits, down to a depth of approximately 1.2m. After which the sides were shored and excavation proceeded by hand. The upper sequence of deposits was compatible with that identified in the earlier trenches along the northern side of the road. The sequence of layers was more extensively seen in this trench, rather than in the narrow confines of the earlier trenches. This revealed that below the sequence, from the tarmac, 4800 at the top, continued down through 4802, 4814, 4801, 4803, 4809 to 4810. This meant that the disparate layers could be related to each other. 4800 = 0.1m; 4802 = 0.2m; 4814 = 0.05m; 4801 = 0.1m; 4803 = 0.15m; 4809 = 0.45m and 4810 = >0.1m Most of these layers could bee seen across the 3m x 3m area, but they had been truncated by previous services and earlier trial pits. Below these layers the sequence was unclear as the trench sheets obscured the sides. At the base of the excavation area a linear brick structure (4824) was seen. The structure was aligned parallel to Davies Mews street, orientated south-west/north-east. The structure when fully uncovered was found to be a sewer, which was 'egg-shaped' in profile. The sewer measured over 3m in length, 1.2m in width (with an internal max width of 0.9m) and was 1.4m in height. It was found at a depth of 2.4m BGL (117.02 m ATD) . The 'egg-shaped' profile was utilised by Joseph Bazalgette (1819-1891), who was the Chief Engineer of the London Metropolitan Board of Works in the later 19th century. The shape is ergonomical for the self-cleaning / flushing of the sewers even during lower water flow. Prior to the trench sheets being fully pushed down into place it was possible to note the absence of construction cut for the sewer possibly indicating a cut and cover construction wider than the inspection trench.

	 Brick sewer – 'egg-shaped' in profile, looking east	 Fig 9 from Latham 1884 Below the sewer at a depth of 3.7m BGL (115.72 m ATD) a mid orange brown soft fine sandy clay (4827) this possible brick earth was observed overlying a mid greyish brown gritty silt with a finer clay fraction throughout. At the base of the trench pale yellow sandy gravel deposits (4840) were visible. These were probably part of the area's underlying natural drift geology (River Terrace Gravels).
Water /Sewer Diversion April - May 2011 (DM 4.1)	 Water and sewer diversion trench, top 1m of deposits, looking south-east	DM 4.1: As part of the water and sewer diversions, work extended to the south, in front of the Vidal Sassoon (58 Davies Mews). The trench was 3.2m in length by 2m and 3.4m in depth. The majority of the trench was excavated by mechanical digger in the upper reaches and hand dug for the lower portions. The top 1.3m depth was visible, below this depth; trench sheets obscured the sections. The sequence of deposits included, from top to bottom: tarmac and sub-base of the present road (0.4m); over a yellowish orange sandy gravel; over a mid brown rubble rich gravely clay layer 0.6-0.7m thick; and at the lowest part of the initial trench was a layer of mid brown gravel and clay, with frequent inclusions of rubble (4815). This layer was seen to extend down to 1.2m BGL. A dark grey deposit rich in crushed red brick fragments, mixed with pale yellowish white mortar and pale grey clay, 4816, was 0.5m thick. This overlay layer 4820, which was a 0.15m thick band of coarse sand and mortar mixed with crushed roof slates fragments. This in

	 Water and sewer diversion trench, top 1.5m of deposits, looking south-east  Water and sewer diversion trench, bottom 1m of deposits, looking south-east	turn covered a dark grey deposit of gleyed rubble rich soft clay that also contained frequent small fragments of roofing slate (4821). There was some tentative indication of these deposits being tipped downwards into the area, from south to north, although the restricted nature of the works hampered a full examination. Beneath 4821, hand excavation revealed a deposit of soft well-sorted and gleyed fine black sandy clay, 4818, with fragments of animal bone, pottery, clay tobacco pipe and rolled/abraded CBM and oyster shell within it. The deposit probably had a fairly high content of decayed organic from the odour. The deposit would be consistent with a waterlogged environment and may represent a water channel, perhaps part of the Tyburn River system, which has been either gradually infilled or deliberately backfilled. At the base of the trench (3m BGL) was a sterile pale brown clay (4819) that appeared similar to the brickearth seen on the OAR excavations at the Bond Street Station (WTH) site, but within the confines of the trench box it was difficult to be certain.

	 Water and sewer diversion trench, southern side of Davies Mews, looking south-west	
Haunch of Venison Yard		
Gas Diversion June 2011 (HVY 1.1-1.3)	 Location of trenches, looking north	HVY 1.1: (Tr.1) two north –south aligned brick walls buttress (4034- 4035) of a vaulted structure which was revealed fully in later trenches HVY 1.2: (Tr. 2) flat roof of a brick built basement of property on western edge of Yard (4052) gravels (4042) HVY 1.3: (Tr.3-4) Two adjacent red brick barrel vaulted cellars were found on an east-west alignment. These ran underneath the existing buildings now occupied by Bonhams. The sequence of deposits revealed tarmac overlying the cobbles/setts of an earlier yard surface (4037). Over a grey bedding layer. Beneath this was a layer of plaster and gravel and puddled clay that sealed the top of the vaults. The vaults 4036 and 4046 were contiguous with walls 4034-4035, which appear to have served as buttresses for the vaults. All were built of unfrogged red bricks with lime rich mortar. A circular aperture was seen in the roof 4036 and may have been a coalhole. There appeared to be two phases of construction visible in the roof of 4046, with a section re-built with yellow stock bricks (4040). Possibly bomb damage repairs? Vault 4036 was 2.1m wide and 1.7m high. There was a short section of walling between 4036 and 4046, which was 0.5m long.

Adjacent brick vaults, looking NE

Vault 4036 interior, looking east

Aperture in 4036 roof, looking east

	 Wall 4040, looking south	
South Molton Lane		
Water Diversion November-December 2010 (SML 1.1-1.3)		SML 1.1: (Tr. 1) Beneath the surface, makeup and sub-base of the modern road (4701-4702) partly demolished brick built cellar (4705). This was cut into a 0.6m thick layer of mid grey brown fine sandy clay containing frequent fragments of red brick (4718) SML 1.2: (Tr.2) Beneath the present pavement evidence of the former roadway was observed (4711-4712). This sealed a substantial north- south aligned, 19th century egg shaped sewer main or trunk sewer (4714). This was built of red bricks and had small circular inlet (4717) inserted into its roof. SML 1.3: (Tr.3) Beneath the present pavement and former road surface brick built cellar (4716) cutting into a dark grey ashy levelling deposit (4720).
Trench for Service ID March 2011 (SML 2.1)	 Northern half of the trench, looking east	SML 2.1: A trench 1.3m wide and 6m long was excavated in two halves. The area had previously been subjected to a trial trench and this was evident in the mixed nature of the south-west section. The trench was dug to a depth of 0.65m BGL. The sequence of deposits revealed the tarmac surface and sub-base of the present road as the top 0.18m. Below this was a 0.15m thick layer of mid brownish grey sandy silt and gravel. This overlay a mid greyish brown silty clay, 0.27m thick, which had brick fragment inclusions throughout. At the base of the trench a pale red sandy layer, rich in crushed brick fragments and mortar flecking was observed. The southern part of the trench did not reach a depth to show significant deposits and was seen to contain a number of cast iron service pipes.

	 Southern half of the trench, looking east	

7.4 Utility Diversions - Eastern Ticket Hall, (ETH) Hanover Square

Tenterden Street		
BT Diversion October 2010 – 2011 (TS 1.1)	 General location view, looking west	TS 1.1: The initial trench was begun in the south-west corner of Dering Street and Tenterden Street. It was then expanded eastwards and northwards adjacent to the pavement. The trench was excavated by both machine and by hand. The east-west part of the trench measured 7m x 0.8m wide and up to 1.3m deep. The north-south part of the trench was over 4.3m x 3.4m and 1.3m deep. The trench was to allow the BT communication cables to be diverted and a new cable box constructed. There were numerous services converging in this area and the majority of the material within the trench was backfill around services, below a layer of dry concrete and tarmac. Within the general backfill a number of brickwork fragments were recorded. The fragments were curved sections of bricks still mortared together. The bricks were a mixture of red and yellow that still had the light grey mortar/cement adhered to them. These fragments probably belong to a Victorian sewer or other vaulted structure. Given the large number of services and the previous test trench (TR19) seen by Wessex Archaeology the dismantling of the arched feature may have occurred at any point. At the south-west corner of the roadway a rectilinear brick structure was seen. This structure (4402) was constructed of red and yellow brickwork and the walls were over

Arched brick fragments from within the trench fill

Brick structure 4402, looking south-west

0.5m deep and approximately 0.3-0.4m wide. The structure itself was 0.8m in length and over 0.5m wide, and extended beyond the western edge of the trench. The structure was interpreted as a soakaway, possibly a precursor of modern roadside drains that probably dated to the Victorian period. Within the structure was an opening that presumably allowed the passage of water to drain away, although at the level that this feature was revealed there was no indication of waterborne deposits associated with this feature. Since only part of the brick structure was visible it is equally possible that the feature related to the buildings along the street; some form of subterranean structure.

In the western part of the trench at a depth of approximately 1m BGL a layer of dark grey rounded cobbles were densely packed. These form a small surviving area of external surfacing (4419). This surface may have been more extensive and since it lies beneath the current road surface was probably an earlier road surface. It was seen to be over 3m x 0.5m and below the cobbles was a layer of pale brown fine gravel (4420) which was the bedding layer for the cobbles. Below that was a layer of crushed brick rich material (4421).

Two stretches of walls were seen 4417 and 4418 in the north facing, southern limit of excavation adjacent to the cobbled surface. The eastern wall (4418) was built of yellow brick and appeared to truncate the cobble surface (4419). The western wall 4417 was of red brick and may have been part of an entranceway with a stone step. To the north of the cobble layer were the remains of a later red brick wall, 4422, aligned east-west that was seen to truncate the cobble surface.

19th century maps of the area show a marked narrowing of Tenterden Street at this point and these walls and surfaces appear to be the remains of one of these buildings which were buried beneath the road way when Tenterden Street was widened in the 20th century.

	 Cobble surface 4419, looking east	
BT Cable Box March – May 2011 (TS 2.1)	 Trenches beneath the pavement along Tenterden Street, looking west	TS 2.1: Excavation of trenches for service identification and diversion followed on from earlier BT works undertaken by Eirscot. The works were undertaken by both machine excavation and manual digging around exposed services. The majority of the area had been exposed before but the area below the pavement in front of the shops and extending to the east had not been. The trench was 1m wide and over 15m in length, and dug to a depth of 1m. The trench was extended to the east beyond the shop front (Pret a Manger), the adjacent offices at 18-19 Hanover Square having been demolished). The excavations revealed a brick wall 4444, aligned north-south that ran southwards beneath the corner of the Pret A Manger shop premises, (No 1 Tenterden Street). The brick wall was seen at a depth of 0.95m BGL and was over 1m in length and 0.48m wide. It was only seen in plan the upper part having been truncated by more modern construction activity. The brick was a mid red colour, unfrogged and appeared to be handmade. They were bonded with a soft lime rich sandy mortar. These characteristics would imply the wall is of 18th century date. To the west the wall 4444, was abutted by a later mid red brick wall 4447. This wall was aligned east/west and was beneath the existing shop premises (which were of a different build). The wall was bonded with a hard grey mortar and was probably 19th century in date. A third phase of walling was visible further west as a red and yellow brick wall machine made, set on a layer of slates and bonded

Wall 4444 in plan, looking west

Wall 4447 in section, looking south

Installing gas services Tenterden Street, looking north to Dering Street

with a hard grey mortar. There was no facing to either wall.

Just west of the probable 18th century wall, 4444, was a sequence of dump deposits that were cut by the later wall 4447. The sequence included 4445-4453.

At the top of the sequence were the pavement and makeup deposits, 4445, 4446 and 4448. These overlay the later wall 4447. The construction cut for the wall, 4454, truncated five earlier deposits, 4449-4453. Layer 4449 was a 0.11m thick deposit of firm black silty sand with ash and soot particles throughout. Below this was a 0.08m thick layer of friable pale grey silty sand that had approximately 50% mortar flecking throughout. This overlay a 0.16m thick layer of firm dark grey clayey silt with small rounded stone inclusions; and in turn this was over a 0.06m thick band of pale grey silty sand that was, again mortar rich. At the base of the sequence, about 1m BGL, was a 0.13m+ layer of pale pinkish grey silty sand that contained mortar and crushed red brick flecking throughout.

This series of deposits would appear to include building debris deposits, either extraneous material from construction activity or from demolition, although the fine texture would suggest it might have been partially processed rather than raw demolition material.

The corner of Tenterden Street where it turns northwards into Dering Street, revealed a brick wall aligned north-south and located in the middle of the present road at an approximate depth of 0.75m BGL. This wall 4455 was seen only in plan and was over 1.5m in length and approximately 0.5 wide. It was built of mid red bricks with white mortar. The date was difficult to establish and it may be either part of the 18th century building activity or the later 19th century rebuilding programmes. It was also not clear whether the brick structure was a subterranean wall, a building foundation, nor could the possibility that it was some form of drain be ruled out.

	 Close up of the sequence of deposits, looking north-west  Brick wall 4455 visible beneath the installed gas pipe, looking east	
Fiberoptic May 2011 (TS 3.1)	 Brick structure 4460 visible beneath existing ducts, looking east	TS 3.1: Structure 4460 was seen on the northern side of Tenterden Street. The structure was visible for a 1.5m length, and was over 0.6m wide. In form it consisted of two parallel lines of brickwork, with an infilling of brickwork, lay as stretchers between the two. The feature was aligned east-west. The brickwork was a mid purplish red in colour and bonded with a hard pale grey mortar, more consistent with a 19th century date. Partial excavation of the feature revealed the southern element to be over 6 brick courses in depth, suggesting a substantial feature. Possibly a drain.

