



**MDC – Work Package 3**  
**Archaeology Detailed Desk based**  
**Assessment**  
**Eleanor Street Ventilation Shaft**

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## 1 Non-technical Summary

This report presents the results of Archaeological Detailed Desk Based Assessment (DDBA) of Crossrail Site 235 Eleanor Street Ventilation Shaft, located within the Central Section, route window C12. The report assesses the impact of proposed Crossrail works on archaeological deposits that may survive within the site.

The Eleanor Street Vent Shaft site does not lie within any archaeological priority zones and there are no Scheduled Ancient Monuments in the vicinity. The potential for archaeology within the site lies in the nature of its geology and topography rather than from any known archaeological remains in the area. In areas to the east and west of London that have similar topography and geology a landscape of Bronze Age and Iron Age field systems and farmsteads have been uncovered during archaeological investigations. It has been suggested that there is a potential for a similar landscape to exist in the area around the Eleanor Street Ventilation Shaft site, but due to the lack of archaeological fieldwork carried out in the area no evidence for this has yet been revealed.

The only known archaeological field investigations that have been carried out in the vicinity of Eleanor Street are two watching briefs. These identified evidence of Post-medieval features and agricultural soils.

Geotechnical information from the Running Tunnels and Shafts Scheme Design Submission and previous archaeological work in the surrounding area has demonstrated that Made Ground up to 1.5m BGL is likely to be present across the site, probably relating to the sites previous uses, which include terraced housing and railway infrastructure.

The construction of the shaft will remove all archaeological deposits that survive within its footprint. Enabling Works including the establishment of the worksite are unlikely to have an impact on buried archaeological deposits. The head house structure being constructed above the shaft has foundations to c.1.5m BGL and piles to c.20m BGL. The foundations will partially remove archaeological deposits and the piles will completely remove archaeological deposits in their footprints, although the locations of the piles is to be confirmed at detailed design.

Archaeological field evaluation in the form of Trial Trenching will be required within the footprint of the shaft and head house structure and will inform an appropriate mitigation design. Further mitigation in the form of *preservation-by-record* (e.g. archaeological excavation and/or watching brief) may be required dependent on the results of the field evaluation.

Non-listed built heritage features identified on the site (the Eleanor Street Bollard and three Dodgson Bollards) will be replaced in their original positions should Enabling Works necessitate their temporary removal.

## **2 Introduction**

### **2.1 Scheme Background**

Crossrail is a major new cross-London rail link designed to serve London and the south-east. The scheme will include the construction of a twin bore tunnel on an east-west alignment under central London and the upgrade of existing rail lines to the east and west of central London. It also includes the construction of new central London stations, providing interchange with London Underground, National Rail and London bus services, and the upgrading or renewal of existing stations outside central London.

The Crossrail route is divided into four sections: a central section in central London, and outside of central London, western, north-eastern and south-eastern sections. Each section is further sub-divided into route windows, within which are located a number of sub-sites. The subject of this Detailed Desk Based Assessment (DDBA) is Site 235 Eleanor Street Vent Shaft, located within the Central Section, route window C12.

### **2.2 Nature and Extent of Work**

The Eleanor Street Shaft is located within the Bow Triangle Area, bounded by three railway viaducts: the London to Tilbury Service (LTS) viaduct to the south; the District Line viaduct to the north and the Gas Factory Curve viaduct to the west. The site is situated within the London Borough Tower Hamlets (LBTH).

Bow Triangle today contains a business park in the northern part of the site and a Travellers' site located to the east. The shaft site is located within the eastern extent of the existing Travellers' site between Eleanor Street and Rounton Road (see Figure 1 below). Access to Bow Triangle is currently via Eleanor Street (Crossrail 2008a).

The Eleanor Street Shaft consists of a 36m deep PCC segmental/SCL shaft (16.4m internal diameter) containing fans and intervention stairs/lift. A sump will also be located within the shaft base plug.

A double storey steel framed head house will be located at the surface level for mechanical and electrical equipment rooms relating to the shaft and underground development (Crossrail 2008a). The head house will be piled to 20m and have foundations to c1.5m BGL.

The sub-surface structures include two 5.0m wide horizontal ventilation adits; the connection adit to the shaft. And one 3.5m wide intervention passage with shaft connection adit (Crossrail 2008a).

A number of utilities have been identified in the vicinity of the shaft, the majority of which are aligned along Eleanor Street and Rounton Road and are unlikely to be affected by the construction of the shaft (Crossrail 2008a). Within the Travellers' site are a number of further services. These are privately owned and further information regarding their relocation and maintenance is not currently available (Crossrail 2008a).

The Crossrail works are divided into Enabling Works and Main Works. Enabling Works are defined as those works that are required to facilitate the main construction works, and as such are required prior to the start of the Main Works programme.

Enabling Works that may affect archaeological deposits comprise the abandonment/protection of services adjacent to the worksite; relocation of the Travellers' site within Bow Triangle; and the demolition and site clearance of the worksite, comprising the demolition of six dwellings and a laundry building (39-41 Eleanor Street) in Bow Triangle.



Figure 1. Location of the Eleanor Street Shaft site and Travellers' site.

## 2.3 Limitations

The DDBA was limited by the following omissions:

- No information was available on the depth of foundations of the Victorian terraced housing that was present on the site.
- Information regarding other existing foundations is currently incomplete in the Running Tunnels & Shafts Obstructions Report (Crossrail 2007a).
- No consultation with users, custodians, and interested bodies has yet been carried out;

The following sources have not been examined in detail for this DDBA and are not considered relevant:

- Trade directories; wills, rate books; census returns; business accounts; historic photographs; lithographs; prospects and paintings; sale particulars; inland revenue maps; fire insurance plans;

- Land registry for property registers, title deeds and title plans, registered leases, conveyances, transfers, deeds, property agreements;

## 2.4 Surface Geology and Topography

The geology of the area is anticipated to comprise Made Ground and River Terrace Deposits (RTDs) overlying London Clay. At this location the London Clay is expected to be approximately 16m thick above a 1 to 2m layer of the Harwich Formation, typically a stiff gravelly clay. Beneath the Harwich Formations lay the Lambeth Group and Thanet Sands (Crossrail 2008a).

The topography of the site is relatively flat with a slight incline to the northwest. The ground level of the site is between 109 and 110m ATD.

Table 1 below summarises the assumed stratigraphy at the Eleanor Street shaft presented in the Running Tunnels and Shafts Scheme Design (Crossrail 2008a), based on data from the Package 2, 3 and 8 ground investigations.

Structure	Eleanor Street Shaft
Maximum depth of excavation (mATD)	~72
<b>Stratigraphy (mATD)</b>	
Ground level – Made Ground	110 ± 0.5
Top Alluvium	N/A
Top River Terrace Deposits	108.5 ± 0.5
Top London Clay	104 ± 1
Top Lambeth Group	86.5 ± 1
MLGH	79 ± 1
Top Thanet Sand	66 ± 2
Top Chalk	56 ± 3

**Table 1. Assumed stratigraphy on site (Crossrail 2008a)**

## 3 Aims and Objectives of the Assessment

### 3.1 Aims & Objectives

The objective of the DDBA is to understand the site-specific issues of survival or past removal of potential archaeological remains, localised truncation from individual basements etc., and to identify any pertinent historical records relating to each site. The results of this analysis will be used to formulate the site-specific Written Scheme of Investigation (WSIs).

In summary, the purpose of the DDBA is to:

- Identify more fully the ground conditions at the site;
- Review the construction impacts; and
- Identify further archaeological evaluation required at the site, which will in turn inform subsequent phases of mitigation planning.

## 4 Methodology

### 4.1 Approach

The Detailed Desk Based Assessment (DDBA) is a targeted research exercise using existing written, graphic, photographic and electronic information to identify the likely character, extent, quality and value of the known or potential archaeological resource at a specific site.

DDBA is not required for every worksite and is carried out only in cases where additional information is required to inform decisions regarding an appropriate mitigation strategy. The decision as to whether DDBA is required at a particular site is based on:

- The importance of the known or potential archaeological resource;
- The nature of the proposed construction works; and
- Any gaps in the existing archaeology information gathered to date for the Crossrail ES and the Crossrail Archaeology Programming Assessment (1E0318-G0E00-00006 Rev. B).

A higher level Archaeological Desk Based Assessment (DBA) was carried out in 2003/4 for the Crossrail ES, comprising generic or area based research fed into the archaeological baseline for the Crossrail scheme. This DDBA updates that baseline and will take into consideration the following data should they have the potential to contribute to the site-specific WSIs:

- Design development since the ES and all associated information collected by Crossrail;
- Changes to the Statutory and Local Authority designations;
- Targeted archaeological and documentary data;
- Targeted historical research, such as historic map regression;
- Visual site appraisal;
- Geotechnical and/or geological data, and aerial and ground survey data;
- Any additional data, such as chance finds, relevant fieldwork results etc;
- Non-listed built heritage assessment.

### 4.2 Standards and Guidance

This DDBA has been carried out in accordance with Crossrail standards and guidance:

- Crossrail 2008c. Archaeology, Procedure for Detailed Desk Based Assessment Document Number 23042008-96BA-OAKW.
- Crossrail, 2008f. Archaeology Generic Written Scheme of Investigation, Document Number 14022008-44ES-P2Z1.

### 4.3 Sources Consulted

In producing this DDBA, data relevant to the site was collected from the following sources:

- NMR/SMR records, held by English Heritage and local authorities, provided by MoLAS in the following formats:
  - Shapefiles (.shp) of the full GLSMR dataset; burial grounds (polygons and points), Registered parks and gardens, Scheduled Monuments, and site codes;
  - PDFs (.pdf) maps showing the locations of the GLSMR dataset and Site Codes;

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- Links to the Greater London Sites and Monuments Record - Search Report listing full GLSMR descriptions for MDC 2, 3 and 4.
- Records of archaeological priority zones or equivalent areas designated by local authorities, provided by MoLAS as shapefiles (.shp);
- LAARC (London Archaeological Archive and Resource Centre) fieldwork database and summaries, provided by MoLAS in the following formats:
  - Eleanor Street Ventilation Shaft Site LAARC summaries.doc;
- Historic mapping, provided by MoLAS, comprising the following maps:
  - 1894, 1914, 1937, 1948, 1961, 1963, 1967, 1973 and 1989 OS Mapping
  - 1900 – Bacon
  - 1862 – Stanford
  - 1824 – Greenwood's map of London
  - 1799 – Ordnance Survey Drawing
  - 1799 – Richard Horwood's map of London, Westminster and Southwark
  - 1746 – John Rocque's map of London
  - 1703 – Gascoigne
- Historic place name records;
- Unpublished archaeological reports, including data not yet available on the LAARC database, provided by MoLAS:
  - Crossrail MDC2 3 & 4 Archaeological Sites Not Available on the LAARC Website.doc
- Published secondary sources dealing with the geology, archaeology and built environment;
- Crossrail Geotechnical Desk Study Bow Common to Pudding Mill Lane (1D0101-C1900-00505), including reviews of the following datasets by the Crossrail geotechnical team:
  - Geological mapping (held by the British Geological Survey);
  - Previous geotechnical assessment of the site by Arup (Crossrail Geotechnical Interpretative Report Sectional Interpretative Report – Nov 1992)

Additional documentary materials used to inform the DDBA included:

- Further technical reports held by Crossrail:
  - Crossrail. 2005 Assessment of Archaeological Impacts, Technical Report. Part 2 of 6, Central Section. February 2005.
  - Crossrail. 2006b. Archaeology Programming Assessment. Document Number 1E0318-G0E00-00006 Rev. B.
  - Crossrail. 2007a. MDC Work Package 3, Running Tunnels & Shafts Obstructions Report. Document Number CR-SD-CT1-CE-RT-00015.
  - Crossrail. 2008a. Civil, Structural & Tunnel Engineering Report, MDC3 RUNNING TUNNELS & SHAFTS Volume 3 of 7. CR-SD-CT1-CE-RT-00008.
  - Crossrail. 2008e. MDC3 Archaeology, Updated Baseline Assessment. Document Number 20032008-84MB-YYK5

## 5 Results

### 5.1 Archaeological and Historical Background

The general archaeological potential in the Eleanor Street Shaft area is described in the Crossrail Archaeological Impact Assessment (Crossrail 2005) and subsequent Updated Baseline Assessment (Crossrail 2008e). This DDBA updates the baseline with data regarding archaeological interventions and GLSMR data from within and adjacent to the site. Site summaries and GLSMR data for each of the sites mentioned in this section are provided in Appendices 8.4 and 8.5. The locations of the archaeological sites mentioned in this section are presented in Drawing Number P30103-C1M61-E00-D-50001 (Appendix 9.1).

There are no Scheduled Monuments in the vicinity and the site does not fall within an Archaeological Priority Zone.

The Tower Hamlets Cemetery, now Tower Hamlets Cemetery Park (BG220) is located c.220m south-west of the Eleanor Street site.

#### *Prehistoric*

There is little evidence for Palaeolithic or Mesolithic activity around Eleanor Street. There is however, significantly more activity in the wider area in this period. There is virtually no evidence for activity in the later Prehistoric periods, despite the geological and topographical conditions being favourable for agriculture. Extensive field systems and agricultural settlements dating from the middle Bronze Age to the Iron Age have been recorded on gravel terraces to both the east and west of London. This suggests that the lack of evidence for similar activity in the vicinity of the site may be due to the limited number of archaeological investigations that have been carried out rather than the absence of remains.

To date little evidence for Prehistoric remains from any period in the immediate vicinity of the Eleanor Street site have been uncovered, and none within the site itself. However, a Bronze Age hoard of metalwork was found in 1901 approximately 350m to the south-east of the site (**MLO11205**).

#### *Roman*

By AD 55 the Roman town of *Londinium* was established. The Crossrail route passes close to the northern edge of what later became the walled city. Here there was a degree of extra-mural settlement and burial grounds, both of which decrease in density away from the city walls (Crossrail 2005). Outside of *Londinium* was a mainly agricultural landscape consisting of field boundaries and scattered farmsteads and villas. This infers a managed agricultural landscape existing to supply produce to London.

The area around the Eleanor Street site has not yielded any evidence for activity of any kind in the Roman period.

#### *Saxon*

Following the end of centralised Roman control of Britain in the early 5th century and the subsequent abandonment of *Londinium* the settlement focus shifted to the separate early/mid-Saxon trading port of *Lundenwic*, which was established further west around Aldwych, the Strand and Covent Garden. London became the capital of the East Saxon kingdom by AD 597 and St Paul's Cathedral was consecrated in AD 604 (Crossrail 2005). More general re-occupation within the Roman walls occurred later, marked by the establishment of a fortified burgh (*Lundenburh*) by King Alfred around AD 886.

To the east of *Lundenwic* the hamlet of Stepney derives its name from the Anglo-Saxon *Stebunhithe*, meaning Stebb's landing place. The manor of Stepney is likely to have been part of the original foundation endowment of the Bishopric of London in AD 604 and covered most of

modern Tower Hamlets and consisted mainly of open land with marshes to the south and forest to the north (Crossrail 2005).

There is no evidence for activity in the Saxon period in the vicinity of the Eleanor Street site.

