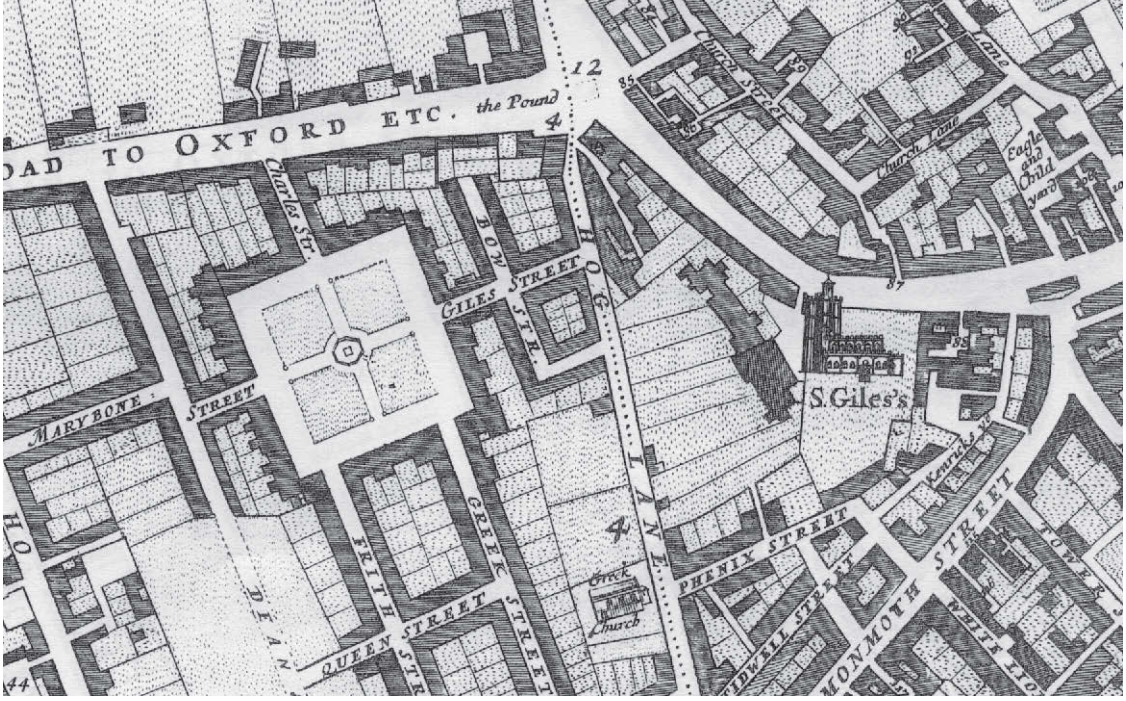

TOTTENHAM COURT ROAD STATION
GOSLETT YARD
London WC2

City of Westminster

Archaeological Deposit Survival Plan

June 2009

MUSEUM OF LONDON ARCHAEOLOGY

REGISTERED ORGANISATION IfA

TOTTENHAM COURT ROAD STATION
GOSLETT YARD
London WC2

City of Westminster

Archaeological Deposit Survival Plan

National Grid Reference:529800 181350

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Cover: Morgan's map of London, 1682

Note: site outlines may appear differently on some figures owing to distortions in historic maps. North is approximate on early maps.

Executive Summary

London Underground on behalf of Crossrail TCR works has commissioned Museum of London Archaeology to carry out an archaeological deposit survival plan in advance of the Tottenham Court Road Crossrail Eastern Ticket Hall works at Charing Cross Road, Sutton Row and Goslett Yard, London WC2. The development proposal comprises the demolition of buildings on streets surrounding the station and utility diversions as part of enabling works prior to the construction of the new ticket hall box and grout shaft.

The disturbance caused by the current buildings on the site, and depths of the natural geology, have been compared in order to identify areas of the site where archaeological deposits potentially survive, and which might potentially be affected by the proposed scheme.

Approximately two-thirds of the site is classed as having low potential for archaeological deposit survival, due to truncation caused by modern buildings with basements. An area of high potential is located on the south-west of the site beneath 12 Goslett Yard, the majority of which is not presently basemented, although some disturbance from existing foundations and possibly 19th century basements is anticipated. The site of the compensation grout shaft in the Goslett Yard roadway is also considered to be of high potential, in an anticipated area of relatively low disturbance. Goslett Yard, Sutton Row and Charing Cross Road are considered to be of moderate survival as these routes has remained relatively undeveloped, although significant disturbance from existing services is anticipated.

Archaeological evaluation is proposed as an initial form of archaeological field work within the area of high potential for deposit survival in 12 Goslett Yard. A targeted watching brief at the compensation grout shaft at the south-west of the site is also proposed. A targeted watching brief on utility diversions within roadways around the site would assess the presence and depth of any archaeological deposits in these areas. Additionally test pits may be necessary to clarify the extent of disturbance in other areas of the site classed as having low potential for archaeological deposit survival, in order to confirm the findings of this deposit survival study. The results of the trial pits and monitoring would allow an informed decision in respect of any archaeological mitigation strategy (if required) for the site.

It would be prudent to test the conclusions of this desk-based stage of predictive deposit modelling before finalising a mitigation strategy by carrying out selective fieldwork on site. Archaeological field evaluation (trial trenches or test pits) is proposed for the areas of high potential at Goslett Yard. Further data on deposit survival within areas of moderate potential (existing roadways) could be obtained via a targeted watching brief of enabling works, principally the utility diversions. This evaluation data, plus any further geotechnical investigations, would allow the predictive deposit model to be finalised and a mitigation strategy to be proposed. Mitigation is likely to consist of targeted archaeological investigations prior to or during development (preservation by record).