	 Brick structure 4460 visible beneath existing ducts, partially excavated, looking west	
BT Diversion March - May 2011 (TS 4.1)	 BT Trench Looking south-west  Roof of cellar, looking north	TS 4.1: BT work by Eirscot, General services by McNicolas - both ran concurrently. Work took place after the demolition of the offices at 18-19 Hanover Square, the basement of which had been subject to a previous archaeological watching brief. The trenches continued eastwards from the trenches beneath the pavement outside the still standing No 1 Tenterden Street (Pret a Manger). The trenches were over 40m in length and 0.7m wide and dug to a depth between 0.6 - 1m. Works uncovered a series of brick built arches, the roofs of cellars associated with the properties on the southern side of Tenterden Street, The site of 18 Hanover Square and from the 1820s of the Oriental Club. These arches were better seen during the main reduction and demolition phase (see below).

Sewer Diversion Tenterden Street September 2011	 Brick built arched sewer (4845), looking east	Brick-built barrel-vaulted mains sewer east-west aligned (4845) likely Bazalgette type as 4824 above. Restricted access.
Hanover Square		
Telecom Cable Box June - July 2010 (HS 1.1)	 Telecom Cable Box looking north east	HS 1.1: At the southern end of the Square an east-west aligned trench was positioned just north-east of Brook Street. The sequence of deposits included tarmac, overlying concrete, with made ground deposits between 0.5 1.0m BGL. The Made-ground consisted of a mid greyish brown gravel rich sandy clay with 20% dark orange brown mottling throughout and occasional inclusions of red brick fragments. The underlying gravel natural was seen between 1-2.3m BGL.
Test Pits July 2010 (HS 2.1-2.2)	 Test pit 5, looking east	HS 2.1-2.1: In the north-east quadrant of the square a small trench (TP5) and test pit (TP6) were dug as trial holes. The deposits revealed consisted of tarmac, overlying concrete, overlying a 0.2m thick rubble rich deposit, that sealed a mid greyish brown gravel rich sandy silt with frequent red CBM fragments (0.9m thick). This was truncated by an E-W cast iron water pipe. Gravels were observed at 1.2m BGL.
BT Diversion November 2010 (HS 3.1)		HS 3.1: a 0.8m deep trench excavated east-west across the width of road close to junction with Brook Street Tarmac (4900) and aggregate and gravel sub- base (4901-4902) of the modern road, overlay two levelling layers (4903, 4904)
Water Diversion June-July 2011		HS 4.1: (Tr.2-Tr.4) Modern Road (4900-4907) over levelling deposits (4913, 4905) which had been heavily truncated by services. At the base of the trench were

(HS 4.1-4.5)	 Trench 4, looking east  Trench 5, looking east  Tr7 Levelling deposits beneath road, looking west	gravels of the natural drift geology (4906). HS 4.2: (Tr. 5) beneath the modern road (4900-4907). Series of modern levelling layers 4908-4909 overlay the natural gravels (4910). HS 4.3: (Tr. 6) beneath the modern road (4900-4907) modern evelling layers (4911-4912). HS 4.4: (Tr. 7) Levelling deposits (4919 – 4921) At the base of the trench a sterile layer of mid grey silty clay (4923). HS 4.5: (Tr. 8) east-west aligned south of Tenterden Street. The trench demonstrated a series of levelling layers. HS 4.6 After the trial trenches had been dug, long stretches of linear works were done to relocate the water services. These revealed a continuation of the modern levelling layer deposits seen in the trial trenches.

	 Trench 8 layers/ levelling deposits, looking south  NW corner of Hanover Square, looking NE	
Dering Yard		
Utility Diversions February – May 2011 (DY 1.1-1.6)		DY 1.1 –1.7: A series of six trenches were excavated within this area. The trenches were to divert existing services, prior to the insertion of the Grout Shaft; and included electricity services, which would be connected to a small new sub-station. The area had been subject to earlier trenches dug to identify services in the area of the Grout Shaft. Tr. 1: was 3.2m x 0.5m and dug to a maximum depth of 1.2m BGL. The remains of a small red brick culvert were observed just below the surface. Beneath a thin skim of tarmac was a layer of granite setts that were seen in the majority of the test pits in this vicinity Tr. 2: was 3.8m x 0.6m and dug to a maximum depth of 1.2m BGL. Revealed a series of modern levelling deposits.

Trench 1 wall 4745, in the corner, looking NE

Trench 5 wall (4747)

Trench 6. looking west

Tr.3: was 2.7m x 0.6m and dug to a maximum depth of 1.2m BGL. North-south along the eastern side of the Yard. The top of the archaeological sequence- granite setts of the yard and associated sub base (4730-4732) overlay a widespread modern levelling deposit which was seen in all the utility trenches in the Yard. Deposit 4733 sealed a north-south aligned brick and wall (4734), built of red unfrogged bricks in a yellow soft lime mortar observed at 0.5m BGL. This wall ran along whole of the eastern edge of the trench. At the northern end of trench a culvert (4735) built of frogged red bricks was observed 0.6m BGL this drain was 0.3m deep and 0.5m wide and ran northwest-southeast across the trench. Both of these features cut into a series of dumps and a nightsoil (4744).

Tr. 4: was 1.5m x 0.5m and dug to a maximum depth of 0.6m BGL, revealed the corner of a brick and concrete basement.

Tr. 5: – 8m x 0.6m x 0.6m deep, uncovered truncated remains of a red brick wall, built of mid red unfrogged bricks bonded with pale lime rich mortar (4747).

Tr. 6: – 7m x 0.6m, aligned east-west along southern edge of Yard. At the east end a cut for a new manhole trench was dug 1.3m x 1.3m x 1.2m deep. Within this was a north-south aligned wall built of flint and unfrogged red brick (4746) this was found at a depth of 1.1m BGL. This cut into a series of levelling deposits (4738, 4748, 4749 and 4746).

In the north-east corner of the Yard, the cobbled surface was lifted to reveal the flat concrete bedding layer beneath. This revealed no archaeological remains and was done in order to allow the new electricity sub-station to be installed. The position was later found to conflict with the position of the proposed Grout Shaft and the sub-station was transferred to New Bond Street.

Monitoring of the southern limits of the Hanover Square ETH bulk dig, which removed almost all of the southern edge of Dering Yard. Observed a possible “tilled soil” (4783) and night soil (4784) overlying a series of gravel deposits (4785-4787).

	 The sub-station installed in the northern part of Derring Yard	
New Bond Street		
Electricity Diversion May – June 2011 (NBS 1.1)	 Works in New Bond Street, looking south  Deposit sequence, looking west	NBS 1.1: There was a need to move several services in New Bond Street, the electricity had to be connected to the re-sited new sub-station, that had originally been in Dering Yard. The initial trench was 8m x 2.35m and dug to a depth of 1.2m BGL extended to 15m in length. Within the trench much of the area had been disturbed by the installation of three cast iron and one large gas pipes (4026). The sequence of deposits was revealed in a small area on the western side of the trench. Below the tarmac and concrete sub-base of the present roadway (4031, 4032) was a 0.3m thick dark grey silt clay, (4027) with frequent small rounded pebbles and CBM inclusions. This overlay a 0.15m thick mid brown grey very compact sandy clay and gravel (4028) that contained frequent inclusions of well rounded to sub-rounded pebbles. Beneath this was dark grey coarse sandy gravel rich clay (4029) with frequent small brick fragments. A 0.4m thick, mid orange coarse sandy gravel (4030) with occasional red brick fragments was seen at the base of the trench was a mid brown gravely sand with rare inclusions of brick fragments.
Gas Main Diversion (NBS 2.1-2.6)		NBS 2.1: (Tr.1) This trench measured 6.4m x 1.6m and was aligned north-south NBS 2.2 (Tr. 2) This trench measured 3.3m x 2.3m and was aligned north/south These trenches were situated outside Nos. 68-72 New Bond Street, on the eastern side of the road. A narrow slot trench NBS 2.3, that was 13.8m in length but only 0.6m wide and 1.3m deep connected the two larger trenches. The shored sides of the trench prevented clear visibility of the deposit

	 Gas trench, looking north  Roof of brick arched cellar 4071	sequence NBS 2.4 (Tr. 4) was parallel to the main trench but to the east. It revealed the presence of an east-west aligned barrel vaulted cellar (4071) in the northern end. It was visible at a depth of 0.4m BGL. NBS 2.5 and 2.6 (Tr. 5 and 6) was east-west aligned (2.2m x 0.5m and dug to 0.7m BGL). These contained mostly "Made ground" or existing services and backfill. The results were comparable to Trenches 1 and 2.
Test Pit June 2011 (NBS 3.1)		NBS 3.1: Excavated to the south of the entrance to Derring Yard. Beneath the modern road these excavations revealed the roof of a disused arched vault (4729). Built of unfrogged red bricks, this cellar continued beneath the pavement eastern of New Bond Street and was probably connected to the property on the eastern side of the street.

7.5 Grout Shafts (GS 1 - 5)

7.5.1 The Utilities Diversion works were followed by a series of larger scale works including the five compensation Grout Shaft excavations (itemised in the SSWSI C132 –WSP-T1- RGN-C125-00009).

7.5.2 The Grout Shafts were excavated by hand, and by mechanical means including small excavators and vacuum excavation techniques. Compensation grout shafts were constructed in the following locations

1. Davies Mews;
2. Haunch of Venison Yard;
3. Tenterden Street;

4. Dering Yard;
5. South Molton Lane

Grout Shaft 1 - Davies Mews ***(4.5m diameter)*** ***Major stratigraphic horizons***: Ground level 119.42 m ATD Brick sewer (Bazalgette period structure removed in DM 3.1 see above) 117.02m ATD (top) Brickearth 115.72m ATD Gravel at 114.52 m ATD London Clay 113.92 m ATD		
Works Prior to the Grout Shaft August – October 2010 (GS 1.1-1.3)	 Test pit GS 1.2, looking south-west	Three test pits were dug in Davies Mews to investigate ground conditions prior to the Grout Shaft works. GS1.1: was 4m x 0.6m and dug to a maximum depth of 1.2m Below Ground Level (BGL). 'Made Ground' deposits were encountered. No archaeological remains were observed. GS1.2: was 2m x 0.5m, and dug to a maximum depth of 0.7m BGL. Along most of the trench the tarmac and the concrete sub-base of the present road (4800-4803), sealed the construction cut of a series of east-west aligned services. To the north a small island of relatively undisturbed stratigraphy survived. Here the road overlay a deposit of light-grey sandy-gravel with frequent fragments of white plaster/mortar (4803). At the base of the trench a mid greyish brown gravelly sand with frequent red brick fragments (4804). Was recorded at 0.6m BGL. GS1.3: was 1m x 0.4m and dug to a maximum depth of 1m BGL. In this trench the 0.4m layer of tarmac and concrete which comprised the modern road overlay a 0.2m thick layer of mid greyish brown sandy silt with frequent red brick fragments; with a paler grey gravel rich sandy silt with frequent mortar flecking.
Works to mitigate the Grout Shaft September 2011 (XSC10 Grout Shaft 1)	 Grout Shaft 1, location, looking west	Heavily truncated by services. The upper 4m of Grout Shaft was made up of a series of "Modern" "Post-medieval" rubble rich dumps and a possible ditch. A small oval red brick built culvert or sewer was seen within these levels. These overlay a light orange brown sandy clay Brickearth (4844). This in turn covered a 1m thick layer of sandy gravel (4840) at 4.9m BGL. This deposit, which almost certainly represents the River Terrace Gravels, sealed the underlying London Clay (4841). Whose upper surface

	 Grout shaft 1, upper clinker rich makeup deposits  Grout shaft 1, small brick sewer  Grout Shaft 1, gravel 4840 and dark grey clay 4841	was observed at a height of c. 5.5m BGL

Grout Shaft 2 - Haunch of Venison Yard *(4.5m in diameter)* ***Major stratigraphic horizons***: Ground Level 120.19 m ATD Granite setts 119.79 m ATD Post medieval made ground 119.39 m ATD Gravel 118.99m ATD London Clay 113.8 m ATD		
Works Prior to the Grout Shaft		Four test pits were dug in Haunch of Venison Yard to investigate ground

August 2010 (GS2.1 – 2.4)	 GS 2.1	conditions prior to the Grout shaft works. Ground level was at approximately 119.90 – 120m ATD. GS2.1: was 1.9m x 0.6m and dug to a maximum depth of 0.7m BGL. No archaeological remains were observed. GS2.2: was an L-shaped trench 2.7m x 4m, and 0.5m wide. It was dug to a maximum depth of 1.7m BGL. The sequence revealed was; 0.1m of tarmac, onto 0.2m thick layer of granite setts, which overlay 0.9m of made ground, below which was a mid orange gravel, but it was unclear as to whether this was intact natural or whether this was re-deposited. The granite setts were part of a yard surface and probably date to the middle of the 19th century. GS2.3: was 3m x 0.6m and dug to a maximum depth of 1.2m BGL. No archaeological remains were observed. Test Pit 3: 2m x 1.5m pit
Works to mitigate the Grout Shaft January–February 2012 (XSC10 Grout Shaft 2)	 Grout Shaft 2, location view, looking NW  Grout Shaft 2, brick structures cutting into grey clay	Beneath the yard surface in the north-west corner were two adjacent cellars (4049) (4048) These cellars had been revealed during previous test pits. Earlier utilities diversions cut into Natural gravel. At the base of the shaft a 19th century brick built trunk sewer (4067) was observed running along the western edge of the Shaft, whilst an east-west sewer ran along the northern side of the shaft (4068). The substantial construction cuts for these sewers cut into natural gravel (4042) that overlay London Clay (4070).