#### *Medieval*

Following the Norman Conquest of 1066 the City defences were renewed and were maintained throughout the Medieval period. Settlement expanded and limited space led to the foundation of monastic houses outside the City walls. By the 13th century the City of London boundaries extended to almost their present limits. The area to the north was still marshy, but suburban settlement in the extra-mural suburbs was increasing in the later Medieval period (Crossrail 2005).

In 1110 the main Roman road out of London heading east was still in use, but at this time a new section was constructed, to the south of the old route, along Mile End Road and Bow Road. Bow Road runs on an east to west alignment to the north of the Eleanor Street site. The new section of the road led to Bow Bridge over the river Lea, the earliest arched stone bridge to be built in England after the Roman period (Crossrail 2005).

The closest Medieval settlement to the Eleanor Street site was located in the vicinity of Bromley Street approximately 375m to the north-east of the Eleanor Street site. This settlement, along with the one in Bow, would have relied on the River Lea for trade. The Chapel of St Mary in Bow, which was founded in the Medieval period, is located c.500m to the north-east of the site. There is no evidence for activity in the Medieval period within the boundary of the site itself.

#### *Post-medieval*

During the early Post-medieval period the area around the Eleanor Street site was still in the rural hinterland of London. Activity in this area was limited to agriculture and brickearth quarrying. There was gradual urbanisation based around the Medieval roads and villages. There is a house on Wellington Way listed on the LAARC that dates to the Post-medieval period, which is likely to have been part of this gradual urbanisation (**MLO3783**).

In 1550 the Manor of Stepney passed out ownership of the church and into the possession of the Wentworth family when it was surrendered to the King by Bishop Ridley. By 1746 when Rocque's map was produced Stepney was still a recognisable village, as were Bromley, Bow, Old Ford and Poplar. Limehouse, along with Wapping and Ratcliff had merged into a commercial zone comprising of wharves, warehouses and shipyards. This process had begun when the area developed into ship provisioning and repair yards as a result of the expansion of sea trade in the Tudor period (Crossrail 2005). In the 1840s Stepney became part of the suburbs of London due to the demand for extra housing created by expansion of the London Docks and its position as a major employer.

The area where the Eleanor Street site is located lay on the periphery of urban development until the 19th century. The site is shown as fields on Greenwoods 1824-6 map (Crossrail 2005), suggesting that there is little potential for any Post-medieval remains other than agricultural soil horizon. This premise is supported by the results of archaeological investigations carried out in the area. Approximately 400m to the northeast of the Eleanor Street site two archaeological watching briefs, (which took place in 1977 and 1993) have revealed evidence for small-scale Post-medieval activity in the area. The 1977 watching brief recorded a flat-bottomed pit cut into gravel with a possible Post-medieval date (**MLO63445**). The pit was underneath a layer of dark, gravelly ploughsoil extending across the whole site (**MLO63446**) (Thompson *et al* 1998). The 1993 watching brief identified reworked brickearth and a variety of Post-medieval layers.

Four bollards on Eleanor Street (Table 3), although probably not in their original positions, relate to the development of the area in the early to mid 19th century. Three of these bollards are identical and are inscribed 'DODGSON Fecit Shadwell, London 1821'.

The first railway in this part of London, the Eastern Counties Railway, was built in 1840. The original terminus of the Eastern Counties railway was at Shoreditch Station (later renamed Bishopsgate Station and now in use as Bishopsgate Goods Yard). In the later 19th century the Eleanor Street area became a major railway intersection known as the Bow Junction. This junction linked the lines of several independent railway companies and the overall layout of the junction is shown on the 1914 edition Ordnance Survey map. These railway lines either bisect the Eleanor Street site or form its boundaries. The southern boundary of the site is formed by the London Tilbury and Southend Railway which was founded in 1852. Bounding the site to the north is the 1902 Midland and Metropolitan District Railway extension from Whitechapel to Bow and the London Tilbury and Southend Railway. The line which bisects the site is a former North London Railway loop which linked it to the London and Blackwell Railway. The track, which is now disused, passed beneath the existing viaducts that surround the site and it is unlikely that any significant remains survive (Crossrail 2005).

To the west of the site is the viaduct of the 1849 Bow extension of the London and Blackwall railway and lying to the east of the site is the North London Railway which was established in 1853. Situated to the east of Campbell Road was the Bow Locomotive Works, a major engineering depot for the North London Railway. Other structures in the area which relate to the railways include the Bow Road LT Underground Station. The Grade II Listed station is located to the north of the site (**MLO93426**) and dates to the mid to late 19th century. See Drawing Number P30103-C1M61-E00-D-50001 (Appendix 9.1) for the locations of the above sites.

## 5.2 Site Specific Historic Map Regression

The impact of historic development on the site has been assessed through the analysis of historic mapping, and Ordnance Survey mapping. While early historic maps are a useful tool in the identification of archaeological potential, their inaccuracy means that they cannot be relied on for specific impact locations. Historic mapping becomes more accurate as time progresses, with the Ordnance Survey first edition providing the first reliable mapping resource for the identification of previous impacts and potential levels of truncation.

The historic maps consulted are listed in section 4.3 and can be viewed in appendix 9.1 (Drawing Numbers P30103-C1M61-E00-D-50101 to 50120).

### *18th century:*

Gascoigne's 1703 map shows the site was open ground, presumably in use as agricultural fields. The River Lea ran on a north to south alignment to the west of the site and the Town of Bow is located to the north. The only road shown is the Bow Road, which ran from west to east crossing the River Lea at Bow Bridge. St Mary-le-Bow church is shown in the centre of the town of Bow.

By Rocque's map of 1746 the Eleanor Street Shaft site is still in use as fields, but the map provides more information regarding the surrounding landscape. The Bow Road was still the main road in the area but there were a network of other roads including Stepney Lane to the west of the site and Bromley Lane to the east demonstrating the beginning of the urbanisation of the area. A footpath ran immediately to the north of the site, which eventually became Archibald Street. St Mary-le-Bow church is marked on the map as Bow Church.

At the close of the 18th century, as shown by Horwood's map of 1799, there had been little change, with the site still used as fields. There was also little change in the town of Bow with the exception of the development of the Drapers Alms Houses to the north-east of the site. Some of the fields surrounding the site were formalised into Nurseries, orchards or gardens. In 1799 the Ordnance Survey produced a drawing of this area.

### *19th century*

In 1824 the site remained open fields, but the town of Bow had expanded with a workhouse and other additional houses both within Bow itself and along the Bow Road.

Significant development had taken place by Stanford's 1862 map. Although the Eleanor Street site remained a field, the area around had been developed with many of the modern streets evident. Tower Hamlets Cemetery, then called City of London and Tower Hamlets Cemetery, is shown for the first time to the east of the site. Most importantly for the development of the site was the arrival of the railways. Two of the lines which form the Bow Triangle are illustrated and the line which bisected the site is also shown.

By the 1894 1<sup>st</sup> edition Ordnance Survey map the area around the site was fully urbanised. Eleanor Street was constructed and the majority of the site was occupied by terraced housing. In terms of the development of the railways a goods and coal depot were located to the west of Eleanor Street and Bow Junction was to the north-east.

#### *20th century*

Bacon's 1900 map is not as detailed as the OS maps but does show the third line which makes up the Bow Triangle was present at that time, forming the northern boundary of the Eleanor Street site.

The 1914 and 1937 edition OS maps show no change on the site or in the immediate vicinity from the earlier 1894 edition. London County Council Bomb Damage Mapping shows that during World War II a V2 long range rocket hit immediately east of the Eleanor Street site. Within the site boundary two terraced buildings in the northern extent were totally destroyed, all of the other terraced buildings in the site suffered minor or general blast damage. The 1948 edition OS map shows two new small buildings on the site, one adjacent to the railway line which bisected the site and one adjacent to the northern boundary. These buildings were roughly located at the site of the buildings destroyed by World War II bombing.

The 1973 edition OS map shows that significant changes have occurred within the site boundary. The railway line which bisected the site is shown as a dismantled railway and the track is no longer marked. Terraced housing within the site was demolished between 1967 and 1973. By the 1989 edition OS map the site is in use as a Caravan park and two small square buildings of unclear function have been constructed in the northern half of the site.

### **5.3 Visual Site Appraisal**

A Visual Site Appraisal (VSA) was carried out on the site. The aims of the VSA, where practicable, are to:

- Analyse the topography of the area and identify buildings, services or archaeological structures (above and below ground) which will have compromised the integrity of the resource or may act as a constraint on future evaluation or mitigation;
- Examine the immediate surroundings of the site for evidence of truncation that may continue in to the site;
- Note any topographical features, which might be a focus for human activity, and identify and describe any geomorphic or manmade activity that could mask archaeological sites;
- Determine the current state of preservation of monuments and surrounding land-use, noting current and potential activities that threaten their long term preservation.

#### *Results*

The site is occupied by a small travellers' community comprising a number of caravans and small single storey brick structures (Figure 2). The site is enclosed to the north and south by raised railway lines 2-3m above ground level and the topography of the site is flat. To the west are a number of areas of car-parking, hardstanding, garages and the Bow Triangle Business Centre.

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Visual appraisal of the site identified no current structures to be present that would have deep foundations, although the Travellers' site was only observed externally.



**Figure 2. General view of the site and Travellers' area facing south down Eleanor Street**



**Figure 3. Bridge height restriction, facing south-east towards the site.**

## 5.4 Known Disturbance to Archaeological Horizons

The known disturbance to archaeological horizons at the site is set out below, based on basement and buildings survey data, utilities mapping; the Running Tunnels & Shafts Obstructions Report (Crossrail 2007a); geotechnical information, historic mapping; and the results of the Visual Site Appraisal.

- It is known from analysis of historic maps that there was once terraced housing on the Eleanor Street site. The nature and extent of any foundations or cellars from these houses is currently unknown.
- The area suffered severe bomb damage during World War II, and may have disturbed archaeological deposits at that location.
- The Eleanor Street shaft is located on land where there are no foundations recorded in the Obstruction Report. There is a Travellers' site within the site, the type of buildings present on the Travellers site and the type and depth of foundations is to be confirmed (Crossrail 2007a), but are unlikely to have truncated to a greater depth than those of the previous housing.
- While there are no known utilities within the footprint of the shaft, it should be noted that the Travellers' Site on which this shaft is to be constructed provides a number of services to its tenants, including sewerage, electrical, water and telecoms connections. The distribution networks within the Travellers' Site are considered to be privately owned. The scheme for relocating the travellers is ongoing and will address how these services are to be maintained throughout the relocation during detailed design (Crossrail 2008a).
- The extent to which the railway that formerly bisected the site has disturbed archaeological horizons is unknown. Historic maps do not indicate the presence of a cutting and the track passed beneath the existing viaducts, it is likely therefore, that the railway line has not caused significant truncation along its route.

## 5.5 Deposit Modelling

The geotechnical data available for the Eleanor Street site is very limited. Only one borehole (BT36R) has been carried out within the site boundary itself. There have been geotechnical investigations in the area around the site and some of these historical borehole records have been examined here in order to gain some idea for the potential for disturbance in the vicinity of the site. The table below sets out the depths of known deposits derived from these investigations. Please refer to Appendices 9.1 and 9.2 for the following drawings for the locations of boreholes, archaeological sites and for deposit summary sketches;

Geotechnical boreholes: P30101-C1M61-G00-D-50001

Archaeological sites: P30103-C1M61-E00-D-50001

Deposit Summary Drawing: P30103-C1M61-E00-D-50170

## Archaeology Detailed Desk Based Assessment – Eleanor Street Ventilation Shaft

BH/Site No.	BT36R	BH200	BT38	BT26	BH199	BH237	PML1	GHP93	PRS77
<b>Superficial Deposits (inc. Made Ground, Alluvium and River Terrace Deposits where encountered)</b>	Made Ground to 1.5m BGL containing flint, brick, clinker, wood, and boulder sized fragments of concrete.  River Terrace Deposits to 6.8m BGL	Made Ground to 0.94m inc 0.15m tarmac on top then "sand and ballast" (possible river gravels) to 7.52m BGL	Tarmac to 0.1m BGL  Made Ground to 1.3m BGL containing flint, brick, concrete and tile and concrete.  River Terrace Deposits to 6.2m BGL	Made Ground to 2.55m BGL containing concrete, brick, clinker, and oyster shell.  River Terrace Deposits to 6.3m BGL	Tarmac to 0.15m BGL  "Ballast" (Possible Made Ground OR River Terrace Deposits ) to 4.6m BGL	Ground level at 111.50m ATD  Made Ground to 109.65m ATD including "Brick Floor"  River Terrace Deposits to 105.35m ATD	Made Ground to 1.3m BGL containing brick, flint, concrete, slate and plastic.  River Terrace Deposits to 5.5m BGL	Ground level at 111.10 to 110.80m ATD.  Modern features to 110.70m ATD.  Reworked Brickearth to 109.90m ATD.  Taplow Terrace Gravels at 109.20m ATD/	Ground level at 111.00m ATD.  Post-medieval ploughsoil overlying gravels.  Taplow Terrace Gravels at 100.00 to 109.50m ATD
<b>London Clay</b>	To 22.9m BGL	"Yellow and blue clay" possibly London Clay to 20.81m BGL	To 19.5m BGL	To 15m BGL	"Yellow and blue clay" possibly London clay to 16.59m BGL	To 12m BGL	To 22m BGL	-	-
<b>Harwich Formation</b>	To 22.86m BGL	-	-	-	-	-	To 24m BGL	-	-
<b>Lambeth Group</b>	To 39.15m BGL	-	-	-	-	-	To 42.5m BGL	-	-
<b>Thanet Sands</b>	To 52.05m BGL	-	-	-	-	-	To 44m BGL	-	-
<b>Chalk</b>	To 55.6m BGL	-	-	-	-	-	-	-	-

**Table 2. Deposit data - Boreholes and nearby archaeological investigations**

### 5.6 Non-Listed Built Heritage

Non-listed built heritage assessment and recording forms part of the archaeological mitigation strategy for Crossrail. The definition of non-listed built heritage adopted follows Information Paper D22 Archaeology and encompasses above ground historic features and structural elements of historical interest.

Two main groups are:

- Non-listed buildings proposed for demolition in conservation areas; and
- Historic street furniture and materials falling within a worksite and being temporarily or permanently impacted upon by the works.

The detailed scope for this element of works includes:

- Important non-listed buildings of historic interest proposed for demolition in conservation areas (as set out in Information paper D18, Listed Buildings and Conservation Areas);
- Important non-listed historic street furniture and materials;
- Other important non-listed buildings and structures of historic interest outside conservation areas (i.e. the standing walls at Stepney Green), locally listed station

## Archaeology Detailed Desk Based Assessment – Eleanor Street Ventilation Shaft

buildings and railway structures and any industrial and defence archaeology of significance.

The Crossrail Environmental Statement and supporting Specialist Technical Reports define the baseline built heritage resources (both statutorily protected and non-listed) across the route, the potential significant impacts, mitigation and any residual impacts after that mitigation is employed (Crossrail 2009).

An archaeological (non-listed built heritage) assessment has been carried out to determine the need for, and/or level of, mitigation works in advance of demolition. This assessment determined that no NLBH recording is required at the Eleanor Street Shaft.

Street furniture surveys have been carried out by the MDC3 Heritage Specialist to identify all elements of street furniture at the Eleanor Street Shaft. The results of the survey have been reviewed in order to identify street furniture of historic significance (Table 3). The assessment has not identified historic elements within the Traveller's site, an inspection of which should be carried out when access is available, to identify non-listed built heritage. Refer to Drawing No. P30103-C1M61-E00-D-50004 (Appendix 9.1) for the location of the NLBH features listed in the table below.