1 Introduction

1.1 Origin and scope of the report

1.1.1 London Underground on behalf of Crossrail TCR works has commissioned Museum of London Archaeology (MOL Archaeology) to carry out an archaeological deposit survival plan in advance of the proposed Tottenham Court Road Crossrail Eastern Ticket Hall works in relation to the Crossrail and London Underground interface at this station (National Grid Reference 529815 181270: Fig 1). There are two schemes at Tottenham Court Road being designed in parallel under the powers of the Crossrail Act:-

- the Crossrail Eastern Ticket Hall at Goslett Yard (TCR)
- the London Underground Tottenham Court Road Station Upgrade (TCRSU).

1.1.2 This deposit survival plan deals with the Goslett Yard section of the TCR works and primarily covers the area bounded by Charing Cross Road, Sutton Row and Goslett Yard.

1.1.3 The future over-site redevelopment scheme has not been taken in to account at this stage.

1.1.4 The archaeological deposit survival plan is based on:

- A prediction of the level of natural geology within the proposed development site (ie the likely depth of archaeological remains), based on a number of geotechnical and archaeological investigations in the vicinity; and
- an assessment of factors which will have compromised archaeological survival, based on historic map analysis, plans of existing and previous buildings and services, and a site inspection.

1.1.5 This report is an initial desk-based stage of archaeological assessment. It deals solely with the archaeological and built heritage implications of the development proposals.

1.1.6 The assessment has been carried out in accordance with the standards specified by the Institute for Archaeologists (IFA 2001). Under the 'Copyright, Designs and Patents Act' 1988 MOL Archaeology retains the copyright to this document.

1.1.7 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 MOL Archaeology, correct at the time of writing. Further archaeological investigation, more information about the nature of the present buildings, and/or more detailed proposals for redevelopment may require changes to all or parts of the document.

1.2 Aims and objectives

1.2.1 The aim of the assessment is to:

- Describe the likely survival and extent of known or potential archaeological remains that may be affected by future redevelopment.
- Provide recommendations to further quantify the nature of potential archaeological remains.
- Augment and update existing data produced by MoLAS/MOL Archaeology in relation to the Tottenham Court Road Station Upgrade works.

2 Methodology

2.1 Sources

2.1.1 The following sources were consulted as part of this assessment:

- MOL Archaeology's London Geographical Information System (GIS). This includes a database of all past archaeological investigations derived from the London Archaeological Archive and Resource Centre of the Museum of London, along with information on antiquarian finds.
- Geotechnical investigations carried out in the immediate vicinity of the site recently and in the past (Crossrail Boreholes and Meeres trial pits).
- Past archaeological investigation reports, in particular recent watching briefs during utility works on Charing Cross Road, Sutton Row and Soho Square (MOL Archaeology/Taylor 2009) and archaeological evaluation at Denmark Place/Charing Cross Road (MOL Archaeology/Cetera 2009)
- Comparative deposit survival to the north of the site within the Tottenham Court Station Upgrade area (MOL Archaeology/Davies 2009)
- Crossrail Tottenham Court Road Station site specific archaeological desk-based assessment (Crossrail 2008) and Crossrail Tottenham Court Road Station site specific archaeological written scheme of investigation (Crossrail 2009)
- Historic Ordnance Survey 25" maps (the 1st edition of the 1870s; the 2nd edition of the 1890s, and the 3rd edition of 1916-20) and earlier historic mapping
- British Geological Survey map sheet 256
- Engineering/Architects drawings of existing buildings (see bibliography)
- Existing service drawings as provided by Crossrail
- Survey data on existing street levels

2.1.2 A preliminary site inspection by the MOL Archaeology Standing Buildings Team took place in March 2009 in advance of standing building recording in order to determine the nature of the existing buildings on the site.

2.1.3 The information collated above was used to predict the level of natural geology within the proposed development site (ie the likely depth of the ancient land surface) along with the likely impact of late 19th century, early 20th century and later buildings and modern services upon possible archaeological remains. From this a plan of archaeological potential survival was produced (Fig 2). In order to provide an integrated assessment it covers both the TCR and TCRSU sites.

2.2 Establishing factors which will have compromised archaeological survival

2.2.1 Appendix 1 is a table with available information on each existing building within the proposed development site. This includes:

- Building address
- current ground level in metres above Ordnance Datum (m OD)
- the predicted level of natural gravel
- the foundation slab level
- the assumed formation levels (maximum extent of truncation)
- the archaeological survival potential
- the primary data source

2.2.2 The extent of modern disturbance caused by the present buildings on the site was

established from a series of historic and modern basement and foundations plans of the site. Modern basement plans were available for the buildings on the site, which included OD levels for the top of the basement slabs for the majority of the site with the exception of the yard area used for plant between 12 Sutton Row and St Patricks Church. However it is probable that the slab level for this area is similar to those of the lower floor level at St Patricks and 12 Sutton Row.

2.2.3 Where basement levels are known, the level given is for the top of the concrete slab. It is assumed here that taking into account slab thickness and make up, the formation layer lies approximately 0.5m below this.

2.2.4 The foundations types of the buildings within the site are not known. The majority of the buildings on the site date to the late 19th and early 20th centuries, and therefore are unlikely to have piled foundations. No 12 Goslett Yard is slightly later in date.

2.2.5 The area was significantly re-developed in the late 19th century, when Charing Cross Road was widened, and buildings on the eastern side re-built.

2.3 Determining archaeological deposit survival potential

2.3.1 The site is relatively flat and is currently thought not to contain any palaeochannels. The underlying natural geology within the site is Thames Gravels; fluvial deposits of sand and gravels representing the remains of former floodplains of the River Thames. The natural gravels are, in some areas, overlain by brickearth; however much of this has been historically quarried away. It is necessary to establish the height of the natural gravels and brickearth within the site, as these represent the base of the archaeological deposit sequence, although individual cut features (such as wells or ditches) may penetrate deeper into the natural gravels.

