



# CENTRAL SECTION PROJECT

## C150 ROYAL OAK PORTAL

### NON-LISTED BUILT HERITAGE RECORDING

**Document Number: C150-CSY-T1-RGN-CR076\_PT001-00010**

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## 1 Non-technical Summary

A Level 1 photographic record was undertaken in May 2010 for isolated 19th-century railway structures within the Royal Oak Worksite East and Paddington Central Worksite, City of Westminster, in advance of enabling works. The structures were not statutorily listed, but their association with the Great Western Railway increased their significance. The structures recorded were: a 19th-century brick built retaining wall associated with a railway platform of the goods shed; areas of stone cobbles which formed the original paving of the railway goods yard; and a late 19th/early 20th-century brick retaining wall containing small arches.

## 2 Purpose

Museum of London Archaeology (MOLA) was commissioned by Crossrail Ltd to record non-listed built heritage features at the site of the future Crossrail Royal Oak Portal, Royal Oak Worksite East and Paddington Central Worksite, City of Westminster, London W2. The approximate centre of the site lies at National Grid Reference 525800 181600.

The structures to be recorded were outlined in the previous WSI for the Royal Oak Portal (Crossrail 2010a). The structures were recorded in advance of works under the Crossrail Act 2008. They are all non-listed structures, but their association with the Great Western Railway, Bristol to Paddington Mainline increases their significance.

The features surveyed were situated in land between the south side of the Westway and the northern side of the existing railway corridor. The Museum of London, London Archaeological Archive & Research Centre (LAARC) site code, by which the records are indexed and archived, is XRT10.

This document reports the results of the Level 1 Standing Building Survey (English Heritage 2006), carried out by MOLA Archaeologists on 12 May 2010.

## 3 Scope

### 3.1 Site background

An *Assessment of Archaeological Impacts* (Crossrail 2006) and a detailed *Desk Based Assessment* (Crossrail 2008a) were carried out for *both* the Westbourne Park and Royal Oak Portal sites, and provide a discussion of the archaeological potential, as well as information on the topography of the area and the non listed built heritage. The Desk Based Assessment also includes a map regression of the study area from 1746–1914.

The subsequent Written Scheme of Investigation (WSI) required a survey of four non-listed built heritage features (Crossrail 2010a, section 5.2.1, items 2 to 5), so as to record elements before they might be altered or demolished during enabling works or main construction.

No previous description or investigation of the buildings is known.

Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MOLA, correct at the time of writing.

### 3.2 Origin and scope of this report

The archaeological work of analysis and recording, and the production of this report, were commissioned from MOLA by Crossrail. The work was carried out in accordance with the *Method Statement* (Crossrail 2010b) and Crossrail's non-listed built heritage recording procedures (Crossrail 2008b).

The report has been prepared within the terms of the relevant standards specified by the Institute for Archaeologists (IFA 2001) and corresponds to the form of record and reporting at Level 1 in the English Heritage specifications, *Understanding Historic Buildings, a guide to good recording Practice* (English Heritage 2006) as the simplest level of record, comprising photographs and brief notes. The level of recording was specified in the *Method Statement* (Crossrail 2010b).

### 3.3 Planning and legislative framework

The legislative and planning framework in which the archaeological exercise took place was summarised in the *Written Scheme of Investigation* which formed the project design for the survey (Crossrail 2010a, section 2.1).

Enabling Works at the Royal Oak Portal will involve the demolition of the present taxi facility buildings and establishment of the two worksites.

## 4 Definitions

### 4.1 Aims and method of work

The research aims of this archaeological work were defined in the *Method Statement* (Crossrail 2010b) in conformity with the WSI (Crossrail 2010a, section 4), and applicable guidelines, including GLAAS (English Heritage) Archaeological Guidance Paper No. 3, revised June 1998.