	 Grout Shaft 2, brick structures cutting into grey clay  Grout Shaft 2, natural gravels and clay	

Grout Shaft 3 –Tenterden Street *(4.5m in diameter)* ***Major stratigraphic horizons***: Ground level 123.89 m ATD Top of cellars and cobbles 123.79m ATD Garden soil 123.59 m ATD Natural gravels 123.09 m ATD London Clay was observed AT 117.39 m AD.		
Works Prior to the Grout Shaft June 2010 (GS 1.1-1.6)		Six test pits were dug at the junction of Dering Street and Tenterden Street to investigate ground conditions prior to the Grout shaft works.

June 2011	 Test pit GS3.1, plinth for railings, looking south  Test pit GS3.2, plinth for railings and brick wall footings, looking north	GS 3.1: was 1m x 0.4m and dug to a maximum depth of 1m BGL. Within both the trenches the foundation bases for iron railings were uncovered. These consisted of a mortar platform/plinth, into which the remains of truncated iron uprights were present. GS 3.2: was 1m x 0.4m and dug to a maximum depth of 0.8m BGL. The remains of the lower brick wall of 18 Dering Street were observed projecting into the western part of the trench. In the southern test pit the iron-railing base was seen to rest on a brick base probably to aid levelling. GS 3.4: Excavated at the northern side of the roadway at the northern edge of the proposed Grout Shaft. The concrete basement roof of the Loop Bar situated on the northern side of the street was revealed beneath modern road surfaces. GS 3.5: 1m x 1m Excavated at the western edge of the proposed Grout Shaft. north-south aligned western end wall of barrel vaulted brick structure (4482) was observed beneath modern road. GS 3.6: 1m x 1m Excavated at the eastern edge of the proposed Grout Shaft. A north-south aligned eastern end wall and the partly destroyed arched roof of brick built barrel vaulted structure (4477) was joined to similar structure seen in GS 3.5. This probable cellar was mostly filled with debris. The inside walls were seen to be rendered or white washed.
Works to mitigate the Grout Shaft July-August 2011 (XSC10 Grout Shaft 3)	 Roof of arched cellar (4477) along eastern edge of shaft.	After the removal of the overburden of the present road surface, deposits of “make up” and previous backfill material were removed. Revealing the roof of a north-south aligned barrel vaulted structure (4477), which ran along the eastern side of the site. This was cut at its northern end by an east-west aligned conduit. On the western side of the shaft the remains of a north – south cellar (4482) was uncovered. On the southern side of the trench, the intact stratigraphy consisted of a cobble surface (4419), seen over an area of 2m x 1.3m. The cobbles were rough-hewn limestone blocks. This overlay a dark grey 0.2m thick deposit of redeposited Natural gravel (4420) that acted as a sub base for the cobbles. This overlay a layer of crushed brick (4421) which overlay mid greyish brown clayey silt, with occasional CBM and glass (4915); interpreted as a

	 Cellar (4482) before demolition with conduit wall  East wall of cellar (4482) along western edge of shaft during demolition, looking south  Cobbled surface (4419). Looking west	possible garden soil. Beneath this 0.4m thick deposit the Natural gravels (4441) were seen at a height of 1.8m BGL. At the base of the cellars a thick concrete slab (4943) covered Natural gravels (4441) across the centre of the Shaft. Beneath the gravels London Clay was observed 6m BGL.

Cobbles (4419) with cellar (4477) behind

Archaeological Sequence-Cobbles (4419) above buried “garden soil” (4915) with Natural gravels at base, looking south-east

Archaeological Sequence-Cobbles (4419) above buried “garden soil” (4915) with natural gravels at base, looking south

Grout Shaft 3, location view, looking west

Grout Shaft 3, lower brick structure

Grout Shaft 3, natural gravels and clay at base

Grout Shaft 4-Dering Yard *(4.5m in diameter)* Ground Level 123.41 m ATD Garden soil at 122.11 m ATD. Natural gravels, at 121.81 m ATD London Clay at 117.41 m ATD.		
Works Prior to the Shaft June 2011 (GS 4.1-4.3)	 General view of test pits, looking east  Test Pit 10, looking east	In addition to the earlier six interconnected test pits (DY 1.1-1.6) dug to investigate ground conditions prior to the Grout Shaft works a number of others were dug to redirect and establish the presence of services. GS 4.1-4.3: (Test Pits 10-12) A N-S aligned red unfrogged brick wall with pale lime mortar was seen in TP.11. TP.10. TP. 12 contained only backfill or services.

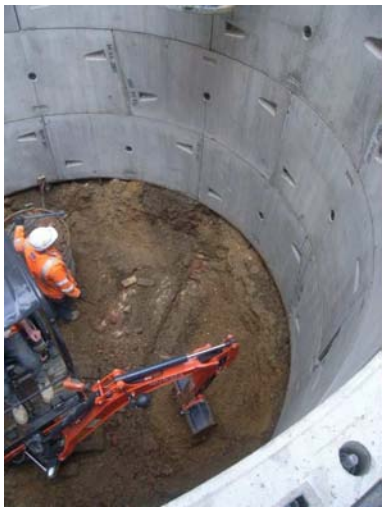
Works to mitigate the Grout Shaft July 2011 (XSC10 Grout Shaft 4)	 Conduit 4758 from east  Conduit 4758 foreground and wall 4762 in background  Wall 4762 and Conduit 4758	The sequence of deposits revealed; cobbles / setts over concrete. In part of the area there were service trenches and backfill. These truncated a mid greyish brown gravel rich silty clay levelling deposit 4761, which had frequent CBM inclusions. A SE-NW brick conduit 4758=4735 and manhole was visible (built of unfrogged red bricks in hard white mortar/cement). Within the construction back fill 4674, fragments of blue and white transfer printed ware was found. The same conduit/culvert (4735) was seen during utility diversion works in February 2011. Along the western side of Shaft a free standing red brick wall 4762 was uncovered. The conduit 4758 and manhole 4770 cut this. This wall was partly uncovered during utilities diversions works when it was numbered 4739. Below this was an E-W vaulted conduit (4769) was seen on the northern side of the shaft; it was truncated to the west by a large feature (of uncertain function) and cut by a large manhole on the east (4770). The vault was constructed of red unfrogged bricks with white lime mortar. (Manhole was of yellow frogged bricks 1m x 1.2m to a depth of 1.5m BGL). Two brick built sewers were also seen in this part of the Shaft. On the east edge of the site was an north-south brick built barrel vaulted cellar wall, 4755 A series of levelling deposits (4761 and 4767). A layer of 'night soil', 4767, composed of dark blackish brown soft ashy silt was 0.1-0.25m thick which overlay a 0.3m layer, of mid greyish brown clayey silt with frequent pebbles and occasional CBM. This was probably a garden soil (4766) seen at 1.3m BGL. And was almost certainly associated with the formal back gardens which stood on the site before the Yard was set out at the end of the 19th century and are shown on the 1870 Ordnance Survey map of the area. Two brick built conduits (4777) cut into the natural gravels at the base of the Shaft Natural gravels, which were seen at 1.6m-6m BGL. These overlay the London Clay (4757) at 6m BGL.

4769 and manhole 4770 from south west

Vaulted conduit 4769

Night soil deposit 4767 over "garden soil" 4766, looking south

Grout Shaft 4, exposed manhole



Grout Shaft4, partial excavation

Grout Shaft4, natural clay at the base

Grout Shaft 5-South Molten Lane *(4.5m diameter)* Ground Level 120.36 m ATD Brick walls at 119.m ATD. Circular brick fireplace structure at `118.36 m ATD 'Nightsoil' deposits at 118.36 m ATD London Clay observed at 113.36 m ATD		
Works Prior to the Grout Shaft November 2010 (GS 5.1)	 Test pit G5.1, test pit, looking south	GS5.1: was aligned north-south across the northern end of South Molton Lane to investigate ground conditions prior to the Grout shaft works. It measured 4.4m x 0.6m and dug to a maximum depth of 1.2m BGL. Beneath a 0.15m thick layer of tarmac (4700) was a layer of concrete that overlay a mid brown clay which contained a significant proportion of brick rubble. Below this was a mid grey, silty clay with CBM and oyster shell inclusions. On the northern side of the trench a partially intact arched red brick structure was seen. This partial arch (4705) may have been part of a vaulted cellar; there were no indications of sewage fills. The brickwork was seen to have a pale lime rich mortar, and it may relate to previous buildings on the site.
Works to mitigate the Grout Shaft November 2011 (XSC10 Grout Shaft 5)	 Cellars 2007 and 2006, looking north-east  Corridor 2003/2008/2004 looking east	Modern road (4102, 2001) levelling deposits (2002) sealed two brick vaulted cellars (2007, 2006). Which were uncovered running along the eastern side of the shaft. To the west beneath fills of service trenches and levelling deposits overlay the base of two parallel walls built of unfrogged red brick, (2003/2008, 2004) forming a 1.2m wide northwest-southeast corridor were uncovered at a height of 119.m ATD. This corridor cut through the base of an east-west aligned unfrogged red brick wall (2005) with a plastered alcove on its southern side and the base of a circular brick built structure (2009 – see photo below). Some 2m below the present street level; this wall was part of the basement. No floors or surfaces were found associated with this wall which survived to a height of c.0.7m. but plastered and painted blue Beneath this wall a series of dark grey ashy nightsoil deposits (2025) and (2026-containing 17th-19th century pottery). This covered a series of brown and dark grey, gleyed sandy clay fills and gravels (2000, 2027, 2028 – containing probably residual Roman CBM, 2029) over a dark grey clay peat (2030) which contained fragments of organic material and timbers (post/drain 2032, fragment of post 2033) this fill in turn

Wall 2009 and circular fire place, looking north

Detail of wall and painted alcove, looking north

Looking east

overlay a dark grey sandy gravel (2038). These deposits represent the fills of a channel (2035) possible part of Tyburn or tributary. This channel cut into a northwest-southeast aligned cut (2037) which ran along the northern edge of the Grout Shaft this was filled with a compact mid grey gravel rich clay this cut into a thin layer of gravel (2040).

At the base of the Shaft deposits of blue grey London Clay (2039) were observed at a height of 7 m bgl.

Grout Shaft 5, wooden post/drain 2032

Grout Shaft 5, wooden post/drain 2032

Grout Shaft 5, wooden post 2033

	 Grout Shaft 5, general location view, looking east  Grout Shaft5, upper rubble material	

7.6 Demolition and Ground Reduction Works

7.6.1 As well as the small scale Utilities Diversions and the Grout Shafts, larger areas were monitored during the general demolition and ground reduction works. This included obstruction clearance, excavation and construction of the diaphragm walls related to the Box constructions for both the Western and Eastern Ticket Halls; and demolition of subterranean vaults below Hanover Square pavement and street, 18-19 Hanover Square (ETH) and 1a Tenterden Street (ventilation shaft).

Western Ticket Hall		
Demolition November-December 2010		The grubbing out of a series large, 2.3m x 2.5m x 2m concrete bases across the whole site revealed the brickearth and underlying Natural gravels.

	Grubbing out of foundations. Vaults beneath Gilbert Street in background  Brickearth deposits looking north  Natural Terrace Gravels at base of trench, looking west	
Demolition September 2012	 Cellars 4947-49 sealed by wall (4953), looking east  Cellars 4948-4949, looking east	A series of three brick built arched vaults were observed running along the Davies Street Frontage of the site (4947 - 4949). Built of red unfrogged bricks with circular openings in roofs. These cellars were seen to continue beyond the eastern limits of the site beneath Davies Street. All three cellars were sealed by a north-south brick wall (4953) which appears to be the outer wall of the 1940s building which stood on the site until recently Theses are probably the cellars of the building that fronted on to Davies Street prior to the construction of St. Anselm's Church at the end of the 19th century. However, an east facing elevation and plan of the church from 1896 shows a north-south light well and three arched cellars in the church's Davies Street facade. At the northern corner of Davies Street and St. Anselm's Place a larger rectangular, cellar (4952) was uncovered during the watching brief. Built of yellow frogged bricks. With a concrete floor. From the same drawing it looks like this is the remains of the basement of the vicarage of St. Anselm's Church. The 1896 plan shows a long north- south light well in the western pavement of Davies Street with a flight of steps leading down from the corner with St. Anselm's Place

	 4947- 4949 showing circular apertures in roof, looking south  4947-4948 after demolition, looking east  Basement 4952, looking south  Basement 4952 and cellar 4947, looking south	(Sheppard, 1980, Figs. 22 23). A north-south aligned arched cellar (4453) was also uncovered at the corner of Weighhouse Street and 65 Davies Street. Built of red brick this same series of cellars was uncovered in the test pit and pre dates the construction of St. Anselm's Church in the 1890s.