2.3.2 The levels of the natural geology beneath the site (Brickearth, where surviving, over Thames Gravels) were established from examination of historic and modern geotechnical borehole data (Crossrail boreholes), archaeological investigation reports, and archaeological watching briefs conducted during the insertion of new utilities (MOL Archaeology/Taylor 2009). Boreholes previously excavated within the site have been for geotechnical purposes and were not archaeologically monitored. Therefore it is not possible to determine the date and nature of the made ground described in the borehole logs. Where tarmac and concrete are present within the description of the made ground, then it is assumed to be modern, otherwise the made ground is described as 'undated', and may represent deposits of archaeological interest. Summaries of the boreholes, archaeological investigations and watching briefs are presented in Appendix 2, and their locations shown on Fig 2.

2.3.3 In order to establish archaeological survival potential across the site (beneath existing buildings and roads), the recorded level of the natural gravel or brickearth on the site was compared to the estimated depth of the base of the formation layer (base of slab) of the buildings on the site and the predicted depth of existing service trenches. Archaeological survival potential has been defined in the following categories:

- **Very Low:** Where the estimated formation level is more than 1.0 m below the predicted level of untruncated natural and the estimated base of formation layer was found to be greater that 1m, then potential for deposit survival is considered to be Very Low. The only archaeological remains that might survive beneath this level would be the bases of atypically deep cut features, such as quarry pits (known from the Roman period) and wells.
- **Low:** Where the estimated formation level is between 0.5m and 1m below the predicted level of untruncated natural and the estimated base of formation layer was found to be between 0.5m and 1m, then potential for

deposit survival is considered to be Low. This might include the bases of deep-cut features, such as pits and ditches.

- **Moderate:** Where the estimated formation level is less than 0.5m below the predicted level of untruncated natural and the estimated base of formation layer was found to be less that 0.5m then potential for deposit survival is Moderate. This would include reasonable survival of cut features and possibly the footings of buildings.
- **High:** This category was assigned to areas which have remained largely undeveloped throughout the 19th and 20th centuries, and where the potential for archaeological deposit survival is likely to be good.

2.3.4 The presence of services and foundations within the site will reduce the potential for deposit survival. Services will be located along all roads around the site and possibly within the site.

3 Archaeological and historical overview

3.1 Designated archaeological resources

3.1.1 The proposed development site does not contain any nationally designated (protected) archaeological sites, such as Scheduled Monuments.

3.2 Topography and Geology

3.2.1 The site is relatively flat at 24.5m to 25.5m OD and does not contain any known former watercourses. The underlying natural geology is Thames Gravels; fluvial deposits of sand and gravels representing the remains a former floodplain of the River Thames. The natural gravels can be overlain in places by Brickearth (Langley Silt Complex). This is a fine-grained silt believed to have accumulated by a mixture of natural processes since the Last Glacial Maximum, around 17,000BP. Much of the Brickearth in London has been quarried away in the past. The level of the top of untruncated Brickearth (or Gravel, if the Brickearth was quarried in antiquity) is important as it represents the base of the archaeological deposit sequence, although individual cut features (such as wells or ditches) may penetrate deeper into the natural gravels.

3.3 Chronological summary

Prehistoric period (c 700,000 BC–AD 43)

3.3.1 There are several antiquarian chance finds of prehistoric flint artefacts in the general area, the majority of which are of Palaeolithic date and probably from the Gravels. Evidence of later prehistoric activity is generally lacking, which might indicate a relatively low level of occupation, or may simply reflect the extent of later activity, which has truncated or removed earlier land surfaces. Oxford Street immediately north of the site is thought to follow the line of an Iron Age trackway, although this has yet to be proved archaeologically.

Roman period (AD 43–410)

3.3.2 The proposed development site lies 2.6km to the west of *Londinium*, immediately south of the Roman London to Silchester road (Watling Street), which followed the line of modern-day Oxford Street/New Oxford Street. The road was an important communication route and is likely to have attracted settlement. The area would have been rural, with field systems, occasional farmsteads, and possibly with roadside quarrying.

Medieval period (AD 410–1485)

3.3.3 The proposed development site lay to the west of the later medieval settlement of St Giles-in-the-Fields, which possibly had Saxon origins. In *c* AD 1117, Queen Matilda founded a leper hospital on the curve of St. Giles High Street on the east side of the present Charing Cross Road. The present parish church of St. Giles (dated 1734) probably occupies the site of the hospital chapel. The core of the village of St. Giles comprised houses on the north side of High Holborn. The site lay on the periphery of (possibly within) the area of the settlement and hospital. Hog Lane, the route predating Charing Cross Road, is though to be medieval in origin.

Post-medieval period (AD 1485–present)

3.3.4 Prior to the 17th century, the site was open fields on the north-western edge of the medieval village of St Giles, which was focussed around the Parish Church of St-Giles-in-the-Fields. Newcourt's and Faithorne maps of 1658 shows the site as open

land on the west side of Hog Lane suggesting that in the mid 17th century the site was still undeveloped.

3.3.5 The site appears to lie to the south of the projected line of the 1642-3 Civil War defences that are thought to be located to the north in the vicinity of the Oxford Street/Tottenham Court Road junction.

3.3.6 By 1682 development had extended into the site, as shown on Morgan's map of that date, with buildings fronting onto both sides of Hog Lane (now Charing Cross Road), Oxford Street and St Giles High Street. The site is surrounded by Hog Lane to the east, Giles Street to the north and Bow Street to the west. The site area houses tenements at the street frontages with yards to the rear. To the west Soho Square had also been established by this date.