The research aims for the Royal Oak Portal site that are relevant to the non-listed built heritage are:

#### 4.1.1 Research Aims

Evidence relating to early railway construction, particularly that associated with Brunel's rail-line and the Victorian sewer has the potential to contribute to the following research themes (selected from *A Research Framework for London Archaeology 2002* (Museum of London, 2002):

- Understanding the reasons for evolution of the road systems, street layouts, river crossings and ferries, and their importance as engines of development and change.
- Examining the concept of core/periphery for different periods in London's past, as a means of understanding how evolving settlement patterns reflect the need for sustainable, beneficial relationships between a settlement and its environs, a city and its hinterland.
- Establishing how daily work and life in London reflected and contributed to the rise of London as the commercial centre of the British Empire, and to its continued eminence as a world city thereafter;

#### 4.1.2 Objectives of the Investigation

The overall aim of the programme of work was to secure preservation by record of those aspects of the standing building and the site that were of architectural, archaeological or historical interest. The work was to provide a basic photographic record of this site in order to record its survival prior to its loss or alteration. In particular:

- railway features relating to Brunel's Great Western Railway Bristol to Paddington Mainline of 1838 and later 19th-century railway activity (possibly including the 1838 engine shed and 1854 goods depot).

#### 4.1.3 Results and the research aims

The investigation satisfied the research aims, and it was determined that it would not be necessary to investigate the buildings further.

### 4.2 A brief summary of the standing buildings and structures

The Written Scheme of Investigation (Crossrail 2010a) lists the 19th-century railway features present at the Royal Oak Worksite East and Paddington Central sites, and states that they are surviving features associated with the 19th century railway, in particular items 1, 2 and 3 (Fig 1), being associated with the Paddington goods yard.

A summary of the buildings was given in the WSI and also the *Method Statement* (Crossrail 2010b, section 5.2.1, items 2 to 5).

The four structures to be recorded in the survey were:

19th-century railway sleepers (disused historic street furniture). The railway tracks were a surviving asset associated with the 19th-century goods shed and cattle pens.

A brick built 19th-century retaining wall associated with a railway platform of the goods shed.

Historic stone cobbles that survived throughout the taxi facility location and were associated with the original paving of the railway goods yard.

A late 19th–early 20th-century brick retaining wall along the north side of the site, containing small arches, a surviving feature associated with the 19th-century railway.



## 5 The standing building survey

*The following descriptions are intended to fulfil the requirement for brief notes for a Level 1 survey (EH, 2006). Selected photographs form Fig 2 to Fig 11 of this report; the remainder are included in the site archive (see Appendix 2, section 7.3).*

In plan the area covered by the buildings included in the survey measured roughly 200m from west to east and 30m from north to south. The following brief outline description should be read in conjunction with Fig 1 to Fig 11.

All archaeological analysis and recording during the investigation on site was done in accordance with the *Method Statement* (Crossrail 2010b), the *Museum of London Archaeological Site Manual* (1994) and *MOLA Health and safety policy* (2008). The location of the structures was determined in outline on the modern Ordnance Survey plan.

The site records comprise a total of the supplied plans and 29 digital colour photographic images. No objects or samples were collected. The site records will be deposited and indexed in due course an appropriate archaeological archive to be confirmed by the Crossrail Project Archaeologist, under the site code XRT10.

### 5.1 The 19th-century railway sleepers

*Fig 1 item 1, and Fig 2 to Fig 3*

During the survey it was found that the 19th-century railway sleepers, along with the accompanying tracks, had been removed prior to the enabling works. However they were present when the site was visited by MOLA in December 2009 for the assessment included in the WSI (Crossrail 2010a), when a reference photograph was made. This is reproduced in this report (Fig 2), along with the same area photographed on 12th May 2010 (Fig 3). None of the timber sleepers remained in situ, and none were noted discarded to the side of the area nearby. The rails had also been removed. This stretch of 19th-century track had originally allowed trains access to the goods shed and cattle pens (Crossrail 2010b).

