



Crossrail Eastern Ticket Hall (TCR)

Summary Report

Standing Building Survey and Evaluation: 12 Sutton Row & 12 Goslett Yard WC2

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1 Summary for London Archaeologist

Crossrail Eastern Ticket Hall (TCR), 12 Goslett Yard and 12 Sutton Row, WC2 TQ 29810 81260, TQ 29817 81727 MOLA (David Sorapure, Julian Bowsher) standing building survey and evaluation June 2009 – January 2010 London Underground, on behalf of Crossrail Ltd TCG09

A standing building survey and an evaluation were carried out. The site comprised three distinct buildings and two open areas. The earliest building was formally a 19th-century brick-built warehouse (constructed 1877-85 by R L Roumieu & A Aitchison, completed by R A Roumieu) belonging to the Crosse & Blackwell Company who produced pickles and sauces in a factory in Soho Square.. This building, 12 Sutton Row, is known to have been linked by a walkway over the street to the Astoria to the N, itself formerly a warehouse and part of the food factory. Its appearance had been much altered; the original gothic arched loops and windows were replaced and the whole façade onto Charing Cross Road re-rendered, although the proportions of the original façade remained as did a turret with a spire in the NE corner of the building. Crosse and Blackwell left the Soho area in the 1920s and the warehouse was converted to showrooms and offices in 1925. It formerly extended further to the SW. The other buildings included one fronting Charing Cross Road that was built as a dance school in 1905, with retail units on the ground floor. The third building was built on the site of the demolished portion of the Crosse & Blackwell warehouse complex. The buildings on the site formed an entire block, whilst the 2nd and 3rd buildings were linked together in a recent phase of refurbishment to form 12 Goslett Yard. Eight evaluation trenches were excavated. These revealed no sign of natural brickearth, the quarrying of which may have resulted in such widespread truncation. Trenches to the S revealed a waterlain deposit which may have been a pre-17th-century land surface, overlain by dumped layers containing material dated 1650-1700. Trenches in the SW and N parts of the site revealed 17th-century structural remains consistent with the first development of Bow Road (now Goslett Yard) in the 1670s. The N trench revealed 18th-19th-century additions, while a trench to the E had a large subsurface vaulted chamber of probable 18th-century date. However, it was filled – almost to the roof – with late 19th/early 20th-century pot and glass associated with Crosse & Blackwell's occupation of the site. A trench in the NW corner of the site revealed a timber warehouse floor overlain by a similar deposit of this material. A trench in the NE corner exposed an 19th/20th-century brick structure whose function and extent could not be determined within the confines of the trench. The structures within the site were not statutorily listed and were demolished in early 2010.

2 Summary for Britannia

Not required.

3 Summary for Medieval Archaeology

Not required.

4 Summary for Post Medieval Archaeology

12 GOSLETT YARD AND 12 SUTTON ROW, CROSSRAIL EASTERN TICKET HALL (TQ 29817 81727, TQ29810 81260) D Sorapure and J Bowsher carried out a standing building recording and evaluation on behalf of London Underground for Crossrail.

The site comprised 3 distinct buildings and two open areas. The earliest building was formally a 19th century brick built warehouse belonging to the Crosse & Blackwell Company who produced pickles and sauces in a factory in Soho Square. It was built between 1877 - 1885 by architects R.L. Roumieu and A. Aitchinson and completed by R.A. Roumieu. This building numbered 12 Sutton Row is known to have been linked by a walkway over the street to the Astoria to the N, itself formerly a warehouse and part of the food factory. Its appearance had been much altered with its original gothic arched loops and windows being replaced and the whole façade onto Charing Cross Road being re-rendered. Despite this, the proportions of the original façade remained, as did a turret with a spire in the N-E corner of the building. Crosse and Blackwell left the Soho area in the 1920s and the warehouse was converted to showrooms and offices in 1925. It formerly extended further to the S-W. The other buildings included one fronting Charing Cross Road that was built as a dance school in 1905, with retail units on the ground floor. The third building was built on the site of the demolished portion of the Crosse and Blackwell warehouse complex. The buildings on the site formed an entire block, whilst the 2nd and 3rd buildings were linked together in a recent phase of refurbishment to form 12 Goslett Yard. The structures within the site were not statutorily listed and were demolished in early 2010. An evaluation was carried out on the site. One, centrally placed, trench could not be excavated due to services 1m below ground surface. The southernmost trenches revealed dump layers with consistent finds from the period 1650-1700. These overlay a waterlain deposit which may have been a pre 17th-century surface. The absence of brickearth may signify widespread truncation due to its excavation. Trenches in the SW and N part of the site revealed 17th-century structural remains consistent with the first development of Bow Road (now Goslett Yard) in the 1670s. The northern trench revealed structural additions from the 18th- and 19th-centuries but a trench just to the east had a large subsurface vaulted chamber of probable 18th-century date. However it was filled, almost to the roof, with late 19th/early 20th-century pot and glass associated with Crosse & Blackwell who occupied the site from the mid 19th-century to about 1921. A trench in the NW corner revealed a timber warehouse floor with a similar deposit over it. The NE trench revealed a substantial late 19th/early 20th-century brick structure whose function and extent could not be defined within the confines of the trench. Apart from defining the earliest development of the site early to the late 17th-century, the potential offered by large dumps of late industrial wares is of some importance.

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Evaluation - OASIS ID: molas1-70517