3.3.7 Test pits excavated between Soho Square and Charing Cross Road for a Crossrail evaluation in 1992 (MoLAS/Malcolm 1992) by the Museum of London Archaeology Service (site code XRB92) revealed various features sealed by post-medieval material, including a possible medieval ditch or watercourse. Structural remains, perhaps related to the 17th century mansion, Fauconberg House or Falconberg House, were also recorded. Falconberg Court, on the western side of Charing Cross Road is shown on historic maps from the early 18th century, close to the site of Fauconberg House (1683–1924).

3.3.8 By the mid-18th century George's Yard, the precursor of Goslett Yard, a small open yard area is shown at the south-west of the site on Rocque's map of 1746. By the late 18th century Horword's map of 1799 shows individual buildings within the site, including a building on the site of 12 Goslett Yard.

3.3.9 By the later 19th century, when the Ordnance Survey 2nd edition 25": mile map of 1894 was produced, Charing Cross Road had been widened, possibly resulting in the reconstruction of some of the buildings within the site. By this date the majority of the site has now been built over. The Ordnance Survey 3rd edition 25":mile map of 1914 shows little change to the site. The bomb damage map of London (London Topographic Society and Metropolitan Archives 2005, Map 61) indicates that the site was not affected by bomb damage during WWII. The site saw various redevelopments throughout the 20th century, which included the later construction of 12 Goslett Yard by the mid 20th century.

Previous archaeological watching brief on utilities near the site

3.3.10 A watching brief of exploratory works for utility diversions was carried out in the vicinity of Tottenham Court Road Underground Station by MOL Archaeology (Site code TCZ07) to facilitate the station upgrade (MOL Archaeology/Taylor 2009). The purpose was to locate existing services and potential obstructions, including archaeological remains. In all, 39 trenches were recorded during the archaeological watching brief. Monitoring took place intermittently, from May 2007 to September 2008. Although outside the limits of the Crossrail Goslett Yard development a number of these trenches were located in Sutton Row and Falconberg Mews directly north of the site and Soho Square to the west of the site and watching brief trenches relevant to the site at Goslett Yard are shown on Fig 2.

3.3.11 Results of the TCZ07 watching brief revealed that *in situ* natural sands and gravels were recorded in 19 trenches, with surface heights ranging from 21.14m OD at Soho Square to 23.5m OD in St Giles High Street. The earliest archaeologically significant deposits included 'peaty' soils, alluvial clay/silts and reworked brickearth, recorded at Soho Square and nearby Falconberg Court, Falconberg Mews and Sutton Row. Peaty/alluvial soils are indicative of a wet, marshy environment; reworked brickearth may be the result of early agricultural activity or flooded brickearth quarries. This suggests the site remained as open, rural land prior to urbanisation in the 17th century. No dating evidence for prehistoric, Roman or medieval occupation was retrieved from the watching brief, but further investigation in and around Soho Square could potentially provide evidence for pre-post-medieval

occupation/settlement. Stratigraphic sequences recorded at Manette Street and Sutton Row were of particular interest; providing limited evidence for internal occupation and building demolition.

3.3.12 Previous utility work evaluation would suggest that truncated natural gravel exists at the west of the site area at *c* 2.5m to 3m below the ground level. The utilities trenches also revealed widespread quarrying, backfilled with a characteristic dark grey ashy nightsoil. In one area monitored at the junction of Soho Square and Greek Street the quarry was deeper than 4m below road level.

3.3.13 Post-medieval remains, provisionally dated 17th to early 19th century, were recorded in several trenches across the breadth of the site. Typically, they included, brick foundations and/or basement/cellar walls with occasional associated soil deposition. Evidence for brickearth/gravel quarrying was recorded in Charing Cross Road, Manette Street, St Giles High Street and Soho Square. Victorian structural remains were predominant, recorded in 21 of the 39 trenches, including brick foundations, existing and defunct basement/cellar walls, arched vaults, sewers/culverts. Although limited to small, localised areas of investigation, the watching brief recorded considerable evidence for 17th century urban development and helped identify areas most likely to provide evidence for Roman or medieval activity.

Recent archaeological evaluation at the rear of 1-6 Denmark Place/144 Charing Cross Road

3.3.14 An archaeological evaluation by MOL Archaeology comprising four evaluation trenches (MOL Archaeology/Cetera 2009) was carried out at the rear of 1-6 Denmark Place and 144 Charing Cross Road, London, WC2 between 27 January and 9 February 2009 (Site code TCU09). Observations during the evaluation revealed evidence of archaeological features and artefacts. Although definite natural layers were not encountered during the investigation, the earliest deposits found in Trench 4 pre-dated late 17th/early 18th century activity. Several brick structures dating to possibly from the late 17th century and up to the early 19th centuries were exposed and recorded in Trenches 3 and 4 and included basement/cellar walls and a possible cess pit/soakaway. Deposits that dated to the early 19th century were also recorded. Trenches 2 to 5 are located on Fig 2.

4 Results

4.1.1 The earliest archaeologically significant deposits in the site vicinity have included included 'peaty' soils, alluvial clay/silts and reworked brickearth, recorded at Soho Square and nearby Falconberg Court, Falconberg Mews and Sutton Row. Peaty/alluvial soils indicative of a wet, marshy environment and reworked brickearth may be the result of early agricultural activity or brickearth quarrying. This supports cartographic evidence and previous archaeological investigation, which suggest the site remained as open, rural land prior to urbanisation in the 17th century. No dating evidence for prehistoric, Roman or medieval occupation was retrieved from recent watching briefs on utilities or evaluations around the site but further investigation on the site could potentially provide evidence that predates post-medieval occupation and settlement.