Bulk Excavations October 2012-Febuary 2013	 Working shot from above  Working shot from below  Deposit sequence, overburden over brown London clay, over grey alluvial clay	At the southern edge of the site the bulk excavations revealed the base of a circular well. Built of red unfrogged bricks, well (7000) cut into the natural brickearth (7009) and Pleistocene gravels (7004). Across the whole site the bulk excavations revealed Brick earth deposits (7009) overlying deposits of River Terrace sand and gravels (7004) were seen across the entire site, these in turn overlay the weathered (7006) and unweathered London Clay (7007) which was observed at a height of 115m ATD.
Hanover Square- Eastern Ticket Hall		
Demolition and Utilities Diversion June –August 2011	 Entrances to vaults 4474, 4488 and 4487, looking north from the former site of 18 Hanover Square	During demolition work and utility diversions along the south side of Tenterden Street, towards Hanover Square, three north-south aligned arched vaults were found below the street; 4474, 4488 and 4487. To the north of the northern east-west aligned wall of 18 Hanover Square (4481). These cellars were connected to 18 Hanover Square by 1m wide arched doorways, which pierced the outer wall (4481) of 18 Hanover Square. All of the vaults were built of unfrogged red bricks with a hard pale grey / white lime mortar. The vaults were seen to be

Cellar 4474 showing shelves along southern back wall

Cellar 4488 traces of shelving along back wall of cellar

Roof of brick built cellar 4486, looking north

over 3m in length and each was 2.9m wide and they were spaced at 2.9m intervals. The roofs of these vaults were seen at 0.4m BGL.

In all of the cellars the floor was of red brick

Vault / cellar 4488 had a circular aperture in the ceiling.

Vault / cellar 4474 had intact stone shelving on the north wall. Whereas in cellar 4488 only traces of the shelving remained.

A series of north-south aligned arched cellars were also seen on the northern side of the street, 4486, 4490, 4491 and 4493. Only the roofs of these cellars were seen. These cellars were sealed with a 0.3m thick layer of clean puddled clay that acted as an additional water proofing.

7.7 Finds

See Appendix 2

7.8 Phasing

Phase 0: Natural Drift Geology

7.8.1 The geological sequence in this area of London should consist of clayey brickearth (Langley Silts); overlying sandy gravels of the Pleistocene Terrace Gravels (Lynch Hill Gravels) which overlies London Clay.

7.8.2 Areas of the pale buff coloured silty clay - brickearth, were seen at variable depths along St. Anselm's Place, Davies Mews and during the bulk excavations in 65 Davies Street. In general the depths were shallower along the western side at approximately 0.9m BGL; whereas towards the eastern side the natural geology was seen at approximately 3m BGL. This difference is directly related to the known presence of the old river channel, part of the Tyburn River system. The channel was identified in the evaluation and excavation works, and had been suggested from both the present topography of the area, and the borehole data. The watching brief monitoring indicates that the Tyburn has formed several discrete channels in the area during its existence.

7.8.3 Gravels and sands were seen in all of the Grout Shafts, the bulk excavations at WTH and in a number of the deeper utility trenches Dering Yard, Haunch of Venison Yard, Hanover Square.

7.8.4 London Clay was seen at the base of all of the Grout Shafts and in the WTH Box excavations.

Phase 1: Romano-British

7.8.5 No features or deposits dating from this period were observed during the watching brief.

7.8.6 A single fragment of Roman roof tile (tegula) was uncovered during works at the northern end of South Molten Lane (Grout Shaft 5). This find, which was uncovered in an alluvial fill of a channel/meander of the River Tyburn, appears to be *ex situ* and appears to have been brought from elsewhere by the river.

Phase 2: Early to Mid-Seventeenth Century

7.8.7 No features or deposits could be attributed to this phase of activity. In the evaluation and excavation this phase was the period during which the old course of the Tyburn was being infilled and the area would have been subject to the earliest Post-medieval occupation.

Phase 3: Late Seventeenth Century

7.8.8 No evidence encountered within the watching brief investigations that could be dated to this phase of activity, in contrast with the evaluation and excavation work.

Phase 4: Eighteenth to Mid-Nineteenth Centuries

7.8.9 The majority of the remains seen in the various test pits and trenches were dated to this period. The vaulted/arched structures seen in three locations all appear to be part of the same phase of activity. The vaults were initially seen along Weighhouse Street in the electricity utility trench. These were aligned north/south, were 1.6 -1.8m apart and were one cohesive build. Only the top 0.7m of them was visible. A second range of vaults was seen along Gilbert Street, in two separate areas; in the BT diversion at the south end; and also along the western edge of the excavation site. The vaults seen in the BT trench were only seen at the bottom of the 0.7m deep trench. These were east/west aligned, as were those within the 65 Davies Street site. In the edge of the site, along the eastern edge of Gilbert Street, the vaults were seen more fully. Here there were at least 11 arched structures, over 1.5m in height and approximately 1.75m wide. They were clearly built in one event of red brick in alternating header and stretcher courses, with the arch continuing the same build. Brick built barrel vaulted arches were also seen in utilities diversion trenches on the eastern side of New Bond Street and along the northern and southern side of Tenterden Street. A particularly fine double cellar was uncovered in Haunch of Venison Yard running beneath Bonhams Auction House.

7.8.10 Many of the cellars uncovered during the watching brief (i.e. along Gilbert Street, Weighhouse Street) correspond to the pavement cellars/basements shown on the 1870 Ordnance Survey map. Many of the cellars had circular holes cut into their roofs, common for coal delivery. One example on the north side of ETH contained a series of stone shelves.

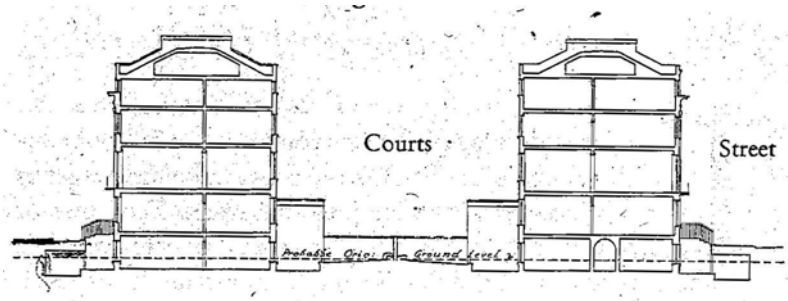


Plate 4: Summerson 1945, Fig 7, showing a generic profile across “back to back “ properties with recessed storage beneath the streets

7.8.11 A timber tap head/stop cock was retrieved from trench spoil and wooden piping was seen approximately half way along St. Anselm’s Place, at the lowest point in the present day topography.

7.8.12 Other examples are known such as the elm drain in Wimbledon museum, (http://www.wimbledonmuseum.org.uk/tour.php?cat=services&page=objects) and Abbey Mills.

Phase 5: The Victorian to Modern Periods

7.8.13 Various elements of walling seen in the watching briefs are attributed to this period. A number were of yellow London Stock bricks and likely to be of mid 19th century onwards. These walls seemed to protrude beneath the streets in several locations. This reflects various subterranean elements of buildings that no longer exist, but also indicates historic changes in the pavement and road arrangements, and structures that were linked with the street frontages but became 'orphaned' beneath roads as the frontages were redeveloped.

7.8.14 At the junction of Tenterden Street and Dering Street, a series of cobbled surfaces and a east-west property wall were recorded extended northwards well beneath the modern roadway. Maps of the area show a marked narrowing of Tenterden Street at this point. The buildings uncovered at Grout Shaft 5 (South Molten Lane) are possibly part of Grosvenor Market, which stood in the area from the 1780s until 1880s.

7.8.15 The squared granite setts seen below the present road surfaces in St. Anselm's Place, Dering Yard and the Haunch of Venison Yard are representative of earlier road surfacing before the widespread use of tarmac (discovered in 1901 by Edgar Purnell Hooley - Tarmac Ltd 2010). The underlying granite setts required a greater investment of time in terms of producing the setts and individual placement into a bedding layer. Although the surfaces could become uneven the setts themselves were extremely hardwearing and could aid drainage. In the Tenterden Street area a different type of external surface was seen. This consisted of rounded cobbles, which although densely packed were less regularly laid. The variation in the materials used may have been either because the surface is of a different date and could represent an earlier phase or a later repair; or the surface may vary between road surface and yard surface.

7.8.16 A number of brick built main and trunk sewers as well as much smaller lateral drains were uncovered during the project. The largest being the egg shaped conduits seen in Davies Mews and Tenterden Street. At the corner of Davies and Weighhouse Streets, the north - south main sewer cut through an earlier northwest - southeast aligned red brick conduit. Most of these sewers are almost certainly part of the system of gravity brick sewer system begun by Joseph Bazalgette in the 1860s.

7.9 Stratigraphic Results: Overview

7.9.1 Quantification: the site archive from the watching briefs conducted is noted below with there being effectively a total of 488 contexts.

7.9.2 The major constraints on the excavation work and thus the integrity of the stratigraphical record were from the level of visibility. The amount of visible archaeology was dependant on how the trench was dug, whether shoring was put in place and the restriction on time in order to clean and observe sections. This also related to the depths achieved; weather conditions; manner of work i.e.: manual or mechanical

8. RESULTS IN RELATION TO INVESTIGATION AIMS

8.1.1 At each stage of this project, aims were established as part of the framework of investigation. After the completion of each stage the aims were re-examined and the results checked to see whether the general and site specific objectives had been achieved. Although it is not intended to reiterate the detailed findings of this exercise, they are briefly outlined below.

8.1.2 The overall objective of the investigations was to establish the character, nature, date, extent and state of preservation of any surviving archaeological remains that would be impacted upon by the development.

8.1.3 Selected research themes derived from the regional research aims outlined in *A Research Framework for London Archaeology 2002* (Museum of London, 2002) were included in the *Assessment of Archaeology Impacts Technical Report, Part 2* (Crossrail 2005), and the SSWSI (C150-CSY-T1-RGN-CR076_PT001-00005 v5). The below-ground archaeological remains predicted to survive on the site were seen to have the potential to contribute to the following research themes:

8.1.4 The main aims of the work were; To recover data to address the following research objectives;

- Aim “To record the Post-medieval development of central London, including evidence for the absorption of the rural landscape into the urban one through domestic and industrial structures”.

8.1.5 The works did not contribute greatly to our understanding of the early post-medieval development of the area. None of the features or structures uncovered can be securely dated to this period. Dating instead from the late 18th-19th century development of the area.

8.1.6 Few of the investigations revealed deposits or features from the rural landscape, which appears to have been severely with truncated by the later developments of the area. However, deposits associated with the pre-culverted River Tyburn were uncovered at Davies Mews and South Molten Lane and indicate that some deposits associated with the rural phase of the area do exist in the area. A number of "garden soils" were uncovered (at Tenterden Street and Dering Yard). However, these appear to date from the 18th century and almost certainly represent remains of the urban gardens. Which are shown on this part of the site on early maps.

- Aim "To define, if possible, the western extent of St Giles village and its hinterland – what evidence survived, if any, of related structures, property/field boundaries or routeways".

8.1.7 The work did not uncover evidence that could be related to the medieval village of St. Giles, which lay at the junction of Tottenham Court Road and St. Giles High Street c.2km to the east of the Bond Street Station Sites. The area investigated clearly lay well beyond the western limits of the actual village although it was possibly within the village's agricultural hinterland.

- Aim "To verify and record the line of the Roman roads and surviving associated sequences".

8.1.8 This aim was not addressed as no secure remains dated to this period were found during the project. A single fragment of Roman roof tile (tegula) was recovered from a channel fill at the base of Grout Shaft 5 in South Molten Lane. However, this was identified as residual and can only indicate the potential for Roman remains to exist in the vicinity.

- Aim "To define levels of truncation in relation to adjacent past archaeological investigations and geotechnical works to provide a clear deposit model to inform further development works in the area".

8.1.9 The only previous works to have occurred in the immediate vicinity of Bond Street Station were the shallow watching brief trenches conducted by Wessex Archaeology immediately prior to the OAR work. A number of sites have been investigated to the north of Oxford Street i.e. 98-102 Wigmore Street (Wessex Archaeology, 2008). To the east, are the results of a MoLAS watching brief at 5 Hanover Square (MoLAS, 2009 and 2011) and at 111-112 New Bond Street (MoLAS, 2011). These works provide levels for any surviving archaeological and of the natural deposits against which the OAR work can be related.

8.1.10 At 5 Hanover Square works revealed a series of brick built vaults beneath Hanover Square and Hanover Street broadly similar to those found during the OAR watching brief in 18 Hanover Square/Tenterden Street. With natural gravels occurring at 20.35m aOD (120.35m ATD). The MoLAS work also noted the absence of brickearth deposits. Works at 111-112 New Bond Street revealed a fragment of a brick wall and drain dating to the 18th –19th century and natural gravel at 118.1m ATD. The levels for the top of natural geology observed during the OAR watching brief are broadly similar and clearly demonstrate the levels of truncation experienced since the 17th century as well as the downward slope of these deposits into the valley of the River Tyburn.

8.1.11 The data from the watching briefs can be extrapolated and compiled to demonstrate the type of truncation (modern services, investigation pits, previous basements etc), the depth to which truncation was seen and the areas where truncation is noted. This information is instructive for future works in the area.

8.1.12 Many of the smaller test pits and trenches demonstrated that originally small discrete truncations for the insertion of services have amalgamated, with repeated digging, to truncate much of the upper 1m of the areas within pavements and below roads. Small pockets of survival were seen and in the grout shaft excavations where the sample area was larger it is possible to demonstrate that remains can be preserved. Good examples are the full height to which the cellars encountered survived.

- Aim "Determine the nature and chronology of 17th to 19th century urbanisation".

8.1.13 The findings illustrate the 17th to 19th century urban development of this part of London. The discovery of a number of brick built cellars and other structural remains during the project also inform on the nature of rapid deposition of strata and elevation of street level during the urbanisation process.

- Aim "Determine whether the natural deposits are truncated and, if truncated, whether this indicates widespread quarrying for brickearth and/or gravel".