Name [Figure Ref]	Image	Description	Significance	Impact
Eleanor Street Bollard [1]		Cast iron bollard with decorative head. Painted in black and white stripe.	Not listed or within a conservation area; however, the bollard represents an interesting example of an unusual bollard type.	The bollard may be removed during utilities diversions.
Dodgson Bollard x 3 [2-4]		Group of three bollards arranged along Eleanor Street. Square in profile, rising to a hexagon. All are painted with black and white stripes. Inscription reads 'DODGSON Fecit Shadwell, London' and dated 1821. However, they are likely to have been relocated to their present position as this area of London remained undeveloped until the late 19th century.	Not listed or within a conservation area; however, the bollard has some historic interest associated with its Dodgson insignia and early date.	The bollard may be removed during utilities diversions.

**Table 3. Historic Street Furniture identified at Eleanor Street**

## 6 Discussion

### 6.1 Summary and Interpretation of Results

#### *Natural*

Ground level varies around the site from 109m to 110m ATD. It is unknown if these levels represent the natural topography or are a result of levelling works after the demolition of the terraced housing that formerly occupied the site.

Information from the single geotechnical borehole on the site (BTG36R) and other boreholes from the general area demonstrate that Made Ground is likely to exist on the site to depths of between 0.94 and 2.55m below ground level with Made Ground being recorded to a depth of 1.5m within the site itself. The information from the borehole data indicates that a thick layer of River Terrace Deposits (up to 6.8m BGL) is present on site.

#### *The present site use*

The site is located within Bow Triangle adjacent to Eleanor Street and currently contains a business park in the northern part of the site and a Travellers' site located to the east. The shaft site is located within the eastern extent of the existing Travellers' site between Eleanor Street and Rounton Road. The nature and extent of foundations, basements or utilities present within the site footprint in relation to existing buildings is currently unknown, although Visual Site Appraisal identified no existing structures likely to have deep foundations.

#### *Earlier buildings*

Historic maps show that the site was undeveloped until the mid 19th century, when urban development around the site accelerated and construction of railways in this part of London began. By the late 19th century large areas of the site were covered by terraced housing fronting onto Eleanor Street and Rounton Road. The area was damaged by bombing in World War II and during the late 1960s/early 1970s the terraced houses were demolished.

#### *Potential archaeological deposits*

The potential for Made Ground associated with both the railway line that bisected the site and the terraced housing indicates that the only surviving archaeological deposits on the site are likely to be deep cut features such as pits, wells or stream channels. No archaeological remains have been recovered from the vicinity of the site aside from Post-medieval agricultural soils. This may be due to the lack of archaeological investigations that have been carried out in this area.

#### *Impact of Proposals – Enabling Works*

It is unlikely that the Enabling Works will have any impact on archaeological deposits. There have been no services identified within the shaft footprint, although BT and Water Mains do extend into the worksite layout. Within the Travellers' site are a number of further services, the nature and extent of these is currently unknown (Crossrail 2008a).

The establishment of the worksite will have no impact on archaeological deposits as excavation is limited to the construction of the shaft, tunnels, and head house (Crossrail 2008).

#### *Impact of Proposals – Main Works*

The shaft is to be excavated from the surface. The construction methodology will involve excavation of 1 to 1.5m deep segments, followed by the insertion of a pre-cast segmental lining. This process is repeated to approximately 1.5m below the top of the London Clay. This process will completely remove any archaeological deposits within its footprint.

It is currently unknown whether piling for the head house will take place before or after the shaft construction (Running Tunnels & Shafts Design Team *pers comm.*).

Piling for the construction of the double storey steel framed head house structure to a depth of 20m will completely remove any archaeological deposits within their footprint. The finalised location of the piles is also currently unknown.

The foundations for the head house will be c.1.5m deep and will completely remove archaeological remains within their footprint.

The location of the tower crane, and therefore pile caps and mini-piles, is currently unknown, although it will be located close to the shaft (Running Tunnels & Shafts Design Team *pers comm.*).

## 6.2 Predicted Impacts to the Archaeological Resource

The table below summarises the construction impacts discussed above.

Scheme Impact	Maximum Depth of Impact	Impact to Archaeology		Predicted Depth of Archaeological Remains
		Enabling Works	Main Works	
Utilities Diversions	c. 1-2m	No impact, however, the nature and extent of privately owned services within the Travellers' site is unknown	-	From c. 1.5m BGL.
Worksite establishment	None	No Impact	-	N/A
Shaft construction – excavation and insertion of pre-cast segmental linings	to c. 1.5m below the top of the London Clay	-	Shaft will completely remove potential archaeological remains within its footprint.	From approximately 1.5m BGL, up to a depth of c. 102.00m ATD.
Shaft construction – continuation of shaft into London Clay, sunk as a 'wet' caisson.	To 74m ATD	-	No impact as beyond archaeological horizon.	N/A
Head House - Piling for head house structure	Pile toe level at 89.150m ATD	-	Will remove all deposits within the footprint of the pile cap and the minipiles	Up to a depth of c.102.00m ATD. Finalised location of piles is tbc.
Head House - Foundations of the head house structure	c.1.5m BGL	-	May partially remove archaeological deposits.	From c.1.5m BGL.
Tower crane base with pile cap over mini-piles Location tbc.	2m for pile cap – tbc	-	Will partially or completely remove all deposits within the footprint of the pilecap and the minipiles	From c.1.5m BGL.

**Table 4. Summary of impacts to the archaeological resource**

## **7 Recommendations**

### **7.1 Proposed Evaluation Strategy**

Archaeological evaluation will establish the degree of archaeological survival and thereby refine the time required for further archaeological excavations (if needed). Typical field evaluation methods include non-intrusive surveys, such as geo-archaeological investigation; small-scale intrusive surveys (e.g. observation and recording works integrated with geotechnical site investigations, drilling of geo-archaeological boreholes and excavation of archaeological trial trenches). Further descriptions of archaeological evaluation can be found in the Crossrail Archaeology Generic Written Scheme of Investigation (2008f).

- Trial trench evaluation will be required within the footprint of the shaft and head house structure at the site to inform the mitigation design. Full details of the methodology are described in the Eleanor Street vent Shaft Site-Specific WSI Document Number CR-SD-CT1-EN-SY-00001.

### **7.2 Proposed Mitigation Strategy**

The results of the archaeological evaluation will inform the mitigation design, and comprise (e.g. archaeological excavation and/or watching brief). These mitigation measures are described in the Crossrail Archaeology Generic Written Scheme of Investigation (2008f).

## 8 References

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Crossrail, 2008d. Archaeology Written Scheme of Investigation, Document Number CR-SD-CT1-EN-SY-00001.

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Crossrail. 2008f. Archaeology Generic Written Scheme of Investigation. Document Number 14022008-44ES-P2Z1

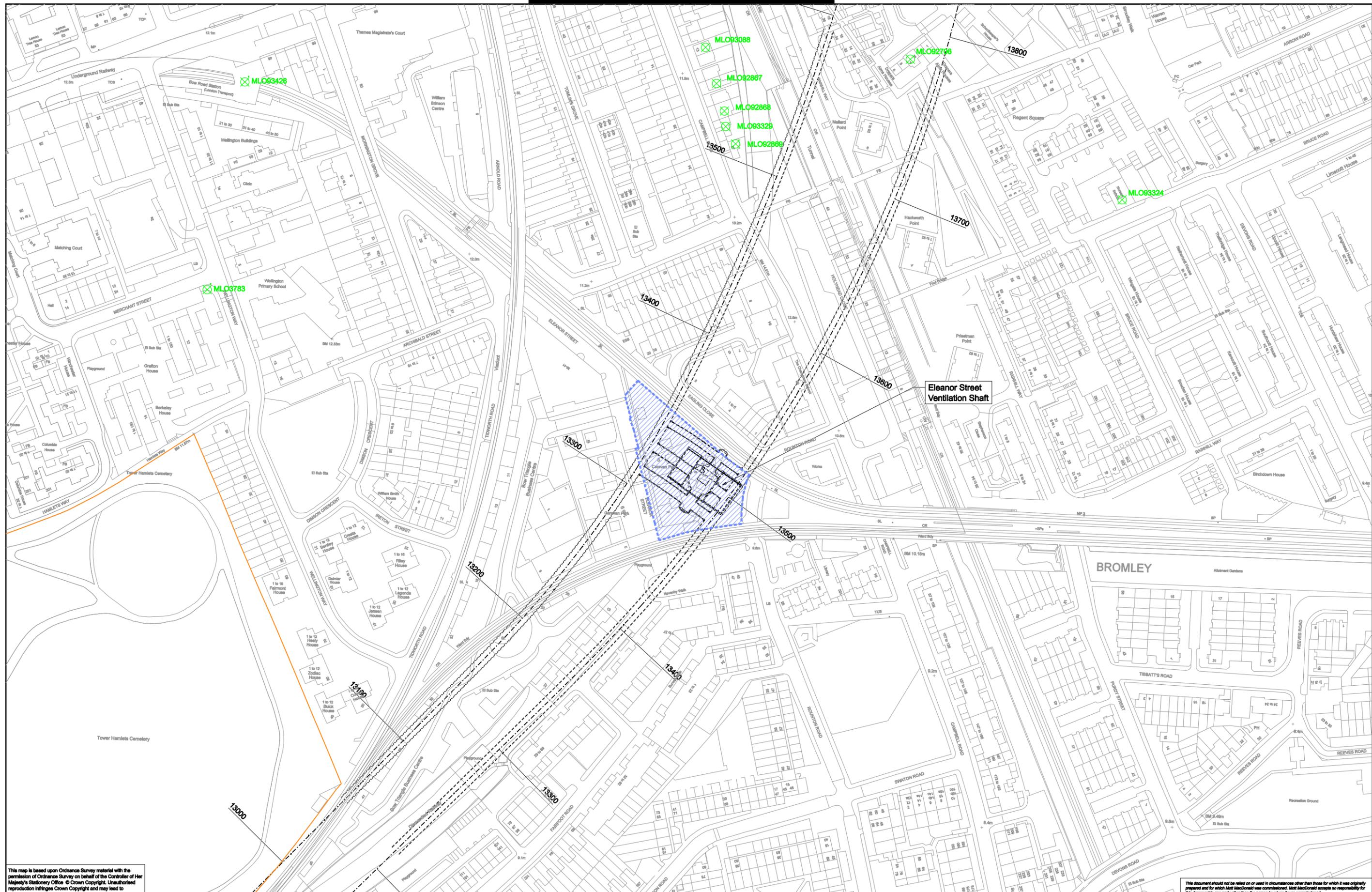
Museum of London. London Archaeological Archive and Research Centre (LAARC) Website. <http://www.museumoflondon.org.uk/laarc/>

## 9 Appendices

### 9.1 Plans and Illustrations

#### Drawing Index

Title	Drawing Number
Archaeological Baseline Resource	P30103-C1M61-E00-D-50001
Eleanor Street Shaft Areas for Archaeological Evaluation	P30103-C1M61-E00-D-50003
Eleanor Street Shaft Non-listed Built Heritage Location Plan	P30103-C1M61-E00-D-50004
Eleanor Street Shaft Historical Mapping 1703 – Gascoigne	P30103-C1M61-E00-D-50101
Eleanor Street Shaft Historical Mapping 1746 – John Rocque's map of London	P30103-C1M61-E00-D-50102
Eleanor Street Shaft Historical Mapping 1799 – Richard Horwood's map of London, Westminster and Southwark	P30103-C1M61-E00-D-50103
Eleanor Street Shaft Historical Mapping 1799 – Ordnance Survey Drawing	P30103-C1M61-E00-D-50104
Eleanor Street Shaft Historical Mapping 1824 – Greenwood's map of London	P30103-C1M61-E00-D-50105
Eleanor Street Shaft Historical Mapping 1862 – Stanford	P30103-C1M61-E00-D-50106
Eleanor Street Shaft Historical Mapping 1894 (East) – OS	P30103-C1M61-E00-D-50107
Eleanor Street Shaft Historical Mapping 1894 (West) – OS	P30103-C1M61-E00-D-50108
Eleanor Street Shaft Historical Mapping 1900 – Bacon	P30103-C1M61-E00-D-50109
Eleanor Street Shaft Historical Mapping 1914 (East) – OS	P30103-C1M61-E00-D-50110
Eleanor Street Shaft Historical Mapping 1914 (West) – OS	P30103-C1M61-E00-D-50111
Eleanor Street Shaft Historical Mapping 1937 (East) – OS	P30103-C1M61-E00-D-50112
Eleanor Street Shaft Historical Mapping 1937 (West) – OS	P30103-C1M61-E00-D-50113
Eleanor Street Shaft Historical Mapping 1948 (North) – OS	P30103-C1M61-E00-D-50114
Eleanor Street Shaft Historical Mapping 1948 (South) – OS	P30103-C1M61-E00-D-50115
Eleanor Street Shaft Historical Mapping 1961 (North) – OS	P30103-C1M61-E00-D-50116
Eleanor Street Shaft Historical Mapping 1963 (South) – OS	P30103-C1M61-E00-D-50117
Eleanor Street Shaft Historical Mapping 1967 (South) – OS	P30103-C1M61-E00-D-50118
Eleanor Street Shaft Historical Mapping 1973 (North) – OS	P30103-C1M61-E00-D-50119
Eleanor Street Shaft Historical Mapping 1989 (North) – OS	P30103-C1M61-E00-D-50120
Eleanor Street Shaft Central alignment Geological Section	P30103-C1M61-G00-D-50001
Eleanor Street Shaft, Potential Survival of Archaeological Deposits Through Section B-B	P30103-C1M61-E00-D-50170