### 5.2 Brick retaining wall

*Fig 1 item 2, and Fig 4 to Fig 6*

Within the southern part of the site was a brick retaining wall running west to east for approximately 250m from the northernmost support of Westbourne Bridge in the east up to Lord Hill's Bridge in the west. It apparently formed a retaining wall, beyond which was the former goods yard and cattle pen areas and was approximately 1.05m in height above the present ground surface. (Fig 4, Fig 5 and Fig 6) The wall also appears to have formed the platform edge of the former goods yard area and the cobbled platform surface to the north.

### 5.3 The stone setts

*Fig 1 item 3, and Fig 7 to Fig 9*

To the north of the brick retaining wall to the north-east of Ranelagh Bridge the surface of the former goods and cattle pen area was cobbled (Fig 7). At least three separate sizes of cobble stones were used in specific and separate areas. The larger cobble stones were used in areas closest to the former platform edge and the northernmost limit of the area, with a central strip of smaller cobbles, separated by cobbles arranged in a line (Fig 8). Variations in cobble size may



indicate a difference in the use of certain areas along the goods platform, but they also may indicate a repairing episode, where cobbles had been replaced.

Along the southernmost edge (ie along the platform edge) an area of cobbles had been laid in a square approximately 1.5m wide, the central area of which had been replaced and resurfaced in concrete (Fig 9). This may indicate where an object or piece of machinery set into the cobbles, such as a crane, winch or gate, had been removed and the area resurfaced.

#### **5.4 Brick retaining wall with arches**

*Fig 1 item 4, and Fig 10 to Fig 11*

Along the northern edge of the site, in the eastern area between Ranelagh Bridge and Westbourne Bridge was a retaining wall (Fig 10), the upper portion of which, along with the extreme eastern end, showed signs of having been rebuilt. The wall itself continued to the west as far as Lord Hill's Bridge, with the upper portion having been rebuilt throughout. However in the eastern area were a series of five small arches. These had been used until recently, some being bricked up with cement blocks, whilst others were filled with used tyres and other debris (Fig 11). In depth they were shallow and extended no more than 2m beneath the vault. This wall and the arches are likely to have formed the boundary between the goods yard and the Harrow Road.







*Fig 2 Photo taken in December 2009, showing the track and sleepers in place (item 1).*



*Fig 3 Photo taken in May 2010 during the survey with the track and sleepers removed.*





*Fig 4 The western end of the brick retaining wall looking north-west (item 2)*



*Fig 5 The brick retaining wall looking north-east (item 2)*



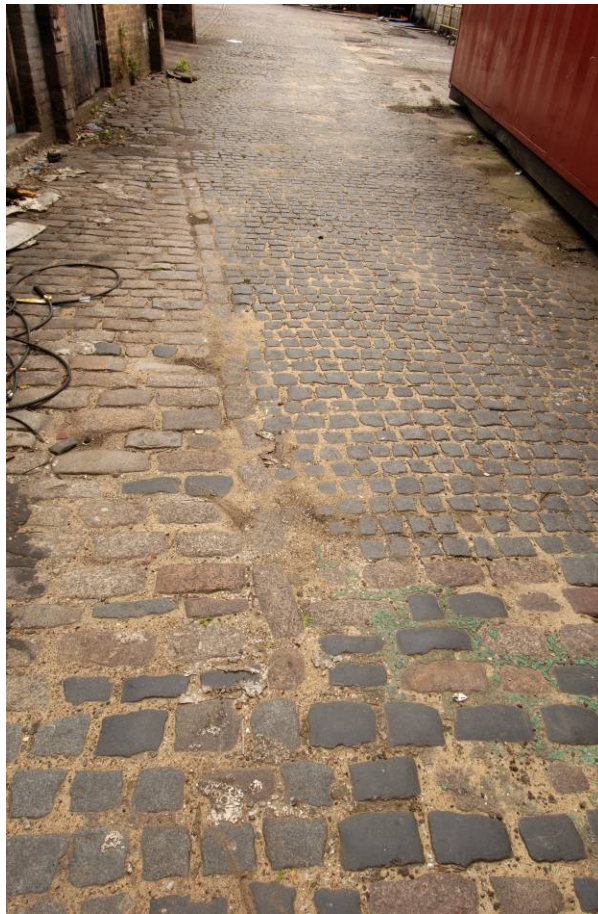


*Fig 6 The eastern end of the brick retaining wall continuing below Westbourne Bridge, looking east (item 2).*