8.1.14 Where the natural deposits (either brickearth, gravels or London Clay) were seen, in investigations to a sufficient depth, these were locally truncated by services, including a number of substantial sewers and cellars. The smaller works did not often reach a depth where the natural would be encountered.

8.1.15 Within the Grout Shafts the levels of the gravels and the underlying London Clay were seen, and where possible, recorded.

Location	Top of Brickearth /BGL	Top of Gravel	Top of London Clay
GS 1	(?) 115.72m ATD	114.52 m ATD	113.92 m ATD
GS 2	Not seen	118.99 m ATD	113.8 m ATD
GS 3	Not seen	123.09 m ATD	117.39 m ATD
GS 4	Not seen	121.81 m ATD	117.41 m ATD
GS 5	Not seen	118.36 m ATD	113.36 m ATD

8.1.16 Generally there was a dipping down in the levels of the natural geology from Hanover Square to Davies Street. However, this appears to be due to the original ground profile and erosion by the River Tyburn rather than by quarrying.

8.1.17 The watching brief produced no evidence of quarrying, although early maps of the area, i.e. Rocque's 1746 map, show a number of brick/tile kilns in the area as well as a number of water filled ponds or disused quarry pits. The reason for the lack of evidence for quarrying was unclear. Brickearth deposits were absent in many of the excavations observed, although the gravels were usually noted. It was impossible to say if the brickearth had been removed by services, road building or by intentional quarrying. The wholesale quarrying of gravels is known from watching briefs undertaken to the east, but none was detected in this area within the confined areas of the watching briefs. The size of the watching briefs, and the depths reached, may have limited the detection of quarry pits.

- Aim "The GWB undertaken during C207 demolition works at the Eastern Ticket Hall may provide information that furthers the understanding of the 18th-19th century buildings that formerly occupied the site and how the development of Hanover Square and Tenterden Street fit within the wider urbanisation of this part of London at that time".

8.1.18 The project was only able to partly address this aim, as the majority of the site had been truncated by modern development. However, the discovery of a series of intact vaults along the Tenterden Street frontage certainly contributes to our understanding of the development of 18th-19th century Hanover Square and Tenterden Street. It provides data to help establish the patterns of building renewal and replacement in this part of London.

- Aim "The TWB at Dering Yard during the C207 Advanced Works may provide further information regarding the settlement and land use sequences relevant to understanding the urbanisation, growth and development of Hanover Square and the Oxford Street area".

and also

- "The TWB in the area of the C240 utility diversions may provide information regarding early settlement and land use sequences relevant to understanding the growth and development of this area".

8.1.19 The findings have potential to contribute to the understanding of the 17th to 19th century urban development of this part of London. The discovery of a number of brick built cellars and other structural remains during the project clearly have the potential to identify changes in house design and construction during this period. They will also contribute to our understanding of the nature and chronology, as well as the social and economic origins of the urbanisation of the area.

8.1.20 There is also some potential for adding to the knowledge of the development of the area as a commercial centre. At the northern end of South Molten Lane (Grout Shaft 5) the possible remains of parts of a purpose built late 18th century food market (Grosvenor Market) were recorded.

8.1.21 In a few areas it was possible to be more certain about the nature of the deposits and within Grout Shafts 4 and 5 dark, slightly humic deposits were seen in the upper 2 m. These were interpreted as night or garden soils and in the instance of Grout Shaft 4, appear to correspond to open yards, which have been gradually encroached upon but also partly fossilised within the urban landscape.

- Aim “The TWB at the compensation grout shaft locations during the C411 Advanced Works has the potential to uncover features relating to the River Tyburn as well as palaeoenvironmental information relating to the early landscape and settlement”.

and also

- “The TWB at the Western Ticket Hall during the C412 Main Works has the potential to uncover features relating to the River Tyburn and expose the lower sequence of alluvial deposits infilling the former channel. This has the potential to further the understanding of the formation and development of the Tyburn over time and how this water resource was exploited. The TWB also has the potential to recover palaeoenvironmental information relating to the early landscape and settlement of the Tyburn and its surrounding area”.

8.1.22 No deposits or features relating to the River Tyburn were observed during the utility diversion works at the WTH. However, within the base of Grout Shaft 5 at the junction between South Molton Lane and Davies Street, dark grey clays, consistent with alluvial deposits were seen. The reduced access to the site, on health and safety grounds, meant that further close examination was restricted. The clay deposit was probably part of a tributary of the Tyburn rather than the main water course.

9. CONCLUSIONS AND RECOMMENDATIONS

9.1.1 The results of the watching brief identified a sequence of remains dating from the late 18th century to the late 20th century.

9.1.2 The archaeological evidence appears to correspond with the early cartographic and documentary sources, such as John Rocques 1746 and the 1870 Ordnance Survey maps, indicating development of the area from the beginning of the 18th century.

9.1.3 Earlier road surfaces were encountered and there were numerous segments of 'orphaned' brick walls which were clearly part of buildings or subterranean structures but that are not longer in use.

9.1.4 The vaulted or arched structures beneath the roads around 65 Davies Street and Hanover Square appear to be part of a widespread, organised and planned building phase. A comparison with the documentary sources, such as the 1870 Ordnance Survey map, suggests that the structures around Davies Street may relate to the wholesale rebuilding which took place in this area in the early 19th century.

9.1.5 The benefit of long-term, widespread watching brief such as this is the achieved record and characterisation of the local urban landscape. While no unexpected archaeological remains were revealed a comprehensive record is now available of the (sometimes 3 m deep) historic strata that overlies natural geology in this large area of west London.

10. PUBLICATION AND DISSEMINATION

10.1.1 The remains uncovered during the project are not of sufficient significance to warrant further publication dealing specifically with the results of the watching brief. However the results will feed into a publication in the Crossrail series (CRL:VOL7) on the development of west London.

Archive Deposition

10.1.2 The complete project archive includes paper context records and indices, permatrace drawings, both black and white and colour photographs, digital plans and photographs, artefacts, ecofacts and sieved residues. A full list is given in Appendix 5. These will be prepared following the guidelines set out in Environmental Standards for the Permanent Storage of Excavated Material from Archaeological Sites (UKIC 1984, Conservation Guidelines 3) and Guidelines for the Preparation of Excavation Archive for Long-term Storage (Walker 1990).

10.1.3 The digital data will be temporarily stored on the server at OA South, which is backed up on a daily basis. For long term storage of the digital data CDs/DVDs will be used and will include the reports, plans, scanned images and digital photographs. Each disk will be fully indexed and accompanied by the relevant metadata as provenance.

10.1.4 All dry and stable finds will be packaged according to the Museum's specifications, in either acid-free cardboard boxes, or in airtight plastic boxes for unstable material. Each box will have a compiled list of its contents and the boxes will in general contain only one type of material e.g.: bone or ceramic etc.

10.1.5 The recipient Museum will be:

Museum of London Archaeological Archive

Mortimer Wheeler House

46 Eagle Wharf Road

London N1 7ED

Tel: 020 7410 2200

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APPENDIX 1 ARCHAEOLOGICAL CONTEXT INVENTORY

Context	Trench	Type	Category	Finds
2000	South Molten Lane	Deposit	Layer/Alluvium	
2001	South Molten Lane	Deposit	Sub Base Modern Road	
2002	South Molten Lane	Deposit	Levelling Layer	
2003	South Molten Lane	Structure	Wall/Basement	
2004	South Molten Lane	Structure	Wall/Basement	
2005	South Molten Lane	Structure	Wall/Basement	
2006	South Molten Lane	Structure	Arched Vault	Pot, Bone
2007	South Molten Lane	Structure	Arched Vault	
2008	South Molten Lane	Structure	Wall/Basement	Bone, glass
2009	South Molten Lane	Structure	Wall	
2010	South Molten Lane	Deposit	Dump/Levelling Layer	
2011	South Molten Lane	Deposit	Fill	
2012	South Molten Lane	Deposit	Fill	
2013	South Molten Lane	Deposit	Fill	Pot
2014	South Molten Lane	Deposit	Fill	
2015	South Molten Lane	Deposit	Levelling Layer	
2016	South Molten Lane	Cut	Construction Trench	
2017	South Molten Lane	Cut	Construction Trench	
2018	South Molten Lane	Cut	Construction Trench	
2019	South Molten Lane	Cut	Construction Trench	
2020	South Molten Lane	Cut	Construction Trench	
2021	South Molten Lane	Cut	Construction Trench	
2022	South Molten Lane	Cut	Construction Trench	
2023	South Molten Lane	Cut	Construction Trench	
2024	South Molten Lane	Group		
2025	South Molten Lane	Deposit	Levelling Layer	
2026	South Molten Lane	Deposit	Dump/Levelling Layer	Pot, Bone
2027	South Molten Lane	Deposit	Fill/Silting	
2028	South Molten Lane	Deposit	Fill/Silting	Pot, Roman CBM
2029	South Molten Lane	Deposit	Fill/Silting	
2030	South Molten Lane	Deposit	Fill/Silting/Peat	
2031	South Molten Lane	Deposit	Fill/Silting	Pot,

Context	Trench	Type	Category	Finds
				Roman cbm
2032	South Molten Lane	Structure	Timber	
2033	South Molten Lane	Structure	Timber	
2034	South Molten Lane	Structure	Timber	
2035	South Molten Lane	Cut	Channel	
2036	South Molten Lane	Deposit	Fill/Silting	
2037	South Molten Lane	Cut	Channel	
2038	South Molten Lane	Deposit	Fill/Silting	
2039	South Molten Lane	Deposit	Natural Geology/London Clay	
2040	South Molten Lane	Deposit	Natural Geology Gravels	
4000	St. Anselm's Place	Structure	Timber	
4001	St. Anselm's Place	Structure	Timber	Iron frag
4002	St. Anselm's Place	Structure	Timber	
4003	St. Anselm's Place	Deposit	Layer	
4004	St. Anselm's Place	Deposit	Layer	
4005	St. Anselm's Place	Deposit	Layer	
4006	St. Anselm's Place	Deposit	Layer	
4007	St. Anselm's Place	Deposit	Layer	
4008	St. Anselm's Place	Deposit	Layer	
4009	St. Anselm's Place	Deposit	Layer	
4010	St. Anselm's Place	Deposit	Layer	
4011	St. Anselm's Place	Deposit	Layer	
4012	St. Anselm's Place	Cut	Structure	
4013	Weighhouse Street	Deposit	Layer	
4014	Weighhouse Street	Structure	Arched Vault	
4015	Weighhouse Street	Structure	Arched Vault	
4016	Weighhouse Street	Structure	Arched Vault	
4017	Weighhouse Street	Structure	Arched Vault	
4018	Weighhouse Street	Structure	Arched Vault	
4019	Weighhouse Street	Structure	Arched Vault	
4020	Weighhouse Street	Structure	Arched Vault	
4021	Weighhouse Street	Structure	Arched Vault	
4022	Weighhouse Street	Structure	Arched Vault	
4023	Weighhouse Street	Structure	Arched Vault	
4024	St. Anselm's Place	Group	Timber	
4025	St. Anselm's Place	Structure	Wall	

Context	Trench	Type	Category	Finds
4026	New Bond Street	Deposit	Fill of service trench	
4027	New Bond Street	Deposit	Levelling Layer	
4028	New Bond Street	Deposit	Levelling Layer	
4029	New Bond Street	Deposit	Levelling Layer	
4030	New Bond Street	Deposit	Levelling Layer	
4031	New Bond Street	Structure	Road Surface	
4032	New Bond Street	Structure	Road sub-base	
4033	New Bond Street	Cut	Service Trench	
4034	Haunch of Venison Yard	Structure	Wall of basement	
4035	Haunch of Venison Yard	Structure	Arched Vault	
4036	Haunch of Venison Yard	Structure	Arched Vault	
4037	Haunch of Venison Yard	Structure	Surface	
4038	Haunch of Venison Yard	Structure	Surface	
4039	Haunch of Venison Yard	Deposit	Levelling Layer	
4040	Haunch of Venison Yard	Deposit	Levelling Layer	
4041	Haunch of Venison Yard	Deposit	Levelling Layer	
4042	Haunch of Venison Yard	Deposit	Natural Geology	
4043	Haunch of Venison Yard	Deposit	Levelling Layer	
4044	Haunch of Venison Yard	Deposit	Levelling Layer	
4045	Haunch of Venison Yard	Deposit	Levelling Layer	
4046	Haunch of Venison Yard	Structure	Wall	
4047	Haunch of Venison Yard	Deposit	Levelling Layer	
4048	Haunch of Venison Yard	Structure	Cellar	
4049	Haunch of Venison Yard	Structure	Cellar	
4050	Gilbert Street	Deposit	Levelling Layer	
4051	Gilbert Street	Deposit	Levelling Layer	
4052	Gilbert Street	Deposit	Levelling Layer	
4053	Gilbert Street	Structure	Wall	
4054	Gilbert Street	Deposit	Levelling Layer	
4055	Gilbert Street	Deposit	Levelling Layer	
4056	Gilbert Street	Cut	Construction Trench	
4057	Gilbert Street	Deposit	Levelling Layer	
4058	Gilbert Street	Deposit	Fill	
4059	Gilbert Street	Deposit	Levelling Layer	
4060	Gilbert Street	Structure	Wall	
4061	Gilbert Street	Cut	Construction Trench	
4062	Haunch of Venison Yard	Cut	Construction Trench	