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- X ATL89 Site Codes
- Archaeological Priority Zone
- BG205 Burial Ground
- L036 Scheduled Ancient Monuments
- Crossrail Worksite
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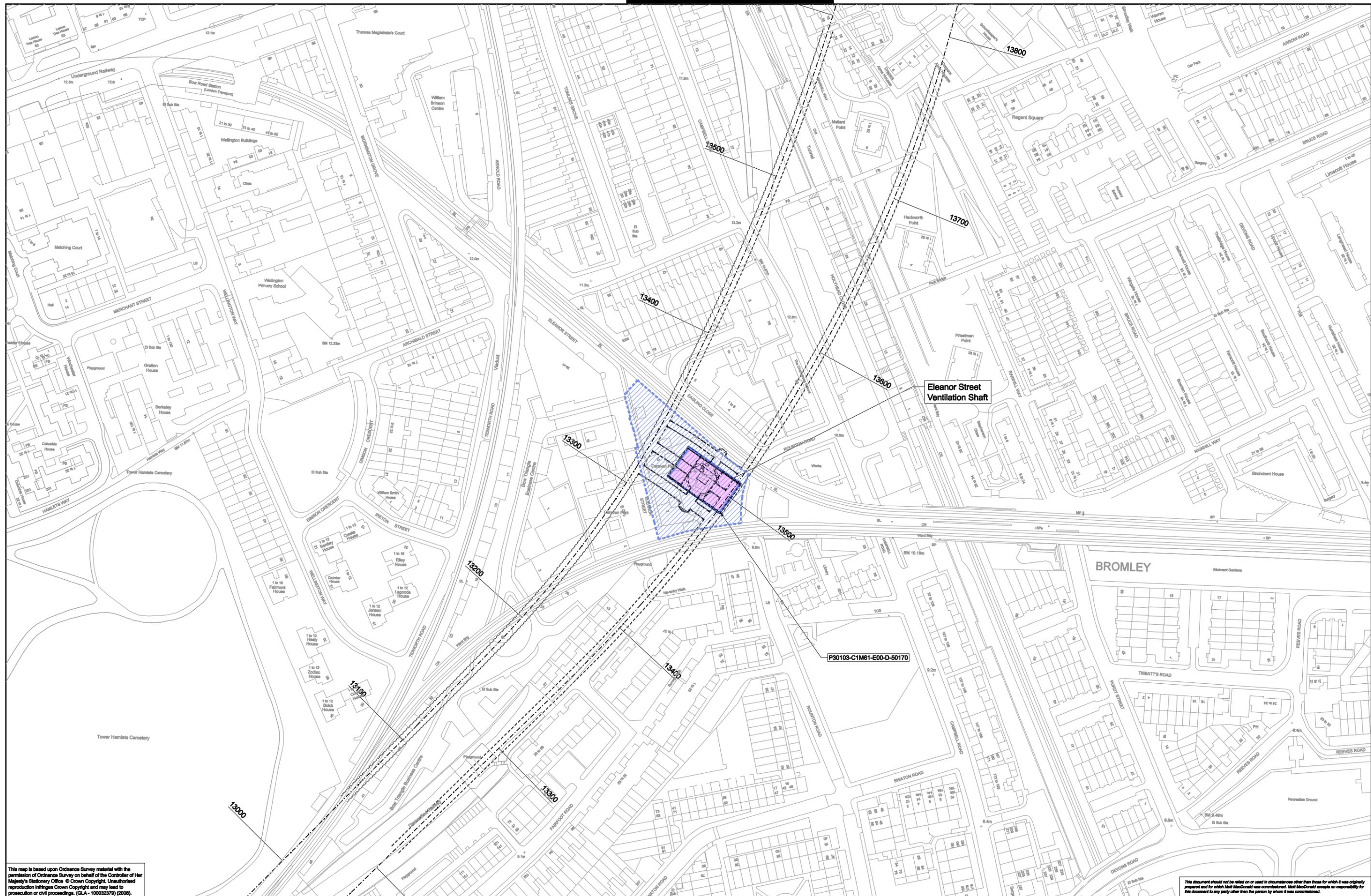
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 ARCHAEOLOGICAL BASE LINE**

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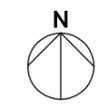
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- Trial trench evaluation



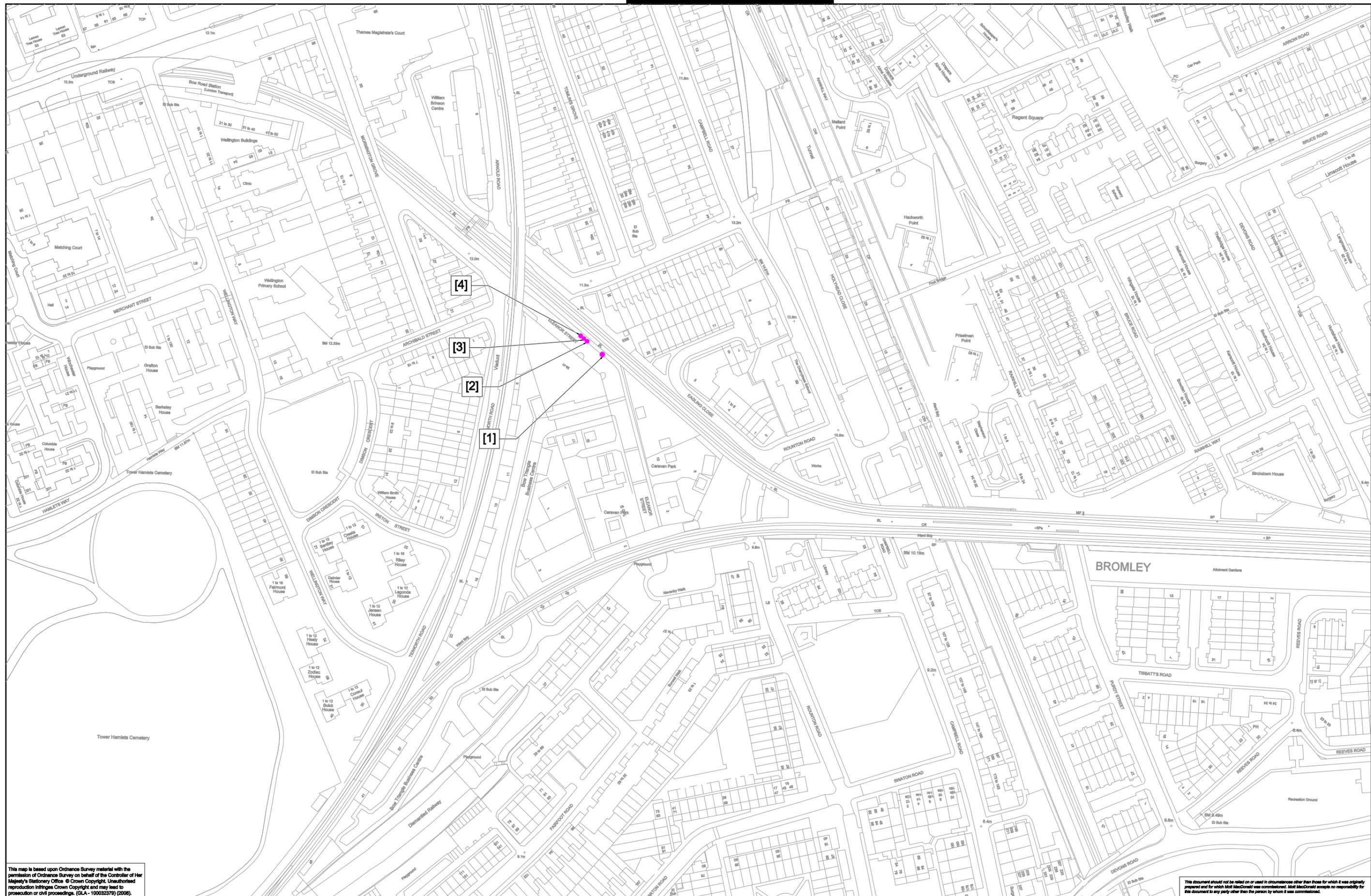
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 Historic street furniture

Scale 1:500



North Arrow

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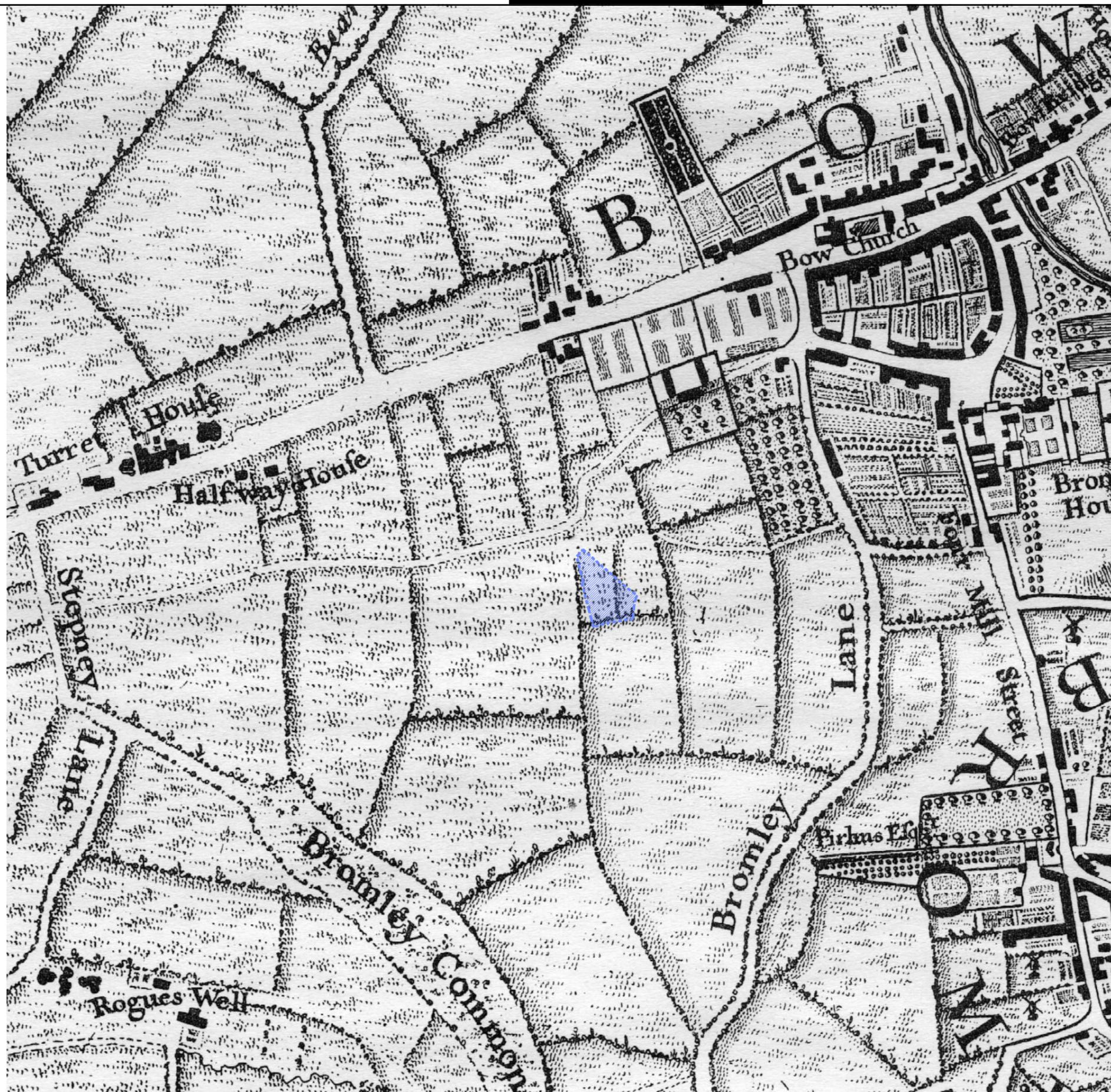
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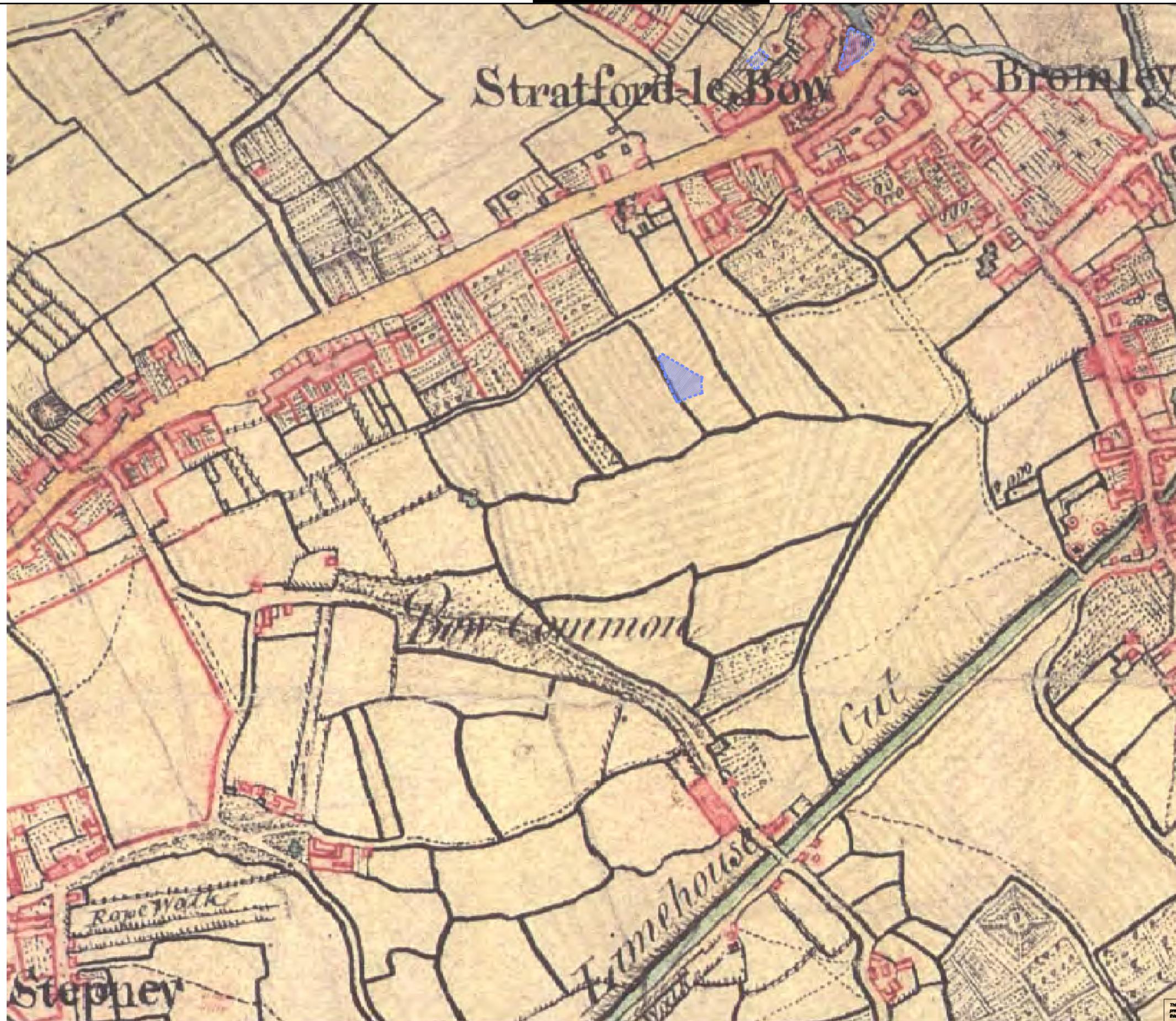
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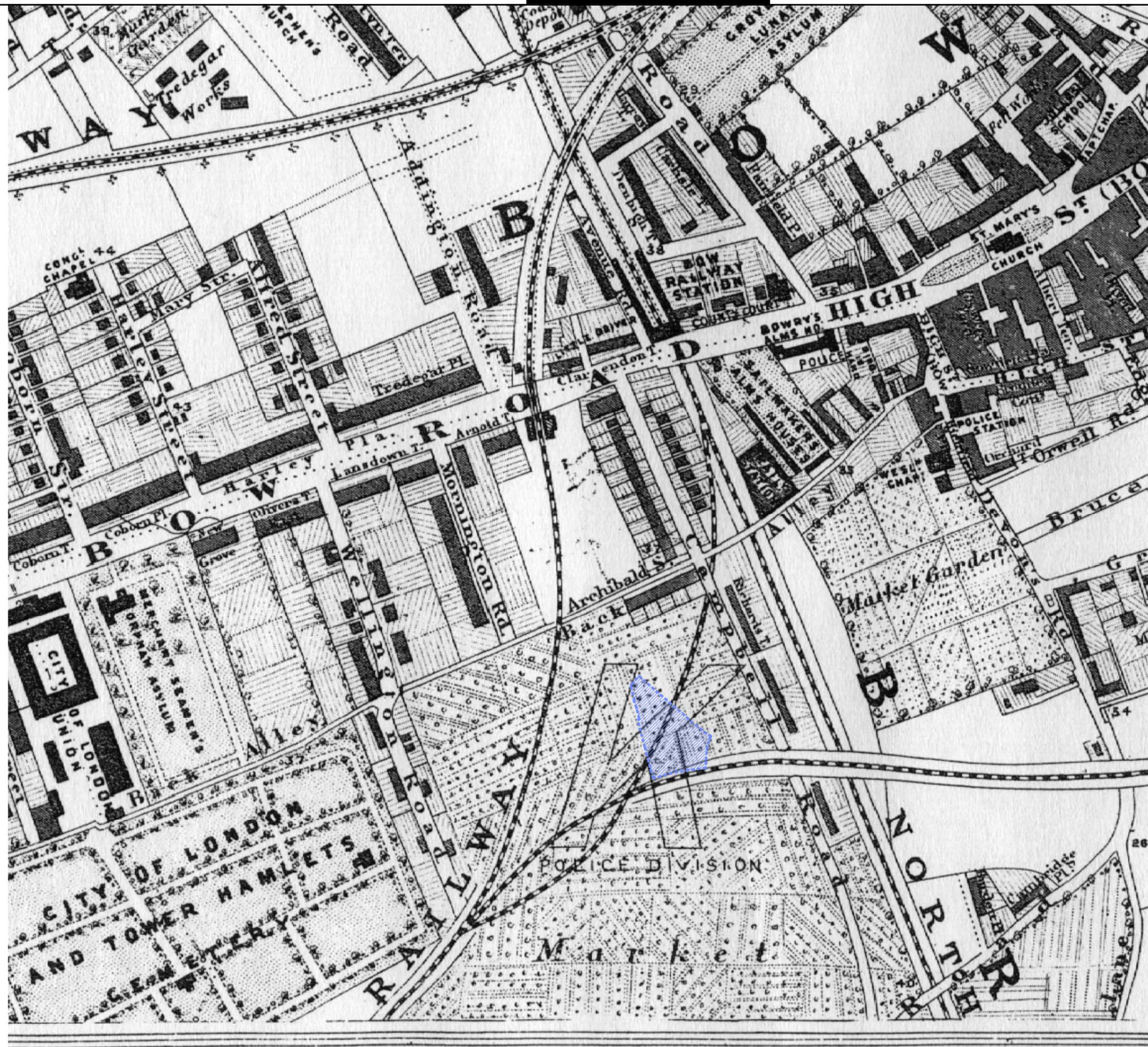
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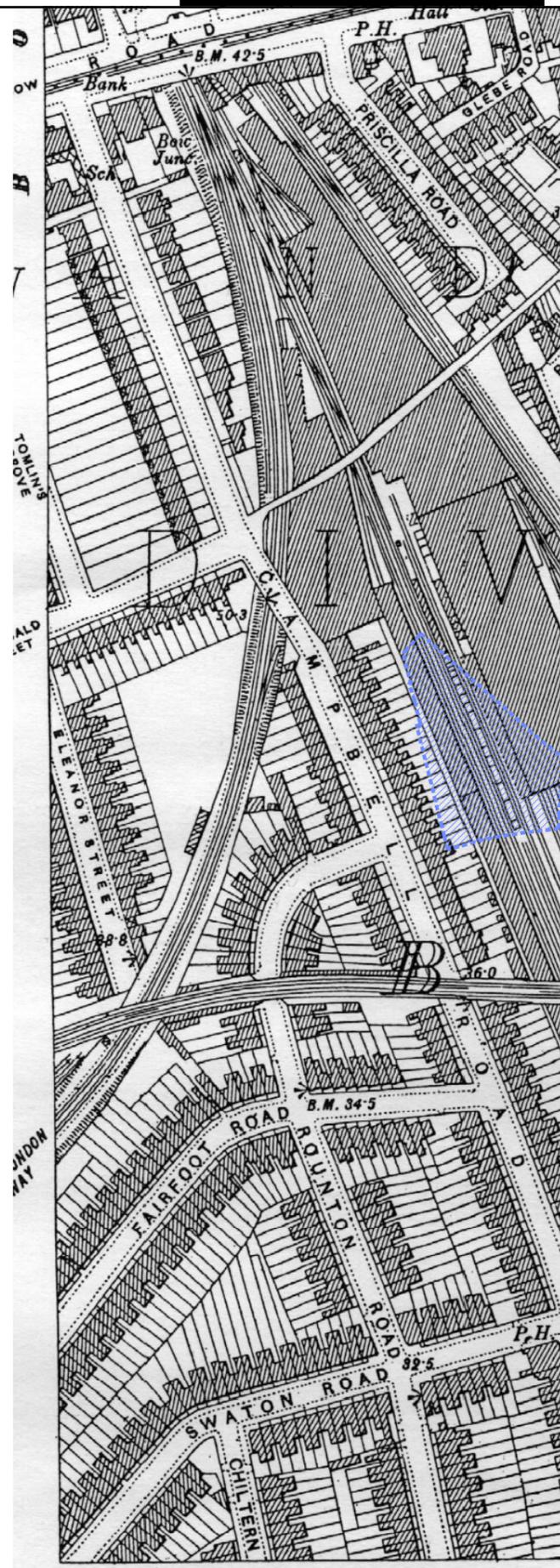
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 STANFORD 1862