4.1.2 The site lay on the western edge of St Giles medieval village and probably just outside the precinct of St Giles Hospital. Post-medieval buildings and development can be seen within the area of the site on historic maps from the later 17th to the 19th centuries. Recent monitoring of utility works in the area has recorded considerable evidence for 17th century urban development and helped identify possible areas most likely to provide evidence for earlier activity, possibly Roman or medieval in date. There is high potential for evidence of post-medieval urbanisation of the area, and possibly earlier features, to be encountered during the future works planned for the site.

4.1.3 Fig 2 shows the archaeological potential survival for the different parts of the site and areas surrounding the site associated with both the proposed Tottenham Court Road Station development and TCR works This is based largely on information on the likely levels of natural geology (see Appendix 2) the nature of the existing buildings (tabulated in Appendix 1).

4.1.4 Areas of potentially high archaeological deposit survival are limited to those areas of the site that have not been disturbed to great depth by later activity. The areas of high potential (generally located at the south-west of the site) are indicated on Fig 2 and comprise:-

- the areas of 12 Goslett Yard that are not basemented - Although 12 Goslett Yard may contain basements/cellars that predate the existing building it is anticipated to be an area of relatively low disturbance. Additionally building remains, including cellars, predating the mid 19th century are of archaeological interest.
- Goslett Yard - This area of the site appears to have been open ground or a roadway/yard established in the 17th century and has been not been built over. The site of the compensation grout shaft within Goslett Yard is located in this roadway to the west; see Fig 2 and Fig 3. Some disturbance by existing utilities may be anticipated however.

4.1.5 The remainder of Goslett Yard, Sutton Row and Charing Cross Road are considered to be of moderate deposit survival as these routes have remained relatively undeveloped, although significant disturbance from existing services is anticipated.

4.1.6 The remainder of the TCR site, although in the proximity of the settlement of St Giles and known development from the later 17th century, is classed as having very low potential for archaeological deposit survival. This is due to the depth of the existing basements, most of which are thought to have truncated the natural geology in this area. However, although basementing will have removed horizontal archaeological deposits it is probable that that bases of deep cut features such as quarry pits, ditches, rubbish pits, cess pits and wells may still survive beneath the existing basement slabs. Such features were recorded during the archaeological watching brief carried out monitoring utility works around the site (MOL

Archaeology/Taylor 2009). During these works deep cut features were recorded in the site vicinity including a quarry fill recorded at 2.8m to 4m below ground level, or 22.5m–21.3m OD at the south-east corner of Soho Square (MOL Archaeology/Taylor 2009, 35 – TP 34) and similar features may be present at similar depths beneath the basement slabs within the site.

5 Recommendations

5.1.1 It is recommended that evaluation trial trenches be excavated in 12 Goslett Yard (in those areas of the building that have not been basemented) prior/post demolition, as an initial form of evaluation. This area is presumed to have been developed from the 17th century and although some localised disturbance by the existing modern building and possibly late 19th century buildings on the site will have occurred there is still high potential for archaeological deposit survival. The evaluation would aim to clarify the presence, nature, date, extent and significance of any archaeological remains that might be present.

5.1.2 It is also recommended that a targeted archaeological watching brief takes place within the footprint of the compensation grout shaft in Goslett Yard. This area may also be subject to localised disturbance from existing utilities however there is still high potential for archaeological deposit survival below modern disturbance. This would aim to clarify the presence, nature, date, extent and significance of any archaeological remains that might be present in the roadway and provide additional information in monitoring utility diversions in Goslett Yard.

5.1.3 Utility diversions in Sutton Row, Charing Cross Road and Goslett Yard should be subject to an ongoing targeted archaeological watching brief to establish if archaeological remains are present in the roadways where deposit survival is considered to be moderate. The location of utility diversions is shown on Fig 3.

5.1.4 In addition, small trial pits may be necessary in areas of low archaeological survival potential in those buildings located at the site frontages of Charing Cross Road and Sutton Row. The trial pits will help to determine the extent of disturbance at basement level caused by current and previous buildings in these areas, and establish if archaeological remains are present beneath the basement slabs across these areas of the site.

5.1.5 It would be prudent to test the conclusions of this desk-based stage of predictive deposit modelling before finalising a mitigation strategy by carrying out selective fieldwork on site. Archaeological field evaluation (trial trenches or test pits) is proposed for the areas of high potential at Goslett Yard. Further data on deposit survival within areas of moderate potential (existing roadways) could be obtained via a targeted watching brief of enabling works, principally the utility diversions. This evaluation data, plus any further geotechnical investigations, would allow the predictive deposit model to be finalised and a mitigation strategy to be proposed. Mitigation is likely to consist of targeted archaeological investigations prior to or during development (preservation by record).

5.1.6 The proposed development for the over-site development is as yet unknown and has not been included at this stage.

6 Strategy

6.1.1 Production of site specific written scheme of investigations (WSIs) for the works will need to be prepared for the site. These will probably need to be a series of short WSIs detailing location, methodology and research objectives for each section of works, be it either archaeological evaluation or targeted watching briefs. When the WSI is approved the fieldwork would commence in relation to the works schedule.

6.1.2 The results of evaluation and monitoring would allow an informed decision in respect of any archaeological mitigation strategy (if required) for the site. Results of fieldwork from each investigation will then be detailed in a report that can further inform future strategies for the remainder of the works on the site.

6.1.3 The most important factor will be to obtain as much accurate information as possible so that the current assessment of potential can be modified to reflect closely what is present at the site, and thus, what, if anything further should be required.

6.1.4 Essentially the archaeological work can be built into the programme as required but it would be advisable to initiate evaluation work at an early stage to allow decisions for further work to be fully formulated in advance of construction.