Context	Trench	Type	Category	Finds
4063	Haunch of Venison Yard	Fill	Backfill	
4064	Haunch of Venison Yard	Deposit	Layer	
4065	Haunch of Venison Yard	Cut	Construction Trench	
4066	Haunch of Venison Yard	Structure	Sewer	
4067	Haunch of Venison Yard	Cut	Construction Trench	
4068	Haunch of Venison Yard	Structure	Sewer	
4069	Haunch of Venison Yard	Cut	Construction Trench	
4070	Haunch of Venison Yard	Deposit	London Clay	
4071	New Bond Street	Structure	Arched Vault	
4072	Haunch of Venison	Deposit	Layer	
4073	Haunch of Venison Yard	Deposit	Layer	
4074	Davies Street	Structure	Wall	
4075	Davies Street	Structure	Cellar	
4076	Davies Street	Cut	Construction Trench	
4077	Davies Street	Cut	Construction Trench	
4078	Davies Street	Deposit	Levelling Layer	
4079	Davies Street	Structure	Wall	
4080	Davies Street	Deposit	Fill	
4081	Davies Street	Cut	Cellar	
4082	Davies Street	Deposit	Levelling Layer	
4083	Davies Street	Deposit	Fill	
4084	Davies Street	Cut	Robbing Trench	
4085	Davies Street	Structure	Cellar	
4086	Davies Street	Cut	Construction Trench	
4087	Davies Street	Deposit	Levelling Layer	
4088	Davies Street	Deposit	Levelling Layer	
4089	Davies Street	Deposit	Levelling Layer	
4090	Haunch of Venison Yard	Structure	Floor	
4091	Davies Street	Structure	Road Surface	
4092	Davies Street	Structure	Basement	
4093	Davies Street	Deposit	Levelling Layer	
4094	Davies Street	Deposit	Levelling Layer	
4095	Davies Street	Deposit	Levelling Layer	
4096	Davies Street	Deposit	Levelling Layer	
4097	Davies Street	Deposit	Levelling Layer	
4098	Davies Street	Structure	Sewer	
4099	Davies Street	Structure	Sewer	

Context	Trench	Type	Category	Finds
4100	Davies Street	Cut	Construction Trench	
4101	Davies Street	Deposit	Fill	
4102	Davies Street	Cut	Construction Trench	
4103	Davies Street	Fill	Backfill	
4400	Tenterden Street	Deposit	Road Sub-base	
4401	Tenterden Street	Deposit	Fill of Construction Trench	
4402	Tenterden Street	Structure	Wall	
4403	Tenterden Street	Cut	Construction Trench	
4404	Tenterden Street	Cut	Construction Trench	
4405	Tenterden Street	Deposit	Levelling Layer	
4406	Tenterden Street	Deposit	Fill	
4407	Tenterden Street	Deposit	Fill	
4408	Tenterden Street	Deposit	Levelling Layer	
4409	Tenterden Street	Structure	Wall	
4410	Tenterden Street	Cut	Construction Trench	
4411	Tenterden Street	Structure	Wall	
4412	Tenterden Street	Structure	Road Surface	
4413	Tenterden Street	Structure	Sewer	
4414	Tenterden Street	Structure	Sewer	
4415	Tenterden Street	Cut	Construction Trench	
4416	Tenterden Street	Deposit	Fill	
4417	Tenterden Street	Structure	Wall	
4418	Tenterden Street	Structure	Wall	
4419	Tenterden Street	Structure	Cobbled Surface	
4420	Tenterden Street	Deposit	Sub-base for cobbled Surface	
4421	Tenterden Street	Deposit	Sub- base	
4422	Tenterden Street	Structure	Wall	
4423	Tenterden Street	Deposit	Levelling Layer	
4424	Tenterden Street	Cut	Service	
4425	Tenterden Street	Cut	Service	
4426	Tenterden Street	Deposit	Fill	
4427	Tenterden Street	Cut	Construction Trench	
4428	Tenterden Street	Deposit	Fill	
4429	Tenterden Street	Deposit	Fill	
4430	Tenterden Street	Deposit	Levelling Layer	
4431	Tenterden Street	Deposit	Levelling Layer	
4432	Tenterden Street	Deposit	Levelling Layer	

Context	Trench	Type	Category	Finds
4433	Tenterden Street	Cut	Construction Trench	
4434	Tenterden Street	Deposit	Levelling Layer	
4435	Tenterden Street	Deposit	Fill	
4436	Tenterden Street	Cut	Construction Trench	
4437	Tenterden Street	Structure	Drain	
4438	Tenterden Street	Deposit	Fill	
4439	Tenterden Street	Deposit	Levelling Layer	
4440	Tenterden Street	Deposit	Levelling Layer	
4441	Tenterden Street	Deposit	Natural Geology	
4442	Tenterden Street	Cut	Construction Trench	
4443	Tenterden Street	Deposit	Fill	
4444	Tenterden Street	Structure	Wall	
4445	Tenterden Street	Structure	Surface	
4446	Tenterden Street	Deposit	Sub base pavement	
4447	Tenterden Street	Structure	Wall	
4448	Tenterden Street	Deposit	Sub-base Pavement	
4449	Tenterden Street	Deposit	Layer	
4450	Tenterden Street	Deposit	Layer	
4451	Tenterden Street	Deposit	Make up	
4452	Tenterden Street	Deposit	Layer	
4453	Tenterden Street	Deposit	Layer/Make up	
4454	Tenterden Street	Cut	Construction Trench	
4455	Tenterden Street	Structure	Wall	
4456	Tenterden Street	Deposit	Fill	
4457	Tenterden Street	Cut	Construction Trench	
4458	Tenterden Street	Deposit	Levelling Layer	
4459	Tenterden Street	Deposit	Sub-base Road	
4460	Tenterden Street	Structure	Drain	
4461	Tenterden Street	Deposit	Levelling Layer	
4462	Tenterden Street	Deposit	Levelling Layer	
4463	Tenterden Street	Deposit	Levelling Layer	
4464	Tenterden Street	Deposit	Levelling Layer	
4465	Tenterden Street	Deposit	Levelling Layer	
4466	Tenterden Street	Deposit	Levelling Layer	
4467	Tenterden Street	Deposit	Levelling Layer	
4468	Tenterden Street	Deposit	Sub Soil	Pot
4469	Tenterden Street	Deposit	Fill	

Context	Trench	Type	Category	Finds
4470	Tenterden Street	Cut	Robbing	
4471	Tenterden Street	Deposit	Fill	
4472	Tenterden Street	Cut	Construction Trench	
4473	Tenterden Street	Deposit	Levelling Layer	
4474	Tenterden Street	Structure	Arched Vault	
4475	Tenterden Street	Deposit	Sub-base Road	
4476	Tenterden Street	Deposit	Layer	
4477	Tenterden Street	Structure	Arched Vault	
4478	Tenterden Street	Structure	Basement	
4479	Tenterden Street	Deposit	Levelling Layer	
4480	Tenterden Street	Deposit	Levelling Layer	
4481	Tenterden Street	Structure	Wall	
4482	Tenterden Street	Structure	Arched Vault	
4483	Tenterden Street	Cut	Construction Trench	
4484	Tenterden Street	Deposit	Levelling Layer	
4485	Tenterden Street	Deposit	Garden soil	
4486	Tenterden Street	Structure	Arched Vault	
4487	Tenterden Street	Structure	Arched Vault	
4488	Tenterden Street	Structure	Arched Vault	
4489	Tenterden Street	Deposit	Layer/ Occupation	
4490	Tenterden Street	Structure	Arched Vault	
4491	Tenterden Street	Structure	Arched Vault	
4492	Tenterden Street	Structure	Wall	
4493	Tenterden Street	Structure	Arched Vault	
4494	Tenterden Street	Deposit	Levelling Layer	
4495	Tenterden Street	Deposit	Levelling Layer	
4496	Tenterden Street	Deposit	Levelling Layer	
4497	Tenterden Street	Deposit	Sub-base Road	
4498	Tenterden Street	Deposit	Levelling Layer	
4499	Tenterden Street	Deposit	Levelling Layer	
4600	Gilbert Street	Structure	Road Surface	
4601	Gilbert Street	Structure	Sub- base Road	
4602	Gilbert Street	Deposit	Sub base	
4603	Gilbert Street	Deposit	Layer	
4604	Gilbert Street	Deposit	Make up	
4605	Gilbert Street	Structure	Cobbled Surface	
4606	Gilbert Street	Structure	Pavement Surface	

Context	Trench	Type	Category	Finds
4607	Gilbert Street	Deposit	Sub-base of Pavement	
4608	Gilbert Street	Deposit	Levelling Layer	
4609	Gilbert Street	Structure	Arched Vault	
4610	Gilbert Street	Deposit	Sub-base cobbled Surface	
4611	St. Anselm's Place	Structure	Road Surface	
4612	St. Anselm's Place	Structure	Cobbled Surface	
4613	St. Anselm's Place	Structure	Sub base for Cobbles	
4614	St. Anselm's Place	Deposit	Levelling Layer	
4615	St. Anselm's Place	Deposit	Levelling Layer	
4616	St. Anselm's Place	Deposit	Levelling Layer	
4617	St. Anselm's Place	Structure	Wall	
4618	St. Anselm's Place	Cut	Construction Trench	
4619	St. Anselm's Place	Deposit	Fill	
4620	St. Anselm's Place	Deposit	Levelling Layer/make up	
4621	St. Anselm's Place	Deposit	Levelling Layer/make up	
4622	St. Anselm's Place	Deposit	Levelling Layer	
4623	St. Anselm's Place	Deposit	Fill	
4624	St. Anselm's Place	Cut	Construction Trench	
4625	Gilbert Street	Structure	Arched Vaults	
4626	Gilbert Street	Deposit	Sub-base Road	
4627	Weighhouse Street	Structure	Arched Vault	
4628	Weighhouse Street	Deposit	Fill	
4629	Weighhouse Street	Deposit	Levelling Layer	
4630	Weighhouse Street	Deposit	Levelling Layer	
4631	Weighhouse Street	Deposit	Levelling Layer	
4632	Weighhouse Street	Deposit	Levelling Layer	
4633	Weighhouse Street	Deposit	Levelling Layer	
4634	Weighhouse Street	Structure	Arched Vault	
4700	South Molten Lane	Structure	Road Surface	
4701	South Molten Lane	Structure	Sub-base Road	
4702	South Molten Lane	Structure	Sub-base Road	
4703	South Molten Lane	Deposit	Levelling Layer	
4704	South Molten Lane	Deposit	Levelling Layer	
4705	South Molten Lane	Structure	Cellar	
4706	South Molten Lane	Cut	Construction Trench	
4707	South Molten Lane	Cut	Robbing trench	
4708	South Molten Lane	Structure	Sub-base Pavement	

Context	Trench	Type	Category	Finds
4709	South Molten Lane	Structure	Pavement-Surface	
4710	South Molten Lane	Deposit	Sub base of Pavement	
4711	South Molten Lane	Structure	Road	
4712	South Molten Lane	Structure	Sub base Road	
4713	South Molten Lane	Deposit	Fill	
4714	South Molten Lane	Structure	Sewer	
4715	South Molten Lane	Deposit	Layer	
4716	South Molten Lane	Structure	Cellar	
4717	South Molten Lane	Structure	Drain	
4718	South Molten Lane	Deposit	Levelling Layer	
4719	South Molten Lane	Cut	Construction Trench	
4720	South Molten Lane	Deposit	Levelling Layer/ Nightsoil	
4721	Hanover Square	Deposit	Layer	
4722	Hanover Square	Deposit	Layer	
4723	Hanover Square	Deposit	Layer	
4724	Hanover Square	Deposit	Layer	
4725	Haunch of Venison Yard	Structure	Basement	
4726	Haunch of Venison Yard	Cut	Construction Trench	
4727	Haunch of Venison Yard	Deposit	Layer	
4728	Hanover Square	Deposit	Layer	
4729	New Bond Street	Structure	Arched Vault	
4730	Dering Yard	Structure	Cobble Surface	
4731	Dering Yard	Structure	Cobble Surface	
4732	Dering Yard	Structure	Sub-base of cobbled Surface	
4733	Dering Yard	Deposit	Levelling Layer	
4734	Dering Yard	Structure	Wall	
4735	Dering Yard	Structure	Drain	
4736	Dering Yard	Deposit	Fill	
4737	Dering Yard	Cut	Construction Trench	
4738	Dering Yard	Deposit	Levelling Layer	
4739	Dering Yard	Deposit	Fill	
4740	Dering Yard	Cut	Construction Trench	
4741	Dering Yard	Deposit	Levelling Layer	
4742	Dering Yard	Deposit	Dumping/ nightsoil	
4743	Dering Yard	Deposit	Levelling Layer	
4744	Dering Yard	Deposit	Dump nightsoil	
4745	Dering Yard	Structure	Cellar	