SCALE: N.T.S @ A1

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 ORDNANCE SURVEY 1894 (EAST)

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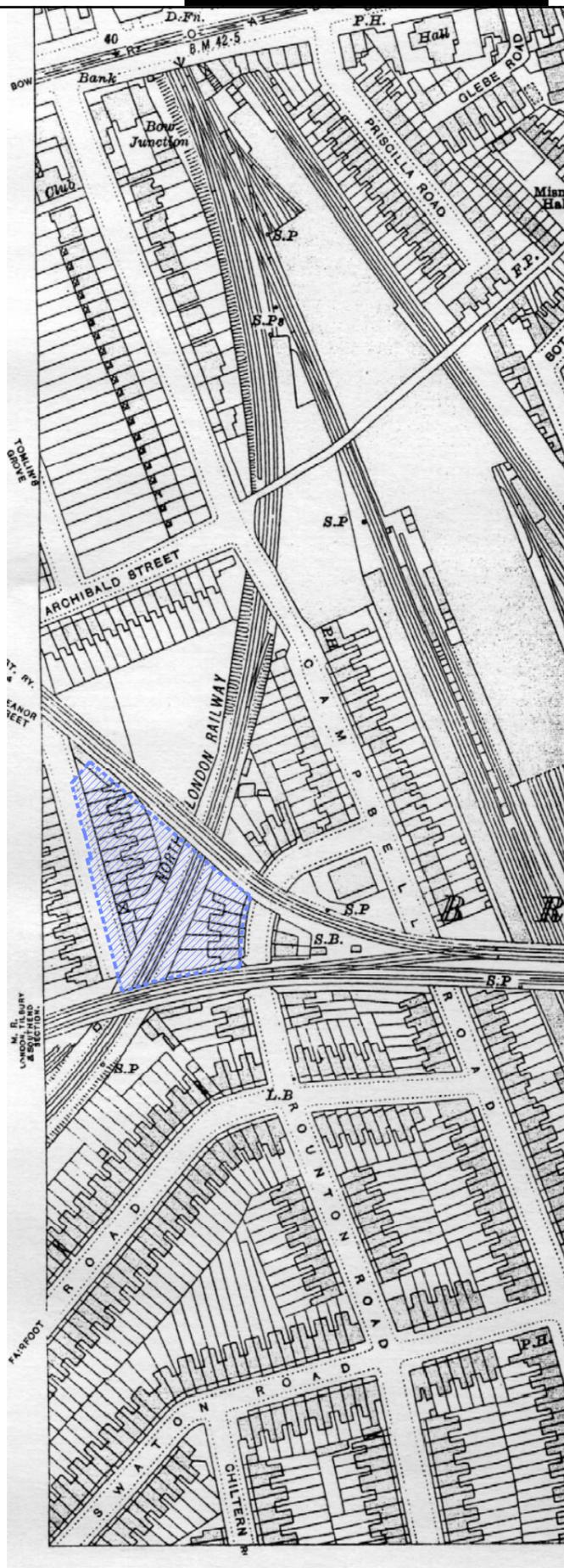
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SCALE: N.T.S @ A1

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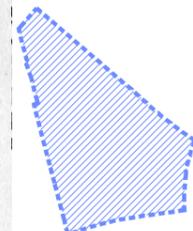
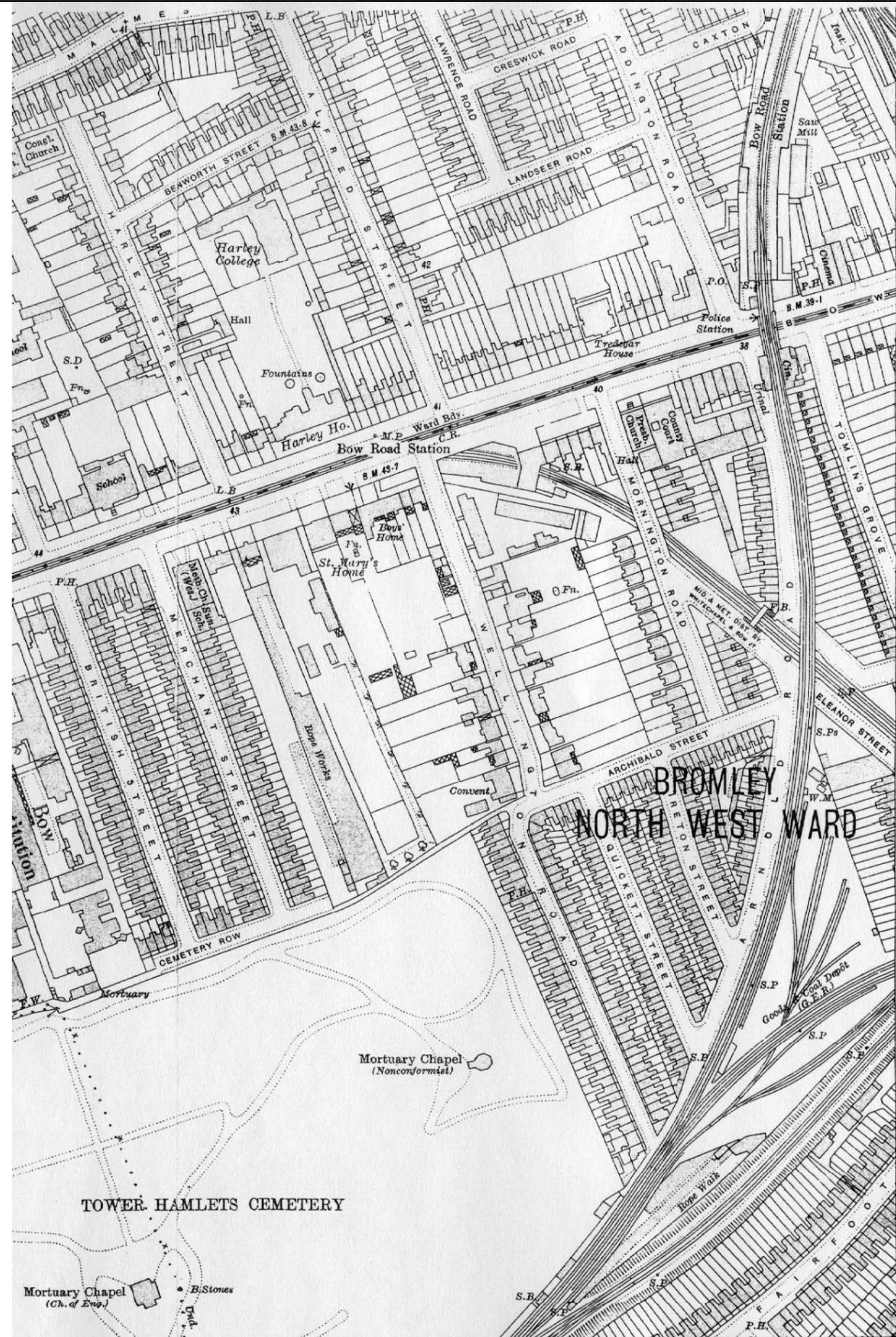
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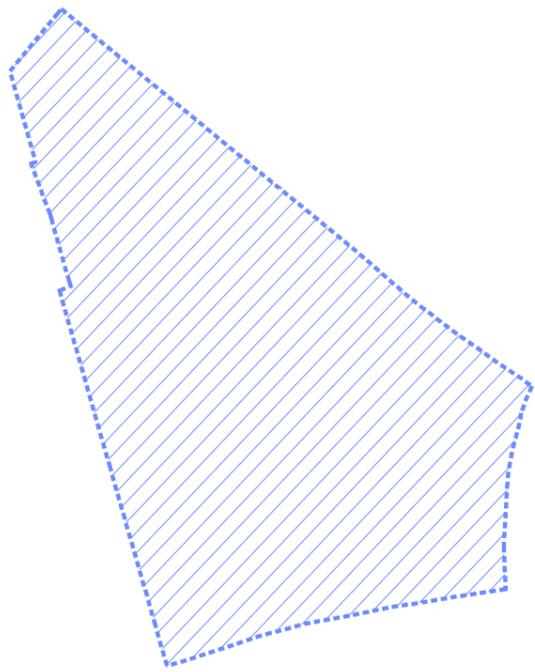
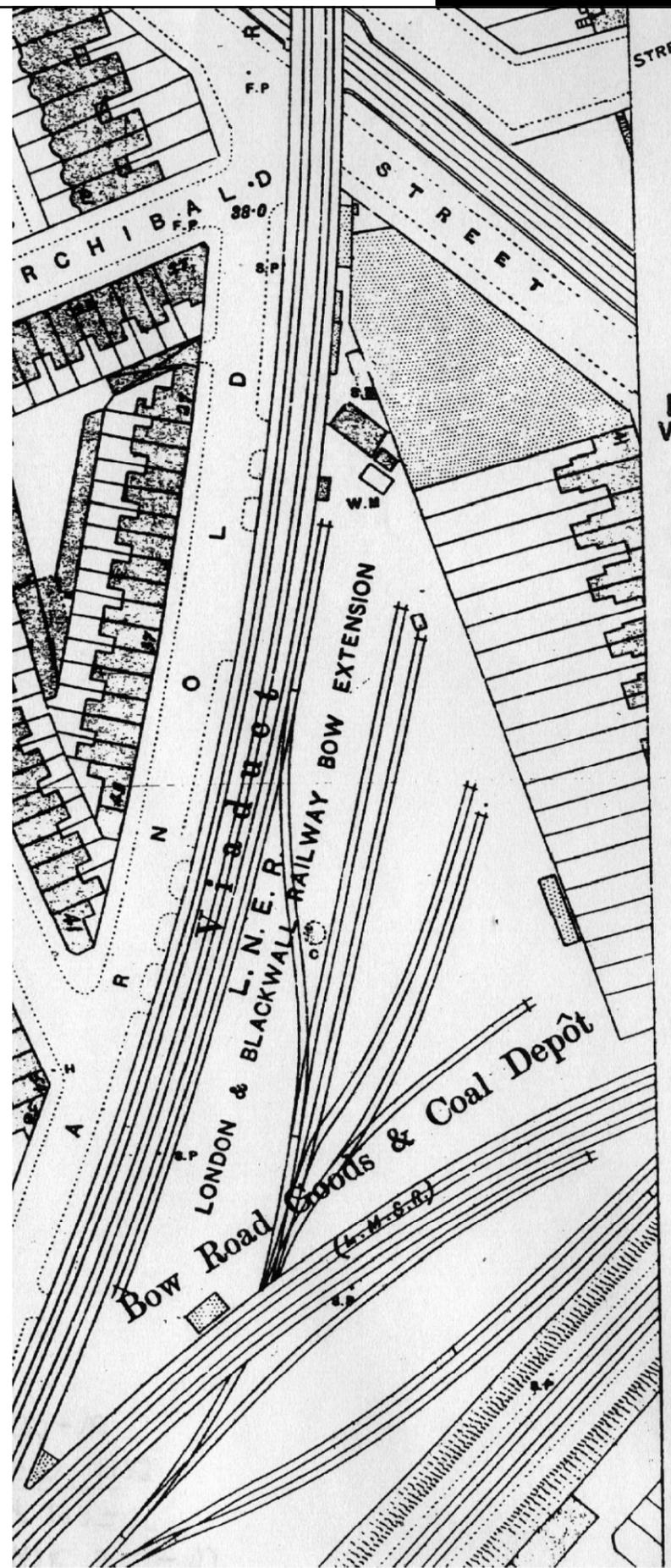
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TITLE:  
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 HISTORICAL MAPPING  
 ORDNANCE SURVEY 1937 (EAST)

