



CROSSRAIL INFORMATION PAPER

D22 - ARCHAEOLOGY

This paper sets out the approach to be adopted in respect of archaeology during Crossrail construction.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

Crossrail
FREEPOST
NAT6945
London
SW1H 0BR

Email: helpdesk@crossrail.co.uk
Telephone: 0845 602 3813

APPROVED

Version 3 – 20/11/07



D22 – ARCHAEOLOGY

1. Introduction

- 1.1 There is potential for finding archaeological remains at many sites across the Crossrail route during excavations and other construction works. Works involving ground breaking and excavation have the potential to result in the physical removal of, or the destruction or damage to, archaeological resources.
- 1.2 Crossrail has undertaken an archaeological assessment, covering both above-ground and below-ground archaeological resources. This work is reported in the Environmental Statement (ES¹) that was submitted with the Bill. The technical report on Assessment of Archaeology Impacts provides detailed information on baseline archaeological resources and potential impacts on them.
- 1.3 Archaeology is covered in the Crossrail Construction Code; see Information Paper D1, Crossrail Construction Code for further information.

2. Archaeological Mitigation Strategy

- 2.1 The nominated undertaker or any contractors will be required to implement certain control measures in relation to archaeology before construction work begins. The framework within which this archaeological work will be undertaken will be set out as part of the Environmental Minimum Requirements. The requirements will follow the principles of Planning Policy Guidance Note 16 on archaeology and planning, and will be agreed through the Planning Forum.
- 2.2 Prior to works commencing, the archaeological assessments will be reviewed in relation to the detailed project design. Where appropriate additional detailed archaeological assessment and/or archaeological field evaluation will be carried out. This will then determine the need for site mitigation works. The mitigation measures will be defined in detail in individual archaeological project designs (also known as a written scheme of investigation) which will be developed in consultation with the relevant statutory authorities. For example this may include archaeological excavation, again, before works commence, and/or the implementation of a watching brief during construction works.
- 2.3 In the event that intact and important archaeological remains are identified at Crossrail worksites through this process, it may be preferable, where practicable, to preserve these where they are found (ie preservation in situ). This may occur through engineering solutions such as the sympathetic design of foundations and groundworks, raising of ground levels over the remains using suitable materials and loading and the maintenance of hydrological regimes.

¹ The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005. See <http://billdocuments.crossrail.co.uk/>.

- 2.4 Experience of other similar projects suggests that preservation by record is usually the most appropriate method of dealing with archaeological finds. As set out in PPG16, the relative importance of archaeology will be weighed against other factors including the need for the development. Preservation by record requires that any archaeological information that is gained from fieldwork (evaluation, excavation, watching brief, recording of above ground structures, etc) be followed by analysis and publication of the results and their deposition in a public archive.
- 2.5 The archaeological mitigation strategy will also include consideration of important above ground historic features and structural elements of historic interest, including for example buildings, structures or standing remains. The process of detailed assessment, evaluation and consultation will ensure appropriate site mitigation works are identified and undertaken. For example this may include detailed recording of structures before work commences (see also Information Paper D18, Listed Buildings and Conservation Areas).

3. Unexpected Major Finds

- 3.1 The approach to mitigation as set out above has been designed to ensure that the potential for discovering unexpected major finds is minimised. However, if potentially nationally important remains not encompassed by the scheme of archaeological works are discovered during the construction, the nominated undertaker will examine whether preservation is feasible within the limits of deviation of the project and other constraints. If preservation is not feasible, the nominated undertaker will allow a period commensurate with the construction timetable, but not less than 28 days, for archaeological excavations to be undertaken on the site to achieve preservation by record. This process will be undertaken in consultation with the relevant statutory authorities. At the end of that period the nominated undertaker's works will be able to continue.
- 3.2 Where the Secretary of State for transport is notified of a decision by the Secretary of State for Culture, Media and Sport, following advice from English Heritage or representations from authority that remains investigated under these provisions are of exceptional national importance, he may after consulting the nominated undertaker extend the period available for recording and excavation, or require the nominated undertaker to take steps such as are feasible in engineering terms to preserve the remains in situ. In those circumstances, the nominated undertaker shall comply with the Secretary of State for Transport's decision.