Context	Trench	Type	Category	Finds
4746	Dering Yard	Structure	Wall	
4747	Dering Yard	Structure	Arched Vault	
4748	Dering Yard	Deposit	Dump/Levelling Layer	
4749	Dering Yard	Deposit	Dump/Levelling Layer	
4750	Dering Yard	Deposit	Dump/Levelling Layer	
4751	Dering Yard	Cut	Construction Trench	
4752	Dering Yard	Cut	Construction Trench	
4753	Dering Yard	Cut	Construction Trench	
4754	Dering Yard	Deposit	Dump/Levelling Layer	
4755	Dering Yard	Cut	Construction Trench	
4756	Dering Yard	Deposit	Fill	
4757	Dering Yard	Deposit	Natural Geology- London Clay	
4758	Dering Yard	Structure	Drain	
4759	Dering Yard	Structure	Cellar	
4760	Dering Yard	Deposit	Fill	
4761	Dering Yard	Deposit	Levelling Layer	Pot
4762	Dering Yard	Structure	Wall	
4763	Dering Yard	Structure	Wall	
4764	Dering Yard	Cut	Construction Trench	
4765	Dering Yard	Cut	Construction Trench	
4766	Dering Yard	Deposit	Garden soil	Pot
4767	Dering Yard	Deposit	Night soil	
4768	Dering Yard			
4769	Dering Yard	Structure	Drain	
4770	Dering Yard	Structure	Manhole	
4771	Dering Yard	Cut	Construction Trench	
4772	Dering Yard	Deposit	Fill	
4773	Dering Yard	Structure	Manhole	
4774	Dering Yard	Structure	Construction Trench	
4775	Dering Yard	Structure	Drain	
4776	Dering Yard	Cut	Construction Trench	
4777	Dering Yard	Structure	Sewer	
4778	Dering Yard	Cut	Construction Trench	
4779	Dering Yard	Deposit	Fill	
4780	Dering Yard	Deposit	Fill	
4781	Dering Yard	Deposit	Fill	
4782	Dering Yard	Deposit	Natural Geology –Terrace Gravel	

Context	Trench	Type	Category	Finds
4783	Dering Yard	Deposit	Made ground	
4784	Dering Yard	Deposit	Dump/Night soil	
4785	Dering Yard	Deposit	Natural- Alluvium	
4786	Dering Yard	Deposit	Natural Geology Gravels	
4787	Dering Yard	Deposit	Natural Geology Gravels	
4788	Dering Yard	Deposit	Natural Geology Sandy Gravel	
4789	Dering Yard	Cut	Construction Trench	
4790	Dering Yard	Structure	Wall	
4791	Dering Yard	Deposit	Backfill	
4792	Dering Yard	Deposit	Levelling Layer	
4793	Dering Yard	Cut	Construction Trench	
4794	Dering Yard	Deposit	Fill	
4800	Davies Mews	Structure	Road Surface	
4801	Davies Mews	Structure	Sub-base Road	
4802	Davies Mews	Structure	Sub-base Road	
4803	Davies Mews	Deposit	Levelling Layer	
4804	Davies Mews	Deposit	Dump/Makeup	
4805	Davies Mews	Deposit	Fill	
4806	Davies Mews	Deposit	Fill	
4807	Davies Mews	Structure	Drain	
4808	Davies Mews	Cut	Construction Trench	
4809	Davies Mews	Deposit	Makeup/Levelling Layer	
4810	Davies Mews	Deposit	Dump/Levelling Layer	
4811	Davies Street	Structure	Arched Vault	
4812	Davies Mews	Deposit	Dump/Levelling Layer	
4813	Davies Mews	Deposit	Dump/Levelling Layer	
4814	Davies Mews	Deposit	Sub- base Road	
4815	Davies Mews	Deposit	Levelling Layer	
4816	Davies Mews	Deposit	Fill/Levelling Layer	Pot
4817	Davies Mews	Deposit	Sub-base Road	
4818	Davies Mews	Deposit	Dump/Levelling Layer	
4819	Davies Mews	Deposit	Natural Geology	
4820	Davies Mews	Deposit	Dump/Levelling Layer	
4821	Davies Mews	Deposit	Dump/Levelling Layer	
4822	Davies Mews	Deposit	Dump	
4823	Davies Mews	Deposit	Dump/Levelling Layer	
4824	Davies Mews	Structure	Sewer	

Context	Trench	Type	Category	Finds
4825	Davies Mews	Cut	Construction Trench	
4826	Davies Mews	Deposit	Fill	
4827	Davies Mews	Deposit	Natural Geology-Brickearth	
4828	Davies Mews	Cut	Construction Trench	
4829	Davies Mews	Structure	Road Surface	
4830	Davies Mews	Structure	Sub-base of Road	
4831	Davies Mews	Deposit	Service	
4832	Davies Mews	Deposit	Dump	
4833	Davies Mews	Deposit	Fill	
4834	Davies Mews	Deposit	Fill	
4835	Davies Mews	Deposit	Dump	
4836	Davies Mews	Deposit	Dump	
4837	Davies Mews	Deposit	Fill	
4838	Davies Mews	Deposit	Fill	
4839	Davies Mews	Deposit	Fill	
4840	Davies Mews	Deposit	Natural Geology-Terrace Gravels	
4841	Davies Mews	Deposit	Natural Geology-London Clay	
4842	Davies Mews	Deposit	Dump	
4843	Davies Mews	Deposit	Fill	
4844	Davies Mews	Deposit	Natural Geology Brickearth	
4845	Tenterden Street	Structure	Mains Sewer	
4900	Hanover Square	Structure	Road Surface	
4901	Hanover Square	Structure	Sub-base Road	
4902	Hanover Square	Deposit	Makeup	
4903	Hanover Square	Deposit	Makeup	
4904	Hanover Square	Deposit	Levelling Layer	
4905	Hanover Square	Deposit	Levelling Layer	
4906	Hanover Square	Deposit	Natural Geology-Terrace Gravels	
4907	Hanover Square	Deposit	Sub-base Road	
4908	Hanover Square	Deposit	Levelling Layer	
4909	Hanover Square	Deposit	Levelling Layer	Pot
4910	Hanover Square	Deposit	Natural Geology-Terrace Gravels	
4911	Hanover Square	Deposit	Dump	
4912	Hanover Square	Deposit	Layer	
4913	Hanover Square	Deposit	Dump/Levelling Layer	
4914	Tenterden Street	Structure	Arched Vault	
4915	Tenterden Street	Deposit	Garden Soil	Pot, Bone

Context	Trench	Type	Category	Finds
4916	Tenterden Street	Deposit	Levelling Layer	
4917	Tenterden Street	Deposit	Arched Vault	
4918	Tenterden Street	Deposit	Dump/Sub-base	Pot, Roman CBM
4919	Hanover Square	Deposit	Makeup/Levelling Layer	Pot
4920	Hanover Square	Deposit	Makeup	
4921	Hanover Square	Deposit	Makeup/Levelling Layer	
4922	Hanover Square	Deposit	Makeup/Levelling Layer	
4923	Hanover Square	Deposit	Makeup	
4924	Hanover Square	Deposit	Makeup/Levelling Layer	
4925	Hanover Square	Deposit	Makeup	
4926	Hanover Square	Deposit	Makeup	
4927	Hanover Square	Deposit	Makeup	
4928	Tenterden Street	Deposit	Fill	
4929	Tenterden Street	Deposit	Layer	
4930	Tenterden Street	Deposit	Fill	
4931	Tenterden Street	Deposit	Fill	
4932	Tenterden Street	Deposit	Fill	
4933	Tenterden Street	Deposit	Layer	
4934	Tenterden Street	Deposit	Layer	
4935	Tenterden Street	Deposit	Fill	
4936	Tenterden Street	Cut	Robbing	
4937	Tenterden Street	Cut	Construction Trench	
4938	Tenterden Street	Deposit	Fill	
4939	Tenterden Street	Deposit	Dump/Nightsoil	
4940	Tenterden Street	Deposit	Fill	
4941	Tenterden Street	Cut	Pit	
4942	Tenterden Street	Deposit	Layer	
4943	Tenterden Street	Structure	Concrete slab	
4944	Tenterden Street	Structure	Sewer	
4945	Tenterden Street	Cut	Construction Trench	
4946	Tenterden Street	Deposit	Backfill	
4947	Davies Street	Structure	Arched Vault	
4948	Davies Street	Structure	Arched Vault	
4949	Davies Street	Structure	Arched Vault	
4950	Davies Street	Cut	Construction Trench	
4951	Davies Street	Cut	Construction Trench	

Context	Trench	Type	Category	Finds
4952	Davies Street	Structure	Basement	
4653	Davies Street	Structure	Wall	
7000	Davies Street	Structure	Well	
7001	Davies Street	Deposit	Fill	
7002	Davies Street	Deposit	Fill	
7003	Davies Street	Deposit	Fill	
7004	Davies Street	Deposit	Natural Geology-Terrace Gravels	
7005	Davies Street	Deposit	Brickearth	
7006	Davies Street	Deposit	Natural Geology-weathered London clay	
7007	Davies Street	Deposit	Natural Geology-London Clay	
7008	Davies Street	Cut	Construction Trench	
7009	Davies Street	Deposit	Natural Geology-Brickearth	
7010	Davies Street	Structure	Well	
7011	Davies Street	Structure	Timber	
7012	Davies Street	Structure	Timber	
7013	Davies Street	Deposit	Fill	
7014	Davies Street	Structure	Timber	
7627	St. Anselm's Place	Deposit	Levelling Layer	
7628	St. Anselm's Place	Structure	Wall	
7629	St. Anselm's Place	Deposit	Levelling Layer	
7630	St. Anselm's Place	Structure	Wall	

APPENDIX 2: FINDS

Pottery

By John Cotter

A total of 33 sherds of pottery weighing 2.122kg was recovered. The pottery is all post-medieval and dates from the 16th or 17th century to the 19th or early 20th century. Much of it dates from the 18th or 19th centuries - similar to that recorded previously. A collection of three complete cylindrical ink or beverage bottles in brown salt-glazed stoneware (ENGS) extends the range of pottery to c 1880-1920+ (ctx 2013). Two of these bear the impressed marks of London proprietors. Fabrics are listed below:

LCWWG: Low Countries whiteware with green glaze, c 1480-1650. Import, Low Countries.
REFW PNTD: Refined whiteware with underglaze painted decoration, c 1805-1900. Staffordshire etc.

Ctx	Spot-date	Roof	Brick	Floor	Other	Tot sh	Weight	Comments
2006	18-19C		2			2	766	Brick rubble prob 18-E19C. Incl corner frag 60mm thick, purplish-red fabric. V hard. Smaller frag cindery/burnt?
2006	18-19C	5		1	1	7	334	Worn curved frag prob red pantile. Hard-fired smooth red pmed pegtile frags - mostly fresh, 1 with circular nailhole. V worn side/base frag from red sandy floor/quarry tile with bevelled edge - poss 15/16C or earlier?
2013	19C-E20C				2	2	2013	Rim & body sherd from 2 separate chimney pots in red earthenware (PMR) - both with internal sooting. Both fresh. Bead rim (diam 260mm from slightly bulbous or slightly curved chimney pot in darker red sandy terracotta (wheel-thrown) with 2 horizontal bands of roughly square rouletting under rim. Body sherd in paler orange fabric with heavy sooting int
2026	17-19C		1			1	21	Corner scrap soft red brick
2028	Roman				1	1	209	Worn edge frag **Roman brick** 37mm thick. Light orange-brown smooth fabric with little visible sand. Sanded on side. Rough underside
2031	Roman				1	1	163	Worn edge frag **Roman tegula** with plain sub-squared flange. Flat part 24mm thick. Max height 38mm. Smooth light orange fabric with abundant coarse cream clay pellets
4468	17-E19C	2				2	114	Fresh red smooth pegtile incl upper end frag with 2 circular nailholes only 33mm apart (centre-centre)
4761	18-19C				4	4	794	Fresh frags from 1-2 smooth red pantiles incl curved edges & corner
4766	17-E19C	1				1	85	Edge frag pegtile in smooth pale orange fabric with thin grey core & fine moderate dissolved calcareous inclusions

4816	17-E19C	3				3	142	Fresh & worn frags red pegtiles - 1 with fabric as in (4766)
4909	16-17C?			1		1	413	Very worn edge frag thick quarry tile in soft orange fabric. No evidence of glaze. 34mm thick
4915	17-E19C	5				5	245	Fresh & worn frags smooth red pegtiles. Incl corner frag with square post-med type nailhole. 1 small thinner frag with specks of brownish glaze - poss 16C?
4918	17-E19C	1			1	2	173	1x thin worn red post-med pegtile frag heavily encrusted along edges with mortary gritty post-deposition deposits. 1x much thicker (20-22mm) harder orange and very worn (poss water-rolled?) frag (118g) flattish tile - possibly part of a **Roman tegula?** Latter also heavily encrusted with flint gravel & dirt
4919	17-E19C	1				1	18	Worn scrap red pegtile
TOT		**18**	**3**	**2**	**10**	**33**	**5490**	

Ceramic building material

By John Cotter

A total 19 bricks weighing 36.772kg were retrieved from the watching brief. Other types of CBM - including broken brick rubble - totals 33 pieces weighing 5.490kg.

The complete bricks mainly comprise unfrogged bricks of the late 18th or early 19th century. A few similar bricks with shallow frogs probably date to the early 19th century. There are no fragments later than this. The mixed CBM comprises 18 pieces of flat roof tile, 3 pieces of brick, 2 pieces of floor tile and 10 pieces of 'other' or miscellaneous CBM. Most of this is of broadly similar post-medieval date to that recorded previously. Additional types of miscellaneous CBM include pieces from two separate red earthenware chimney pots dating from the 19th or early 20th century (ctx 2013) and three worn pieces of Roman brick and roof tile which are probably residual in their contexts (2028, 2031, 4918).

Clay tobacco pipes

By John Cotter

A total of 4 pieces of clay pipe weighing 20g was recovered. The pieces are all stems and date to the 18th century.

Metal find

By Ian R Scott

There is a single iron fragment from trimmed tree timber context 4001. This comprises part of an iron hoop binding c 350mm in diameter (L extant: 213mm; W: 32mm). The iron binding is quite thick (c 7mm) and is not angled.

Glass

By Ian R Scott

There is a single body sherd from the shoulder of a wine bottle from context 2008. The sherd is in a dark olive green metal. The bottle is probably of late 19th-century or later date, but there are no diagnostic features present.