SCALE: N.T.S @ A1

DRAWING AND CAD FILE No: P30103-C1M61-E00-D-50112

REV: A02



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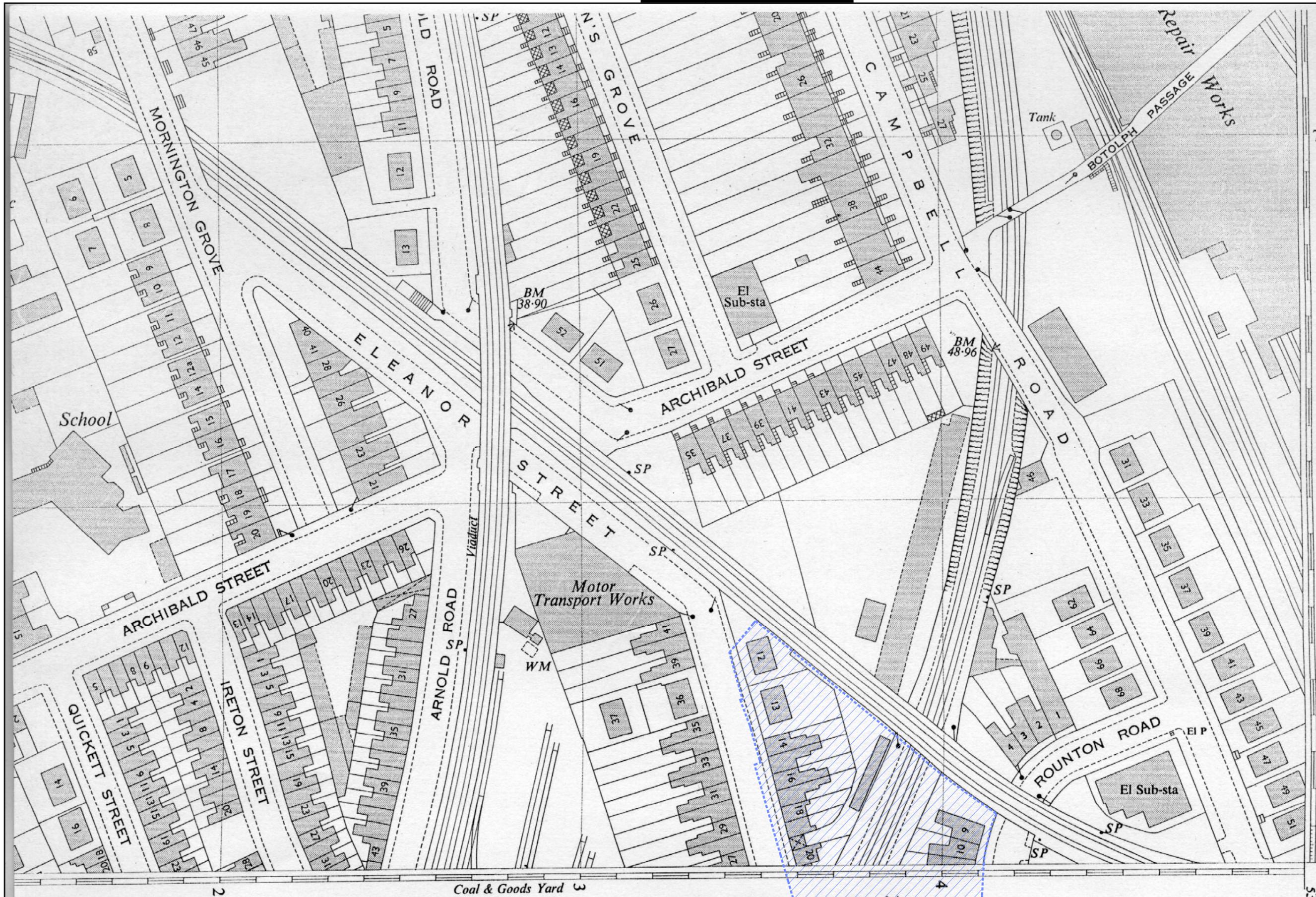
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 HISTORICAL MAPPING  
 ORDNANCE SURVEY 1937 (WEST)

SCALE: N.T.S @ A1

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REV: A02



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TITLE:  
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 HISTORICAL MAPPING  
 ORDNANCE SURVEY 1948 (NORTH)

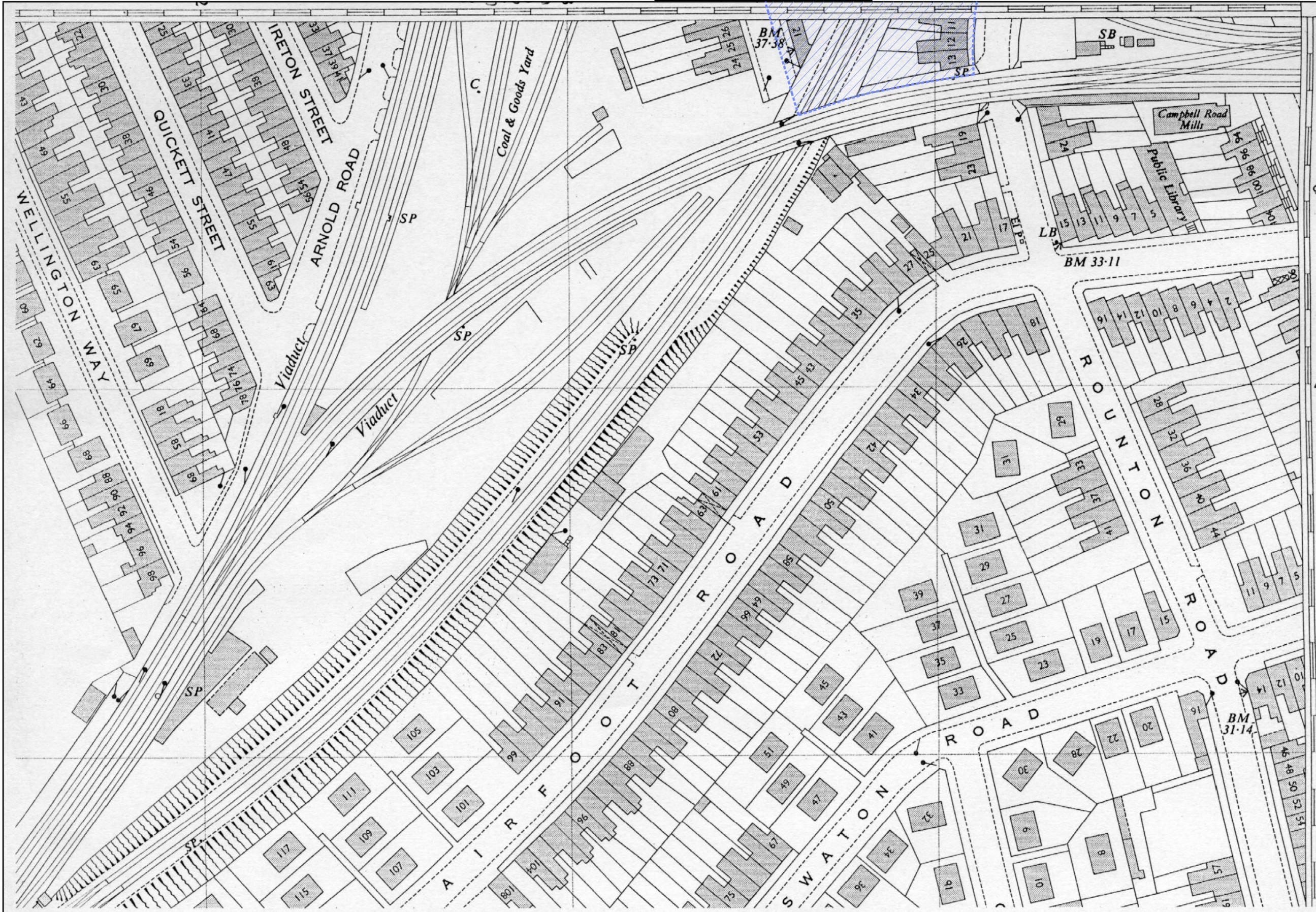
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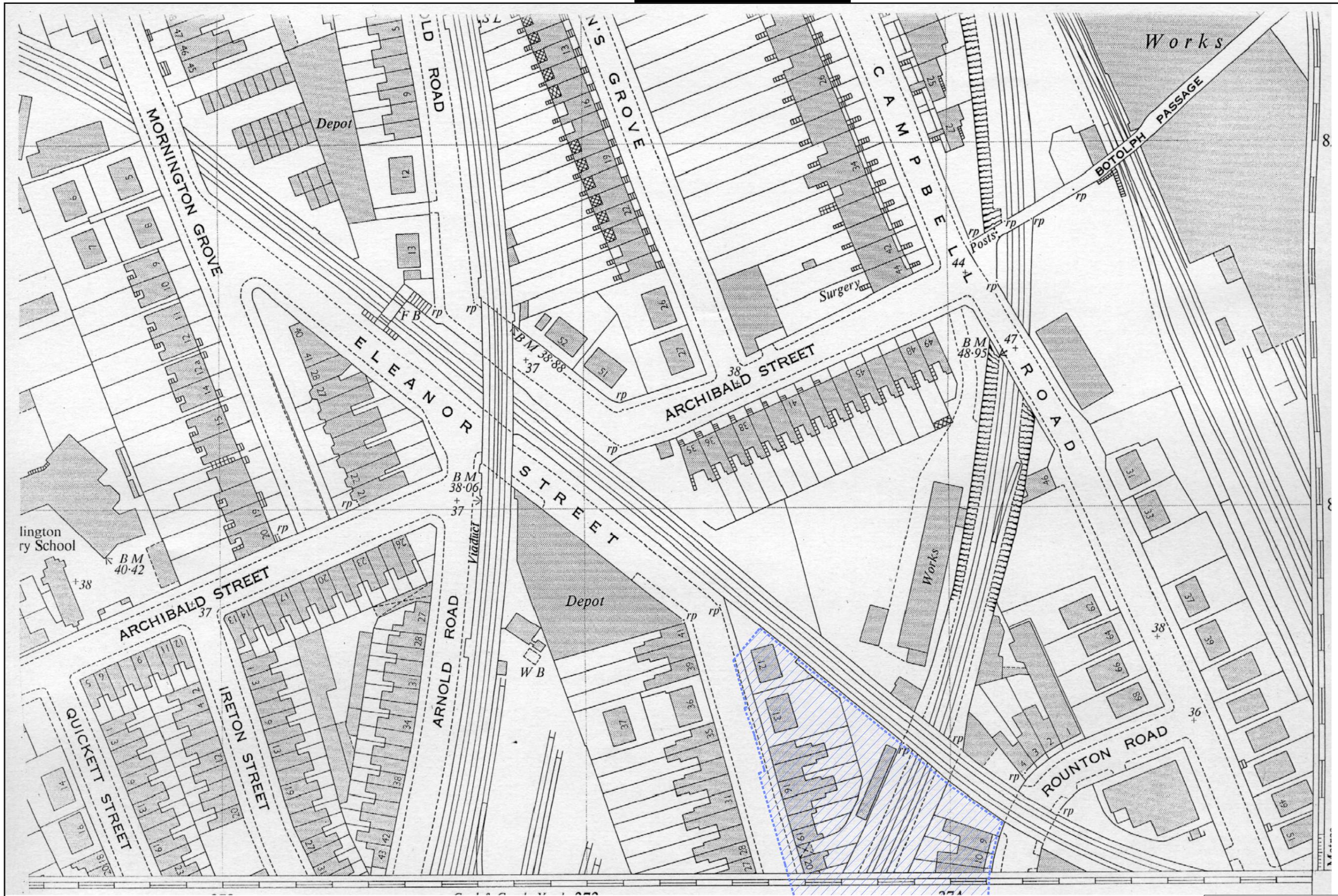
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 ORDANCE SURVEY 1948 (SOUTH)**