*Fig 7 The western end of the cobbled area, looking east (item 3)*





*Fig 8 Variations in the cobbling, looking east (item 3).*



*Fig 9 The square in the cobbles, with the concrete infill of replacing a removed item, possibly a crane or other piece of machinery (item 3).*





Fig 10 The arches along the northern edge of the goods yard area, running adjacent to Ranelagh Road, with the Westway behind looking north-west (item 4).



Fig 11 The westernmost accessible arch, looking north (item 4).



## 5.5 Original research aims and archiving

It has proved possible to produce a record of the structures on the site prior to their demolition. A copy of this report and all of the photographic images taken on site will be stored in accordance with the terms of the select *Method Statement* (Crossrail 2010b), and will be deposited at a museum to be confirmed by the Crossrail Project Archaeologist.

## 5.6 Significance of the data

Whilst the archaeological remains are undoubtedly of local significance, associated as they are with the Great Western Railway, Bristol to Paddington Mainline, there is nothing to suggest that they are of regional or national importance, in particular as the associated goods shed no longer survives. However the items recorded produce a snapshot of the goods yard platform area from the surviving evidence recorded in this survey. The transport of goods is an often overlooked aspect of Britain's Railway heritage, and a bias towards the more accessible and public railway stations has led to the loss of many such sites.

## 5.7 Publication

The results of the survey will be included in post-excavation assessment for the future works at the Royal Oak Portal site, and an appropriate form of dissemination will be determined as part of the wider Crossrail project.

As a minimum, a short note on the recording survey will appear in the annual round up of the *London Archaeologist* (Crossrail Royal Oak Portal, Non-Listed Built Heritage Recording, Summary Report, in prep 2010).

## 6 Reference Documents

Crossrail 2006. *Assessment of Archaeological Impacts. Technical report part 2 of 6 central section*. Report Number 1E0318-C1E00-00001

Crossrail 2008a, Pembroke, S., (Author) *Westbourne Park and Royal Oak Portal, site specific archaeological detailed desk-based assessment*. Document Number CR-SD-CT1-EN-SR-00002. Unpublished client report.

Crossrail 2008b. *Procedure for non-listed built heritage recording*. Document number CR-PN-LWS-EN-SY-00001

Crossrail 2010a *Westbourne Park and Royal; Oak Portal, site-specific archaeological written scheme of investigation*. Document number CR-DV-PAA-X-RT-00028. Unpublished client report.

Crossrail 2010b *Royal Oak Portal, non-listed built heritage recording method statement*. Unpublished client report.

Department of the Environment (DoE), 1990 *Planning Policy Guidance 16: archaeology and planning (PPG16)*

Department of the Environment (DoE), 1994 *Planning Policy Guidance 15: planning and the historic environment*

English Heritage, 1991 *Management of Archaeological Projects* (2nd edition)

English Heritage (Greater London Archaeological Advisory Service), 1998 *Archaeological guidance papers*

English Heritage, 2006 *Understanding Historic Buildings: A guide to good recording practice*

Institute for Archaeologists (IFA), 2001 *Standard and guidance for archaeological investigation of standing buildings or structures*

Museum of London Archaeology, 2009 *Health and safety policy*

Museum of London, 1994 *Archaeological site manual* (3rd edition)

Museum of London, 2002 *A research framework for London archaeology 2002*

Royal Commission on Historical Monuments, England, 1996 *Recording historic buildings: a descriptive specification*