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8 Appendix 1

8.1 Goslett Yard Site – Existing Buildings

Address	Ground level (mOD)	Level at top of basement slab (mOD)	Estimated level at bottom of slab/ disturbed area (mOD)	Level of top of natural (mOD)	Potential deposit survival	Data source (Appendix 2)
155 Charing Cross Road – Basement level	*c* 25	22 to 22.80	21.50 to 22.30	*c* 22 (gravel, possibly truncated)	Low – base of deep-cut features only	Crossrail borehole T7
12 Sutton Row - Basement level of Office Shoes stockroom	*c* 25	22 to 23	21.50 to 22.50	**c** 22 (gravel, possibly truncated)	Low – base of deep-cut features only	Crossrail borehole T7 and T13
Yard area between 12 Sutton Row and St Patrick's Church – Below ground services area	*c* 25	Unknown basement slab level – however estimated at same level as St Patricks an 12 Sutton Row floor level 23	estimated at c 22.50	**c** 22 (gravel, possibly truncated)	Low – probable truncation by service basement level - base of deep-cut features only	Crossrail borehole T13
147 – 153 Charing Cross Road – Basement level – William Hill bookmakers	*c* 25	22.20 to 22.70	21.70 to 22.20	**c** 22 (gravel, possibly truncated)	Low – base of deep-cut features only	Crossrail borehole T7
143 to 145 Charing Cross Road (Pret a manger basement level)	*c* 25	*c* 22.60	22.10	*c* 22.25 (gravel, possibly truncated)	Low – base of deep-cut features only	Crossrail borehole T15
137-139 Charing Cross Road – Basement of Sainsbury local store	*c* 25	22.50	22	*c* 22.25 (gravel, possibly truncated)	Low – base of deep-cut features only	Crossrail borehole T15

Address	**Ground level (mOD)**	**Level at top of basement slab (mOD)**	**Estimated level at bottom of slab/ disturbed area (mOD)**	**Level of top of natural (mOD)**	**Potential deposit survival**	**Data source (Appendix 2)**
135a Charing Cross Road – Basement of Café Nero	*c* 25	22. 40 to 22.50	22	*c* 22.25 (gravel, possibly truncated)	Low – base of deep-cut features only	Crossrail borehole T15 and T23E
12 Goslett Yard	*c* 25	Not basemented	Na	22.25 or greater	High	Crossrail borehole T15 and T23E

9 Appendix 2 – Goslett Yard data

For location of boreholes and trial pits see Fig 2

9.1 Historic Boreholes (Crossrail)

T7	
Location	Sutton Row
Co-ordinates	80158E 36073N
Modern ground level/top of slab	24.85m OD
Made ground	Tarmac, overlying concrete, overlying 0.11m of sandy gravel of concrete, brick and flint (modern), overlying 2.3m of sandy clay with brick fragments (undated).
Natural observed	22.05m OD (Thames Gravel)

T13	
Location	Sutton Row/Soho Square
Co-ordinates	80129E 36054N
Modern ground level/top of slab	24.75m OD
Made ground	Tarmac, overlying 2.5m of made ground (undated).
Natural observed	22 (Thames Gravel)

T15	
Location	Goslett Yard
Co-ordinates	80154E 36013N
Modern ground level/top of slab	24.65m OD
Made ground	Tarmac, overlying 2.4m of made ground (undated).
Natural observed	22.25m OD (Thames Gravel)

T23E	
Location	Goslett Yard
Co-ordinates	Unknown
Modern ground level/top of slab	Not given
Made ground	Tarmac, overlying 2.70m of made ground (undated).
Natural observed	Not given (Thames Gravel)

BH374	
Location	Near 145 Charing Cross Road
Co-ordinates	80161E 36045N
Modern ground level/top of slab	25.91m OD
Made ground	5.71m of made ground (undated) overlying clay.
Natural observed	20.12m OD (London Clay)

9.2 Archaeological watching brief on utilities works near Goslett Yard

TP 14	
Location	Falconberg Mews - centre of the roadway, at the junction with Falconberg Court
Modern ground level/top of slab	24.92m OD
Made ground	An undated peat/clay deposit (surface height at *c* 22.47m OD) was recorded at the base of the trench; probably naturally-lain, but potentially containing evidence of early occupation. A0.45m thick sequence of banded 18th century? deposits (surface height at *c* 22.92m OD) was partly visible below the shoring in the west section. The peat/clay at base was sealed by a 0.15m thick layer of crushed fire debris (surface height at *c* 22.57m OD); the rest of the visible sequence were rubbish dumping/landfill deposits.
Top of natural	Not observed. Ends at 22.47m OD

TP 15	
Location	Falconberg Mews - Within the roadway, west side, *c* 13.9m north of the junction with Sutton Row
Modern ground level/top of slab	25m OD
Made ground	Reworked brickearth layers with an alluvial sand/silt deposit between, overall surface height: *c* 23.09m OD).The brickearth was sealed by 1.14m thick sequence of 17th/18th century? banded soil deposits (surface height at *c* 24.23m OD).
Top of natural	22.64m OD (Thames Gravel)

TP 30	
Location	Within the roadway, east side, immediately north of the junction with Sutton Row
Modern ground level/top of slab	*c* 25.3m OD
Made ground	0.5m thick layer of disturbed brickearth (surface height at *c* 23.25m OD), which in turn was sealed by a part-visible peaty sand/silt deposit (surface height not visible). A later sequence of post-medieval soil deposits were probably redeposited material utilised as backfill over a Victorian brick sewer.
Top of natural	*c* 22.75m OD – Sand

TP 31	
Location	Within the roadway, south-east corner of Soho Square, adjacent to the junction with Greek Street
Modern ground level/top of slab	*c* 25.3m OD
Made ground	An unmortared single course brick 17th to 18th century basement/cellar floor? (surface height at *c* 21.4m OD) which extended across and beyond the whole base of the trench. Overlain by a vaulted cellar or possibly a pre-Victorian sewer, also provisionally dated 17th or 18th century. These overlain by modern material.
Top of natural	21.14m OD