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Animal bone

By Lena Strid

The animal bone assemblage from Crossrail XCS10 comprises 12 bones from domestic mammals as well as 13 bones from unidentifiable animals. With exception of one radius from a juvenile large mammal, probably cattle or horse, all bones come from sub-adult or adult animals.

	2006	**2008**	**2026**	**4915**
Cattle	1			
Sheep/goat	4	3		
Sheep	2			
Horse	1			
Cat		1		
Medium mammal		1		
Large mammal	2			1
Indeterminate	5	3	1	
TOTAL	**15**	**8**	**1**	**1**

Table 1. Number of bones per taxon and context.

Species	Element	Greatest distal breadth (Bd)
Sheep	Metacarpal	25.1
Sheep	Metacarpal	30.8
Sheep/goat	Tibia	28.0

Table 2. Measurements (mm) of sheep/goat bones from context 2006

Worked Wood

By Damian Goodburn

Context 4000: Turned elm cylinder L 0.37m Dia 150mm with central iron handle held in with 2 fe pins, and cross through hole 62mm dia fitted into below, part of one of tap or stopcock.

Four decayed frags of elm log pipe, female to above, internal ore 150mm, external dia 270mm, one end original recessed for iron band, other end broken length c.0.38m. Side has 62mm dia hole which expands to 110mm Dia. Possibly functioned with 4000 as stop cock?

APPENDEX 3: SUMMARY OF SITE DETAILS

- **Client name:** Crossrail
- **Site name:** Bond Street Station Watching Briefs
- **Site code:** XSC10
- **Grid reference:** 78845/35811 **LSG** (centred on)
- **Type of investigation:** watching briefs
- **Date and duration of project: June 2010- February 2012**
- **Location of archive:** The archive is currently held at; Oxford Archaeology, Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with the Museum of London in due course.

APPENDIX 4: ARCHIVE

Description	**Totals**
Contexts	488
Context numbers used	2000-2037 4000-4102 4400-4499 4600-4634 4700-4794 4800-4844 4900-4943 7000-7027
Checklists	26
Number of void contexts	None
Context sheets	488
Additional sheets	7
Drawings	
Plan numbers used	4401-4412 4701-4726

	4730-4734 4901-4904
Checklists	12
Section numbers used	4401-4406 4701-4707 4714-4719 4901-4905
Checklists	4
Small finds	
Small find numbers used	N/A
Checklist	N/A
Environmental samples	
Environmental sample numbers used	N/A
Checklists	N/A
Photographs	
Film numbers used	
Black and White	
Checklists	
Colour Slide	
Individual digital photographs	
Checklists	

- **Folders: -**
- 1 x project admin, copies of WSI, reports, interim result, daily journal, health and safety
- 3 x contexts and checklists
- 1 x all other indices including drawings

APPENDIX 5: SMR / HER / OASIS RECORD FORMS

OASIS DATA COLLECTION FORM: England

Printable version

OASIS ID: oxfordar1-250889

Project details

Project name	Crossrail, Bond Street Station
Short description of the project	A programme of archaeological investigations were undertaken by Oxford Archaeology/Ramboll UK (OAR), in the vicinity Bond Street Station, City of Westminster, London W1 (between TQ 28486 80971 and TQ 28904 81124). The intermittent watching brief works which, commenced in June 2010 and continued through to February 2013, comprised the monitoring and recording of works prior to and during the construction of the Crossrail Bond Street Station (Ticket Halls East and West). The works monitored were generally relatively shallow, with the exception of the excavation of Grout Shafts and bulk excavations at 65 Davies Street (Western Ticket Hall). The majority of the archaeological deposits observed during the project, were dumps and levelling layers, effectively infilling the topography of the Tyburn Valley, prior to the development of the area in the 18th and 19th centuries. A number of 18th and 19th century brick built cellars and sewers were recorded, as well as more substantial brick buildings and cobbled surfaces in the South Molten Lane and Tenterden Street. Deposits associated with the former course(s) of the River Tyburn were uncovered at the base of Grout Shafts in South Molten Lane and in a number of utility trenches. Gravels and sands were observed in all of the Grout Shafts and during the Davies Street bulk excavations. These were identified as Pleistocene River Terrace deposits (Lynch Hill Gravels). The sands and gravels overlay layers of London Clay, which were seen in the base of all of the Grout Shafts. No artefacts or ecofacts were observed in these geological deposits.
Project dates	Start: 28-06-2010 End: 28-02-2013
Previous/future work	Yes / Yes
Any associated project reference codes	XSC10 - Sitecode
Any associated project reference codes	XSC10 - 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 Post Medieval
Significant Finds	CLAY PIPES Post Medieval
Significant Finds	POTTERY Roman
Investigation type	"Watching Brief"

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

Project location

Country	England
Site location	GREATER LONDON CITY OF WESTMINSTER CITY OF WESTMINSTER Crossrail, Bond Street Station, Watching Brief
Study area	2470 Square metres
Site coordinates	TQ 2956 8131 51.515340492552 -0.132602322456 51 30 55 N 000 07 57 W Point

Project creators

Name of Organisation	Oxford Archaeology/Ramboll (OAR)
Project brief originator	Crossrail
Project design originator	Oxford Archaeology/Ramboll (OAR)
Project director/manager	A. Shelley
Project director/manager	R. Brown
Project supervisor	G Evans
Project supervisor	V. Hughes

Project archives

Physical Archive recipient	Museum of London
Physical Archive ID	XSC10
Physical Contents	''Ceramics''
Digital Archive recipient	Museum of London
Digital Archive ID	XSC10
Digital Contents	''Stratigraphic''
Digital Media available	''Text'',''Images raster / digital photography''
Paper Archive recipient	Museum of London
Paper Archive ID	XSC10
Paper Contents	''Stratigraphic''
Paper Media available	''Context sheet'',''Diary'',''Matrices'',''Photograph'',''Plan'',''Report'',''Section'',''Unpublished Text''

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Archaeological Watching Brief in Vicinity of Bond Street Station
Author(s)/Editor(s)	Evans, G.

Author(s)/Editor(s)	Hughes, V.
Author(s)/Editor(s)	Brown, R.
Author(s)/Editor(s)	Shelley, A.
Date	2014
Issuer or publisher	Crossrail
Place of issue or publication	Unknown
Description	Client Report

Entered by	Susan Rawlings (susan.rawlings@oxfordarch.co.uk)
Entered on	9 May 2016

OASIS:

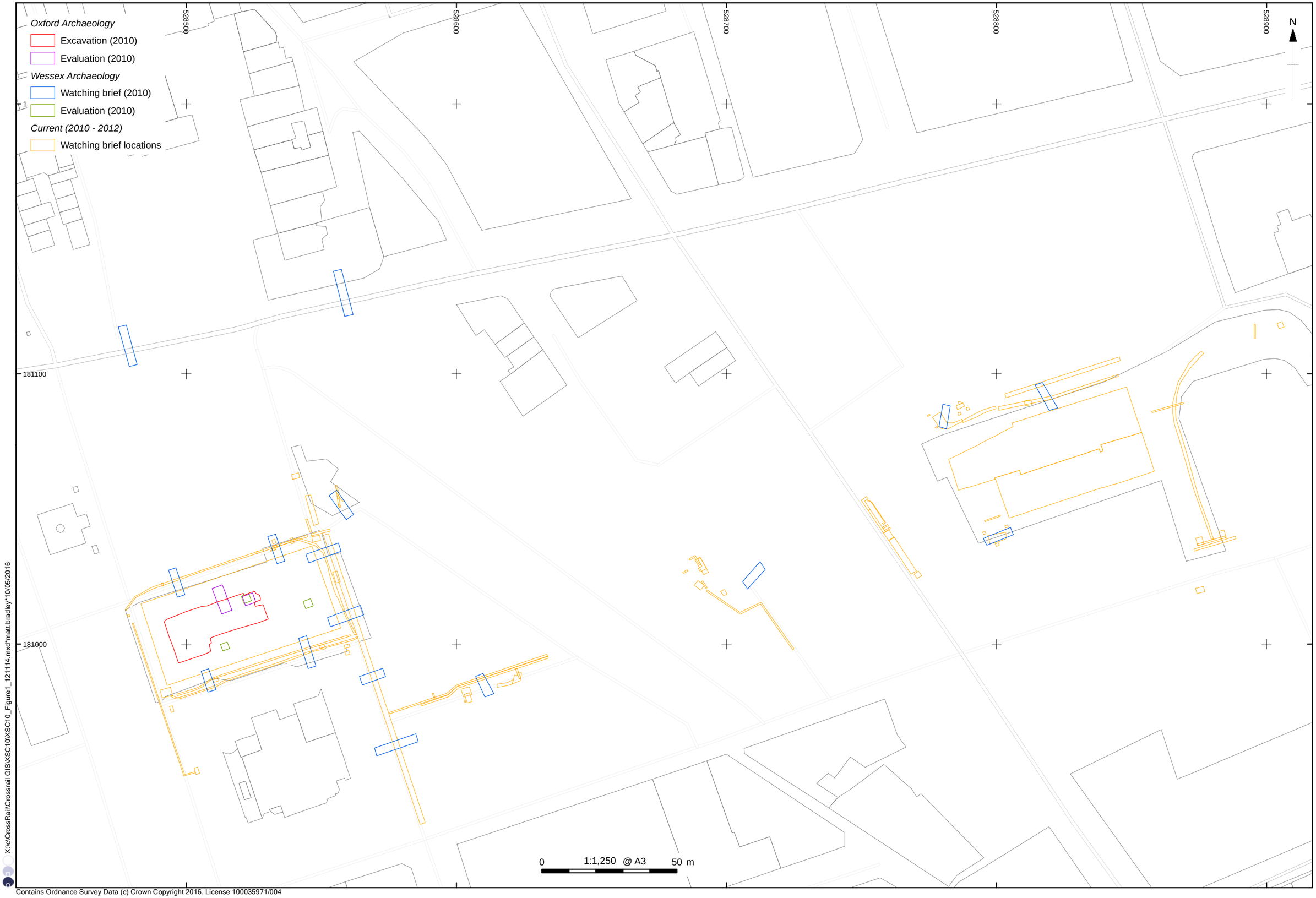

Figure 1: Site location and previous investigations

Watching brief locations
Archaeological feature

528500
528600
528700
181100
181000
N

DS 6.3
SML 1.2
SML 1.1
GS 5.1
SML 2.1
DS 6.4
SML 1.3
XSC10 Grout Shaft 5
DS 4.1
DS 3.1
WS 3.1
WS 1.4
DS 5.1
WS 1.3
WS 1.2
WS 2.1
WS 1.1
DS 1.1
DS 6.1
WS 1.5
GS 4.1
Western Ticket Hall
Demolition Works
DS 7.1
SAP 1.1
DS 6.1
DS 2.1
SAP 3.1
SAP 4.1
SAP 2.1
GS 2.1
GS 3.1
GS 1.1
DM 2.1
DM 1.1
GS1:1
DM 3.1
GS1:2
DM 4.1
GS1:3
XSC10 Grout Shaft 1
GS2.2
HVY 1.1
HVY 1.3
GS2.1
XSC10 Grout Shaft 2
GS2.3
HVY 2.1
GS2.4

0 1:750 @ A3 50 m

X:\c\CrossRail\Crossrail GIS\XSC10\XSC10_Figure2_121114.mxd*matt.bradley*12/11/2014

NB: in all cases the labels e.g. HVY 1.1 refer to the entry in the tabulated results section of the report

Figure 2: Location of Utility Works around the Western Ticket Hall, Bond Street Station

Watching brief locations
Archaeological feature

528800
528900
181100
181000
N

XSC10 Grout Shaft 3
XSC10 Grout Shaft 2
XSC10 Grout Shaft 4

GS 3.4
TS 3.1
GS3.6
GS 3.5
GS 3.1
TS 1.1
GS 3.2
TS 2.1
TS 4.1

18 Hanover Square
Eastern Ticket Hall Demolition Works
19 Hanover Square

HS 2.2
HS 2.1
HS 4.2
HS 4.3
HS 4.5
HS 4.6
HS 4.1
HS 3.1
HS 1.1

NBS 2.4
NBS 2.5
NBS 2.6
NBS 1.1
NBS 3.1

DY 1.1
DY 1.5
DY 1.2
DY 1.7
GS 4.2
GS 4.1
DY 1.6
DY 1.3
DY 1.4
GS 4.3

GS2.2
HVY 1.1
HVY 1.3
GS2.1
GS2.3
HVY 2.1
GS2.4

0 1:750 @ A3 50 m

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NB: in all cases the labels e.g. HVY 1.1 refer to the entry in the tabulated results section of the report

Figure 3: Location of Utility Works around the Eastern Ticket Hall, Bond Street Station

Watching brief locations
Archaeological feature

XSC10 Grout Shaft 5
XSC10 Grout Shaft 2
XSC10 Grout Shaft 3
XSC10 Grout Shaft 4
XSC10 Grout Shaft 1

528600
528700
528800
181000
N
0 1:1,000 @ A3 50 m

4824
4060
4036
4046
4049
4048
4482
4477
4419
Cobbles
4419
Wall 4402
Wall 4418
Wall 4417
4758
4735
4769
4762
4755
4734
2003
2005
2004
2009
2032
0 5 m

X:\ic\CrossRail\Crossrail GIS\XSC10\XSC10_Figure4_040516.mxd*matt.bradley*10/05/2016

NB: in all cases the labels e.g. HVY 1.1 refer to the entry in the tabulated results section of the report

Figure 4: Location of Grout Shaft Works, with close up views of the works