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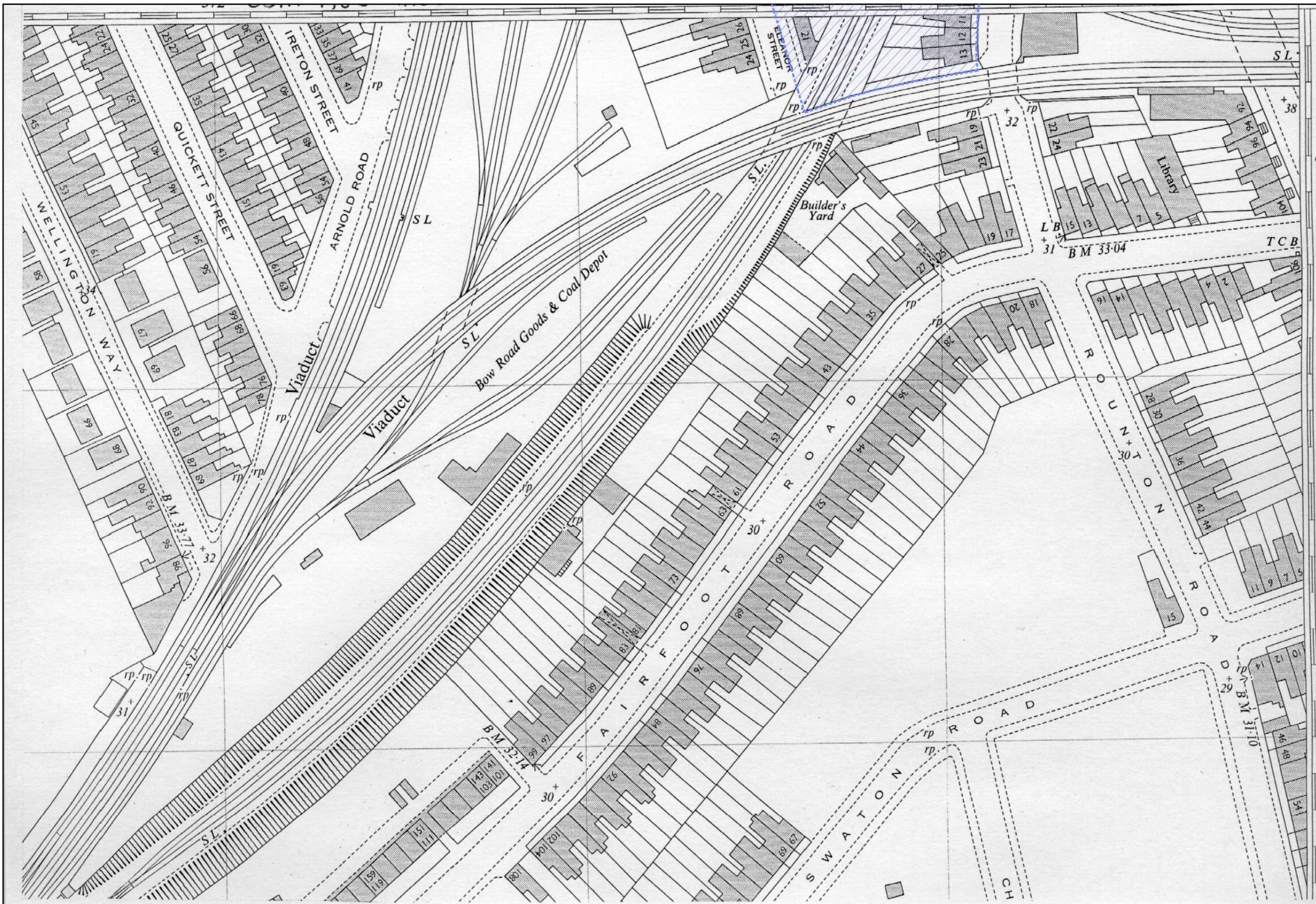
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**TITLE:**  
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 ORDNANCE SURVEY 1961 (NORTH)

**SCALE:** N.T.S @ A1     **DRAWING AND CAD FILE No:** P30103-C1M61-E00-D-50116     **REV:** A02

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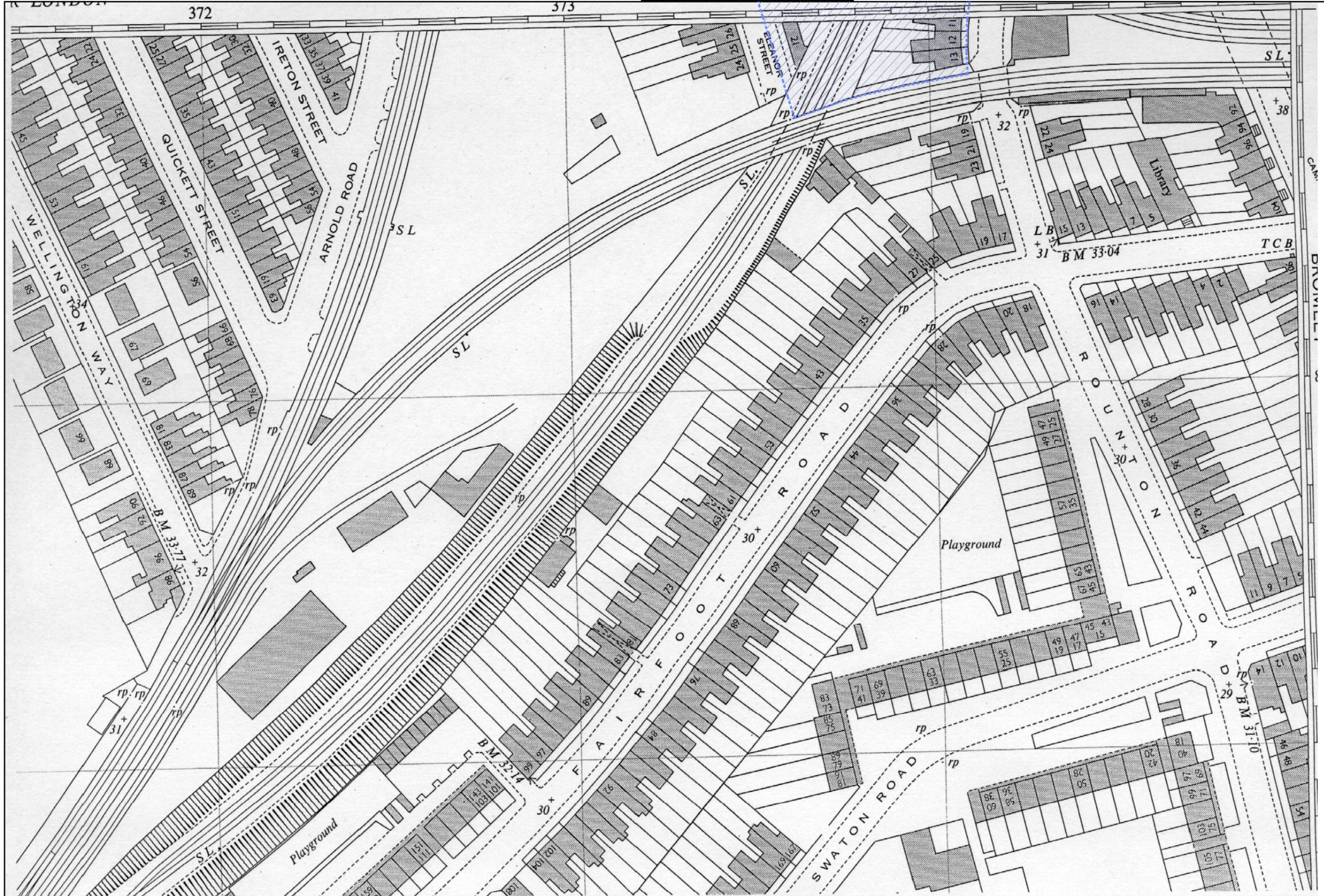
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**SCALE:** N.T.S @ A1

**DRAWING AND CAD FILE No:** P30103-C1M61-E00-D-50117

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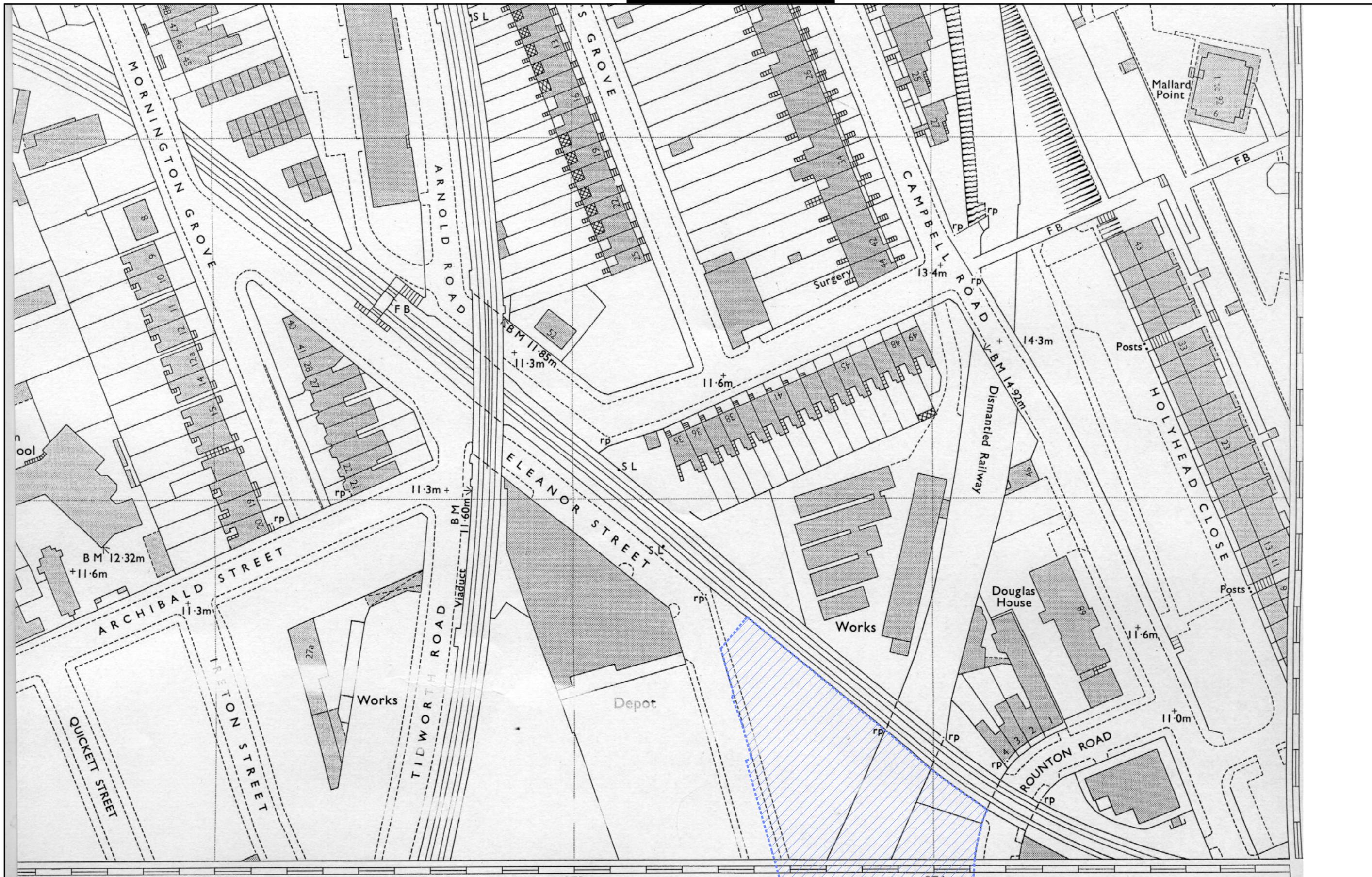
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 ORDONANCE SURVEY 1967 (SOUTH)

**SCALE:** N.T.S @ A1

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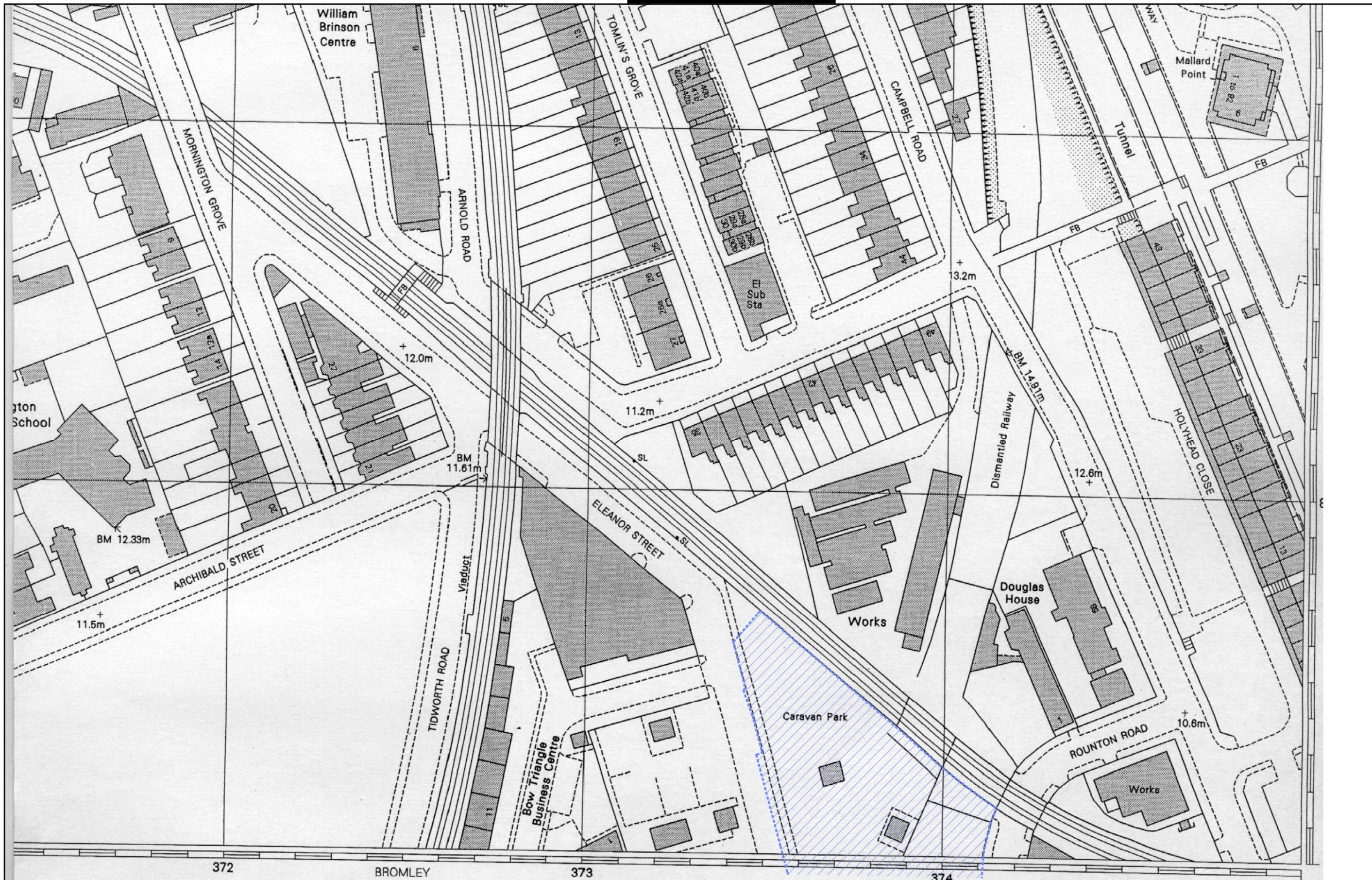
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 HISTORICAL MAPPING  
 ORDNANCE SURVEY 1973 (NORTH)

SCALE: N.T.S @ A1

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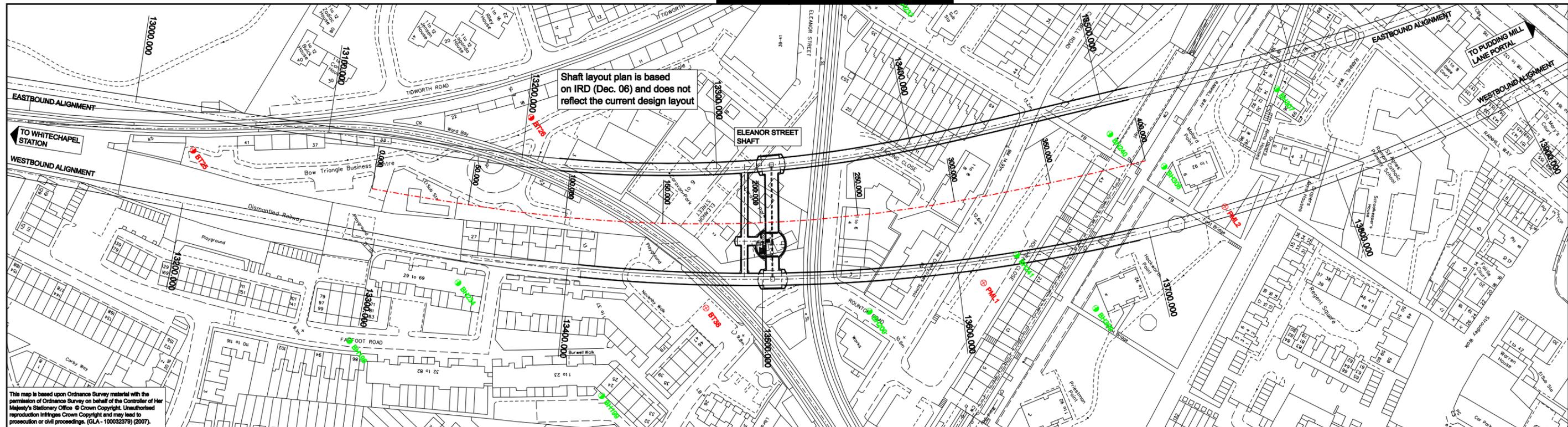
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TITLE:  
**ELEANOR STREET SHAFT**  
 HISTORICAL MAPPING  
 ORDNANCE SURVEY 1989 (NORTH)