TP 34	
Location	A manhole on the south side of Soho Square opposite the west carriageway of Greek Street, where it joins the square
Modern ground level/top of slab	*c* 25.13m OD
Made ground	Black or dark grey coal-ashy quarry fill was found from 2.8m to 4m below ground level, 22.5m–21.3m OD (the limit of observations). Earlier observations had recorded a “floor” at a level above 22.5m OD, which survived in discreet areas.
Top of natural	Not observed

TP 35	
Location	Sutton Row - within the roadway, opposite the junction with Falconberg Mews
Modern ground level/top of slab	25.13m OD
Made ground	1m thick archaeological sequence comprised of earliest recorded deposit was a relatively sterile alluvial clay, *c* 0.2m deep, sealed by a 0.25m thick layer of sand/silt, sealed by remains of a burnt/demolished building 0.58m thick.
Top of natural	Not observed. Ends at 22.75m OD

10 Appendix 3 – Surrounding Sites

For location of boreholes, trial pits and archaeological investigations see Fig 2

10.1 Historic Boreholes (Crossrail) – Surrounding sites

BH 5 (1630)	
Location	Subway west of Centre Point
Modern ground level/top of slab	23.17m OD
Made ground	Brick and gravel rubble (undated).
Top of natural	22.27m OD (Thames Gravel)

BH 6 (1631)	
Location	Subway south of Centre Point
Modern ground level/top of slab	22.74m OD
Made ground	Brick and gravel rubble (undated).
Top of natural	21.98m OD (Thames Gravel)

T 9	
Location	Falconberg Court
Modern ground level/top of slab	24.55m OD
Made ground	Tarmac, cobbles and concrete, overlying 1.85m of sandy clay with brick, tarmac and concrete fragments (modern).
Natural observed	22.40m OD (Thames Gravel)

T 10	
Location	South-west corner of Centre Point
Modern ground level/top of slab	25.60m OD
Made ground	Tarmac, overlying 1.5m of sand with brick, concrete and tarmac fragments (modern), overlying 1.5m of sand and gravel with flint and coal fragments (undated).
Natural observed	22.10m OD (Thames Gravel)

BH 11 (1623)	
Location	Centre Point pond TQ 2984 8134
Modern ground level/top of slab	25.09m OD
Made ground	Clay with gravel and brick fragments (undated).
Natural observed	21.89m OD (Thames Gravel)

BH 377	
Location	South-west corner of Centre Point
Modern ground level/top of slab	25.24m OD
Made ground	Clay with gravel, sand and brick fragments (undated).
Natural observed	20.06m OD (Thames Gravel)

10.2 2008 Boreholes

BHT100	
Location	Outside 1 Oxford Street
Modern ground level/top of slab	25.07m OD
Made ground	2.2m deep void, overlying sandy clay with brick fragments (modern basement backfill), overlying concrete 0.15m thick (modern), directly overlying natural gravel.
Top of natural	21.57m OD (Thames Gravel)

BHT101	
Location	Falconberg Mews, north end
Modern ground level/top of slab	24.92m OD
Made ground	1.2m deep void, overlying sandy clay with flint, brick and chalk fragments 1.2m deep (undated).
Top of natural	22.52m OD (Thames Gravel)

BHT104	
Location	Area north of 148 Charing Cross Road
Modern ground level/top of slab	25.15m OD
Made ground	Tarmac, overlying sandy gravel with flint and brick 1.8m deep (modern basement backfill), overlying concrete 2m deep, overlying gravelly sand with flint and brick fragments 0.5m deep (undated).
Top of natural	20.65m OD (Thames Gravel)

BHT105	
Location	Outside 163 Charing Cross Road
Modern ground level/top of slab	24.93m OD
Made ground	Void 2.7m deep, overlying sand and gravel with flint, concrete, brick and ceramic fragments 1.8m thick (modern).
Top of natural	20.43m OD (Thames Gravel)

10.3 Archaeological watching brief on utilities works

TP 3	
Location	Outside 167 Charing Cross Road
Modern ground level/top of slab	24.91m OD
Made ground	Victorian brick basement/cellar walls and sewer observed.
Top of natural	Not observed. Ends at 23.45

TP 4	
Location	Outside 3–5 Oxford Street
Modern ground level/top of slab	25.25m OD
Made ground	Victorian brick basement/cellar wall observed.
Top of natural	23m OD (Thames Gravel)

TP 3	
Location	Outside 167 Charing Cross Road
Modern ground level/top of slab	24.91m OD
Made ground	Victorian brick basement walls associated with existing buildings on the street frontage, overlying Victorian/modern concrete structure of unknown function.
Top of natural	Not observed. Pit ends at 22.65m OD

TP 5	
Location	Outside 167 Charing Cross Road
Modern ground level/top of slab	24.91m OD
Made ground	Late post-medieval wall (17th/18th century) and Victorian brick culvert and associated brick chamber, or basement wall observed.
Top of natural	22.3m OD (Thames Gravel)

TP 12	
Location	Falconberg Court
Modern ground level/top of slab	24.92m OD
Made ground	An 18th century? brick cellar/basement wall was partly visible in the north section edge (surface height at *c* 23.85m OD). Pre-Victorian brick wall and 18th century soil deposits (landfill/pitting) overlay undated a peaty deposit, 0.20m thick (immediately above in situ natural sand) at a surface height *c* 22.65m OD.
Top of natural	22.45m OD (sand)

TP 20	
Location	Outside 5–7 Oxford Street
Modern ground level/top of slab	25.4m OD
Made ground	Layer of mixed mortar/rubble 0.10m thick (undated), overlying a possibly medieval or post-medieval soil deposit.
Top of natural	*Not observed. Pit ends at 23.93m OD*

10.4 Archaeological investigations

XRB92 TP 36	
Location	Falconberg Mews, rear of 20 Soho Square
Modern ground level/top of slab	25m OD
Made ground	Granite setts, overlying a series of post-medieval demolition and construction deposits, overlying more organic deposits, which may represent a former ditch of water course that filled up in the early post-medieval period.
Top of natural	Not observed. Pit ends at 22.