## 7 Appendices

### 7.1 Appendix 1: SMR/HER Summary Sheet

#### 7.2 OASIS ID: molas1-77802

##### Project details

Project name	Non-listed built heritage, Royal Oak Portal, Crossrail
Short description of the project	Museum of London Archaeology (MOLA) was commissioned by Crossrail Ltd carry out a level 1 stranding building record at the Royal Oak Portal, East and Paddington Central Worksite, City of Westminster, London W2. The buildings were to be demolished in order to redevelop the site, and the archaeological investigation and a subsequent report were required as a condition of planning consent for the redevelopment. They are all non-listed structures, but their association with the Great Western Railway, Bristol to Paddington Mainline increased their significance. The investigation took place in May 2010. The Standing Building Survey was carried out by MOLA Archaeologists on 12 May 2010.
Project dates	Start: 12-05-2010 End: 24-05-2010
Previous/future work	No / No
Type of project	Building Recording
Site status	None
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	INDUSTRIAL Modern



Significant Finds      N/A None

Significant Finds      N/A None

#### Project location

Country                  England

Site location            GREATER LONDON CITY OF WESTMINSTER PADDINGTON  
BAYSWATER AND KNIGHTSBRIDGE Royal Oak Portal, Worksite East and  
Paddington Central Worksite,

Postcode                W1

Study area              300.00 Square metres

Site coordinates        TQ 25999 81582 51.5185923524 -0.183803010410 51 31 06 N 000 11 01 W  
Point

#### Project creators

Name of Organisation      MOL Archaeology

Project brief originator      Crossrail

Project design originator      MOLA

Project director/manager      [REDACTED]



Project supervisor [REDACTED]

Type of sponsor/funding body Client

Name of sponsor/funding body Crossrail

### Project archives

Paper Archive recipient to be confirmed by the Crossrail Project Archaeologist

Paper Media available 'Photograph', 'Report'

### Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)

Title CENTRAL SECTION PROJECT Royal Oak Portal Non-Listed Built Heritage Recording

Author(s)/Editor(s) David Sorapure

Date 2010

Issuer or publisher MOLA/Crossrail

Place of issue or publication London



Description                      Unpublished client report

Entered by

Entered on                      25 May 2010

### 7.3 Appendix 2: list of archaeological photographs taken on 12 May 2010

Image number	Direction of view	Description
1471001	north west	Diesel pumps for former cab area
1471002	north west	Diesel pumps for former cab area showing western limit of section of 19th-century wall behind
1471003	north west	19th-century retaining wall
1471004	east	19th-century retaining wall
1471005	east	19th-century retaining wall
1471006	west	19th-century retaining wall
1471007	east	Eastern limit of 19th-century retaining wall below Westbourne bridge
1471008	east	Eastern limit of 19th-century retaining wall below Westbourne bridge
1471009	east	Eastern limit of 19th-century retaining wall below Westbourne bridge
1471010	north west	Eastern limit of 19th-century retaining wall below Westbourne bridge
1471011	north west	Eastern limit of 19th-century retaining wall below Westbourne bridge
1471012	east	Area of former tracks towards 19th-century goods yard
1471013	east	Area of former tracks towards 19th-century goods yard
1471014	east	Area of former tracks towards 19th-century goods yard
1471015	south	Site view
1471016	west	Area of former tracks leading to 19th-century goods yard
1471017	west	Area of former tracks leading to 19th-century goods yard
1471018	east	Stone setts in former goods yard area
1471019	east	Stone setts in former goods yard area
1471020	east	Stone setts in former goods yard area
1471021	south	Detail - stone setts in former goods yard area
1471022	east	Detail - stone setts in former goods yard area
1471023	north	Westernmost open arch
1471024	north	Westernmost open arch
1471025	north west	Arches





1471026	north west	Arches
1471027	west	Feature within stone setts
1471028	west	Feature within stone setts
1471029	north	Easternmost extent of the arches & rebuilt wall