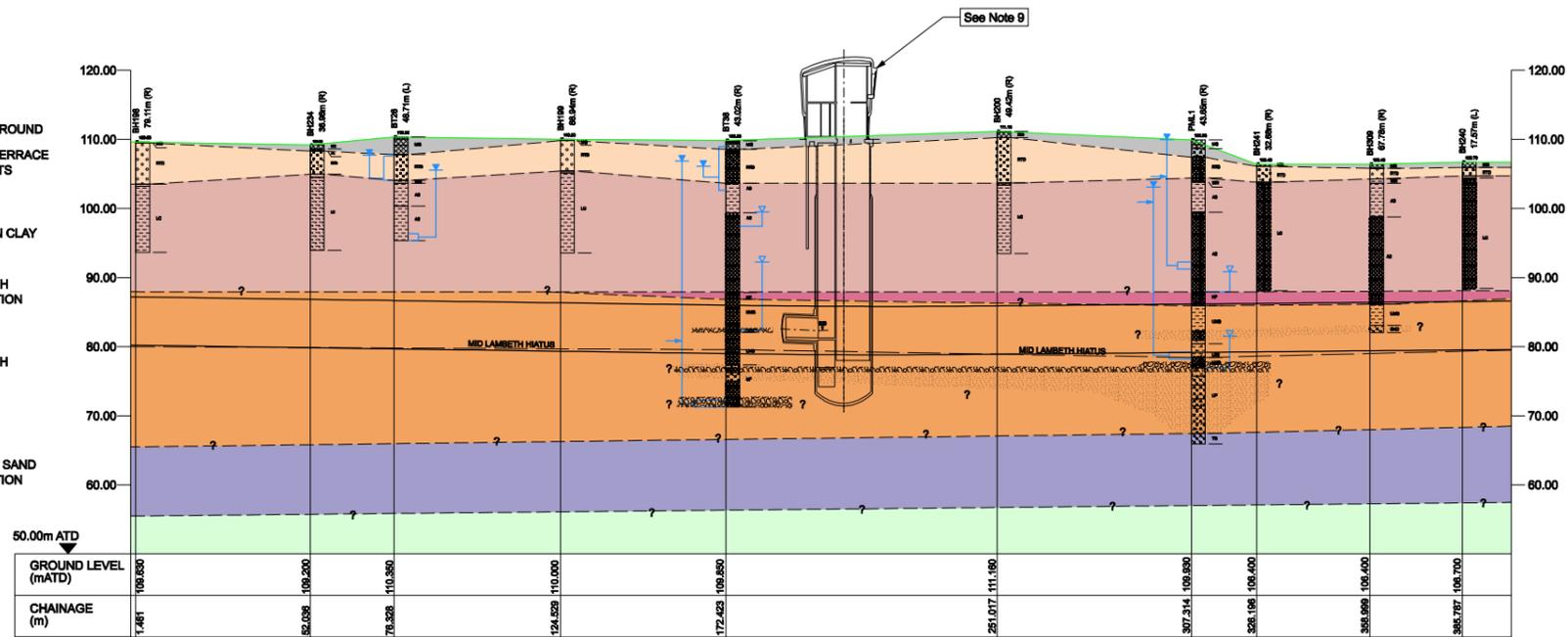
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This drawing is part of an interim submission. Further development is required prior to full submission in February 2008.

Longitudinal Section  
Scale H=1:1000 V=1:500

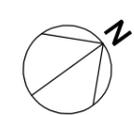
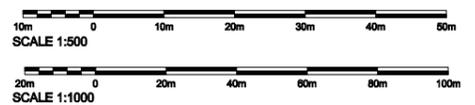
KEY		Recorded water level during water strike	
●	Crossrail Boreholes Package 2 (FES) (2003)	▽	Water strike level
⊕	Crossrail Boreholes Package 8 (NH) (2005)	▽	Maximum recorded groundwater level (Piezometer)
⊙	Third Party Boreholes	▽	Piezometer tip level and sand filter zone
18.32m (L)	Offset from centre line (Left or right)	▽	Arrow indicates maximum recorded groundwater level (Piezometer) within reliable data set
---	Interpreted Geological Boundary	▽	Piezometer tip level and sand filter zone of faulty Piezometer
---	Existing Ground Level	?	Indicates uncertainty in stratum boundary level And/or extent
▨	Gravel layers potentially water bearing (Principal particle size gravel or cobbles) within LC and LG		
▨	Sand layers potentially water bearing (Principal particle size - sand or silt) within LC and LG		

- NOTES**
- The scheme plan and vertical alignment is revision L alignment. This drawing represents the existing geotechnical information provided by GCG and third party information gained from other sources. This includes Norwest Hoist reports 1D0101-G0000-00030 to 32 & 35; FES reports 1D0101-C1G-00010 to 12; GCG interpretative report (1D0101 C1G00-00507 to 9).
  - Where required Mott MacDonald have re-interpreted the existing data for the purposes of the ground model construction.
  - The geotechnical long sections have been interpreted principally from the boreholes closest to the section line. However, the overall geological structure has been interpreted from all the data available. Where exploratory holes are offset from the section line, strata boundaries shown on the long section may not coincide with the strata boundaries within individual exploratory holes.
  - For detailed information regarding stratigraphy and material type, reference should be made to the individual factual exploratory hole records for development of design sections.

- Most reliance has been placed on the crossrail ground investigation boreholes. The quality of the logging of BH 188, BH 234, BH 199, BH 200, BH 241, BH 309 and BH 240 is considered poor.
- Chainages shown on plans and sections are indicative only, and subject to change. Central alignment chainages increase running west to east.
- Some boreholes are not shown on the section due to absence of detailed material descriptions.
- Where recorded piezometer readings appear erroneous or anomalous, the maximum recorded water levels within the 'reliable data' set are also indicated. Readings, however, have been recorded above this level and may be indicative of actual conditions. Faulty piezometers that have not produced any reliable readings are not shown, although the location of the response zone is indicated.
- Indicative section profile through centre of shaft.
- Drawings based on available information up to April 07.

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Stratigraphic Units		A2, A3, B		LMB	
MG	Made Ground	LC	London Clay Formation	LG	Lower Mottled Beds
AL	Alluvium	Sub Strata		UF	Unclassified
LS	Langley Silt	LC	Unclassified London Clay	TS	Lambeth Group
RTD	River Terrace Deposits	UMB	Upper Shelly Beds	BUB	Upnor Formation
WR	Weathered London Clay	LTB	Upper Mottled Beds	CK	Thanet Sand Formation
		LSB	Lower Shelly Beds		Bullhead Beds
					Chalk



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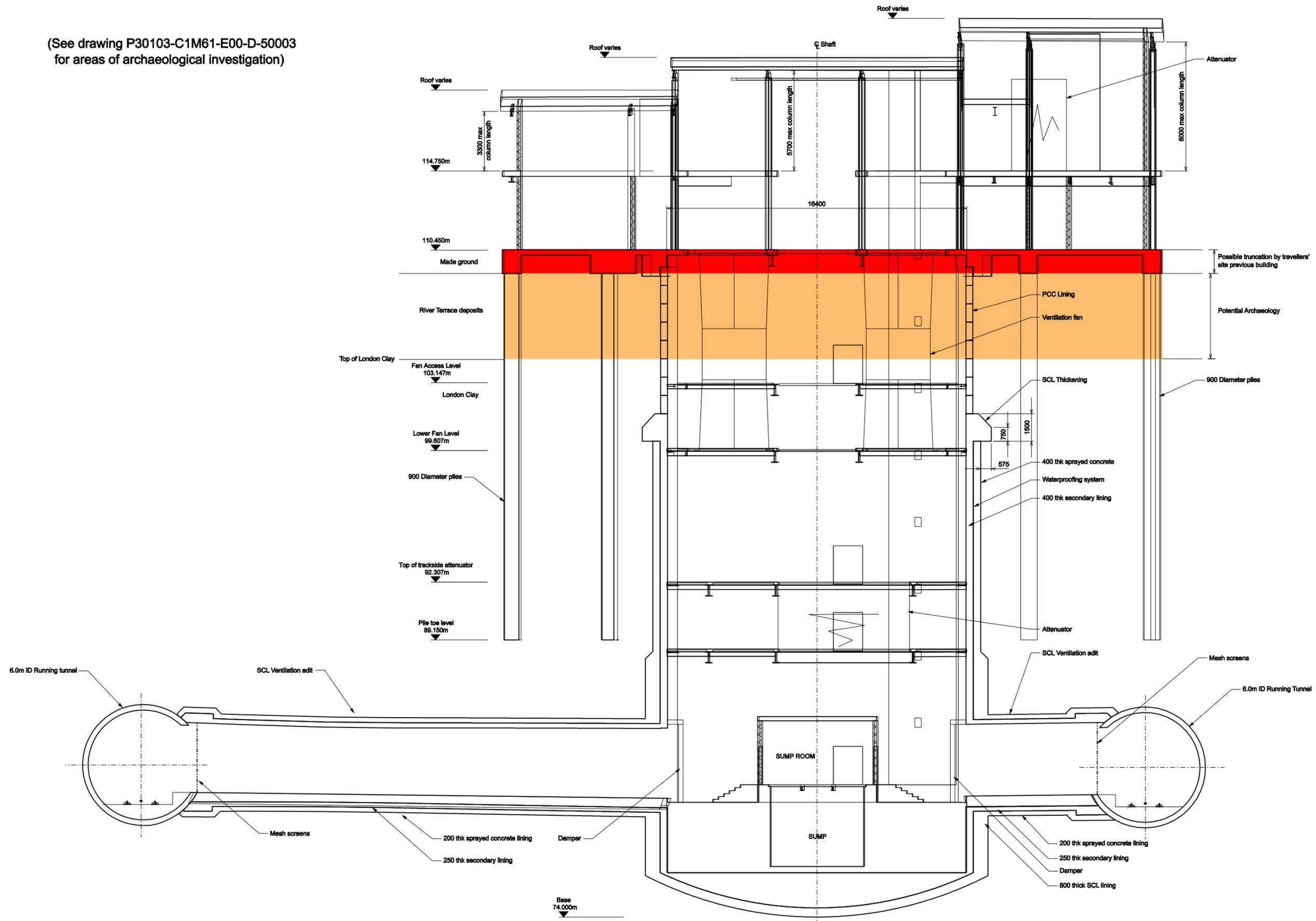
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TITLE:  
**ELEANOR STREET SHAFT  
CENTRAL ALIGNMENT  
GEOLOGICAL SECTION**

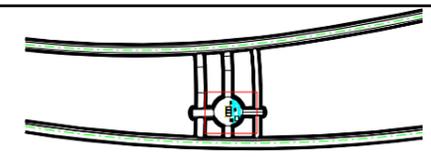
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## **9.2 Site Deposit Model – Summary Drawings**

(See drawing P30103-C1M61-E00-D-50003 for areas of archaeological investigation)



REV	DATE	DESCRIPTION	BY	CHKD	APP	CAD	ACC
A01	05/12/2008	SCHEME DESIGN 3 ISSUE					



**Key**

- Made ground, probable truncation by travellers' site/ previous building
- River Terrace deposits (possible Archaeology)

Scale 1:100

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TITLE:  
 ELEANOR STREET SHAFT  
 POTENTIAL SURVIVAL OF ARCHAEOLOGICAL  
 DEPOSITS THROUGH SECTION B-B

SCALE: 1:100 @ A1 DRAWING AND CAD FILE No: P30103-C1M61-E00-D-50170 REV: A01

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### **9.3 Previous Archaeological Interventions in the Area**

No archaeological interventions have been carried out within the boundaries of the site itself. The list below comprises a gazetteer of archaeological excavations and observations within the vicinity of the site.

#### **GHP93**

**Grove Hall Park: Jebb Street, Baldock Street, Tower Hamlets**

**Archaeological periods: Post Medieval, 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> Century**

NGR 537520,183020 – 537650,183140

Watching brief carried out by MoLAS in 1993.

Natural gravels underlying reworked brickearth and a variety of post-medieval fills up to ground level.

#### **PRS77**

**Priscilla Road, off Bow Road, Tower Hamlets**

**Archaeological periods: Post Medieval**

NGR 537600,182900

Watching brief carried out by IIAU in 1977.

A possible post-medieval flat bottom pit cut in natural gravels. Above the pit was a layer of dark, gravelly ploughsoil extending across the whole site.

## Archaeology Detailed Desk Based Assessment – Eleanor Street Ventilation Shaft

## 9.4 Gazetteer of the Known Archaeological Resource

Record ID	Description	Subject(s)	Period(s)
MLO11205	Devons Road, TQ 3770 8220, Bronze Age hoard comprising socketed axes, a spearhead and copper ingots found with other metal fragments in 1901.	Hoard	Bronze Age
MLO3783	4 Wellington Way, TQ 3709 8261, post-medieval house, not Listed.	House	Post-medieval
MLO63445	Priscilla Rd E3, TQ 3760 8290, a flat-bottomed pit of possible post-medieval date was recorded cut into gravel during monitoring for ILUA (Site Code PRS77). The feature was sealed by a plough soil, which extended across the site.	Pit	? Post-medieval
MLO63446	Priscilla Rd E3, TQ 3760 8290, plough soil recorded during monitoring for ILUA (Site Code PRS77). The plough soil sealed a pit of possible post-medieval date. (See MLO63445)	Cultivation soil	? Post-medieval
MLO93426	163 Bow Road E3, TQ 37114 82736, Grade II Listed Building. Bow Road London Transport Underground Station of Mid to later 19 <sup>th</sup> century date. Exterior facade to Bow Road of red brick, with stone eaves, cornice and brick blocking course supporting a Hipped slate roof. Alternate round arched doors, with terra cotta architraves and keystones. Panelled doors with fanlights, 4 light windows. Inside the station an enclosed wooden bridge crosses the platforms with a wooden platform canopy, supported by large, cast iron, wall brackets. Barrel vaulted brick roof extends under road, vaulting supported on cast iron beams and on large cast iron pillars which extend in a line, following the curve of both platforms back into the tunnel. 12 columns on one platform, 14 on the other; each cream painted, sexagonal, with engaged shafts at each angle, panelled plinths and capitals. Bow Road Underground Station, Nos 48-56 (even) with the front boundary wall form a group.	Listed Building	Early Modern