XRB92 TP 37	
Location	Falconberg Mews, east of 11 Sutton Row
Modern ground level/top of slab	25m OD
Made ground	Footings of the adjacent building were present to 1.85m, causing disturbance to deposits. Post-medieval demolition and construction deposits were recorded beneath the building footings.
Top of natural	Not observed. Pit ends at 22.

SGC99	
Location	Denmark Court/Crown Yard
Modern ground level/top of slab	25m OD
Made ground	Brickearth recorded overlying natural gravel.
Top of natural	22.35m OD (Brickearth)

TCU09	
Location	Denmark Court/Crown Yard
Modern ground level/top of slab	*c* 26m OD
Made ground	Definite natural layers were possibly encountered. Earliest deposits pre-dated late 17th/early 18th century activity. Several brick structures possibly from the late 17th century to the early 19th centuries were exposed and recorded including basement/cellar walls and a possible cess pit/soakaway. Also deposits that dated to the early 19th century.

Top of natural	23.70 (?Brickearth)

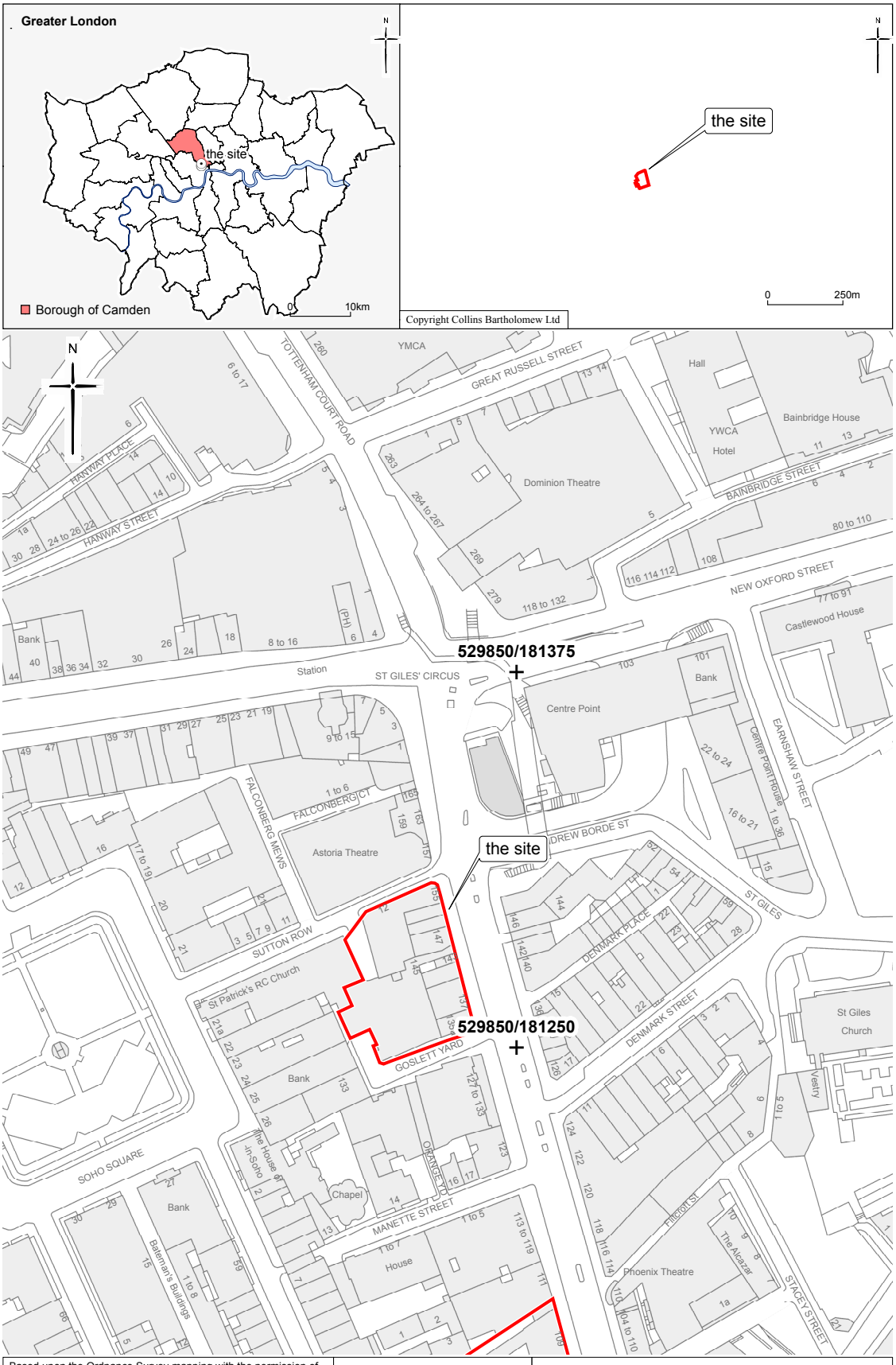

Fig 1 Site location

Fig 2 Areas of potential archaeological deposit survival, and location of geotechnical and archaeological investigations

Fig 3 Tottenham Court Road Station eastern entrance, compensation grout shaft no 6 and utility diversions (Crossrail drawing P20700-C1M08-U00-D-00012)