

**HIGHWAY IMPROVEMENT WORKS
THE MALL/HORSE GUARDS ROAD, CITY OF
WESTMINSTER, SW1A 2WH**

AN ARCHAEOLOGICAL WATCHING BRIEF



March 2018

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An Archaeological Watching Brief

Site code: HGU18
Site Location NGR: TQ 29812 80198

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Abstract

Between the 2nd January and 5th March 2018, Compass Archaeology conducted an archaeological watching brief on the junction of The Mall and Horse Guards Road, SW1A 2WG, during groundworks associated with highway improvement works. The watching brief was commissioned by Peter Brett Associates LLP on behalf of The Royal Parks.

The programme of archaeological works entailed the monitoring and recording of the installation of lighting columns and traffic signal poles, as well as the excavation of trenches for cable ducting installation. The lengths of trenching excavated across the site totalled c210m, measuring between 0.3 and 0.65m in width, with one section measuring 0.9m in width, x 0.35 to 1m in depth.

The stratigraphic sequence was interpreted as predominantly post-medieval and modern backfill, potentially laid down when The Mall was remodelled in the 1950s, comprising road make-up over rubble deposits. A number of variations in the material was observed, taken to be the result of numerous localised groundworks which have occurred over the past several decades. A damaged layer of horizontally laid bricks was observed on South Horse Ride, which may represent a previous surface, however no dating evidence or associated features were observed.

No further features of archaeological interest were found, probably due to the limited depths of excavation. A layer of dark orange-brown firm sand was observed primarily beneath the existing carriageway and is taken to be the natural geology, encountered between c6.3 and 5.8mOD.

At this stage no further groundworks are proposed for The Mall / Horse Guards Road, therefore no further archaeological mitigation is required. If this changes an updated / new proposal, produced in consultation with the relevant parties shall be produced.

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1 INTRODUCTION

- 1.1 The following document forms a summary of the results of an archaeological watching brief conducted on the junction of The Mall and Horse Guards Road, City of Westminster, SW1A 2WH by Compass Archaeology between 2nd January and 5th March 2018 (fig. 1).



Figure 1: Site location, marked in red. Reproduced from OS data with the permission of the Ordnance Survey on behalf of The Controller of HMSO ©Crown Copyright 2014. All rights reserved. Compass Archaeology Ltd, licence no. AL100031317

- 1.2 The watching brief was commissioned by Peter Brett Associates LLP on behalf of The Royal Parks to oversee highway improvement works in this historically significant and archaeologically sensitive area.

The site is located at the convergence of 3 Archaeological Priority Areas (APA), spanning the Tier 1 APA of *Westminster and Whitehall*, and the Tier 2 APA's of *St James's Park* and *Great Estates*. Additionally, this convergence also includes the 3 Conservation Areas of *Royal Parks*, *St James's* and *Whitehall*, as designated by the City of Westminster Council (figs.2-3).

In addition, the proposed works are located within the Grade I Registered Historic Park and Garden of *St James's Park*, as designated by Historic England (fig.4).

Finally, the works area contains 3 Listed Buildings within the immediate vicinity, comprising the *Royal Artillery Memorial of the South African War* (UID1273903: Grade II*), *44 Lamp Standards lining Road and Circus in front of Palace* (UID

1239084: Grade II) and 33 *Lamp Standards lining Footpaths and Ride on north side* (UID 1273938: Grade II), as designated by Historic England (fig.5).

- 1.3 The programme of archaeological works entailed the monitoring and recording of highway improvement works, including groundworks associated with the installation of lighting columns and traffic signal poles, as well as the excavation of new cable ducting below the carriageway and footpaths.

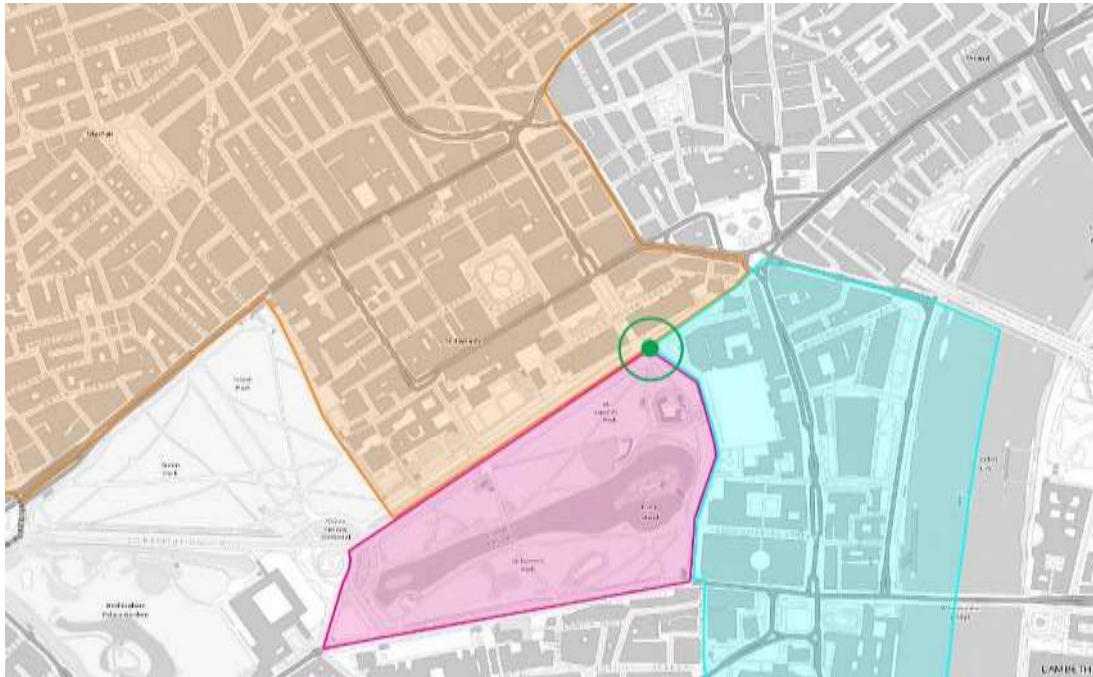


Figure 2: Site location (red) in relation to the APAs of Westminister and Whitehall (blue), St James's Park (pink) and Great Estates (orange). Adapted from the Historic England City of Westminster Archaeological Priority Areas Appraisal (March 2017).

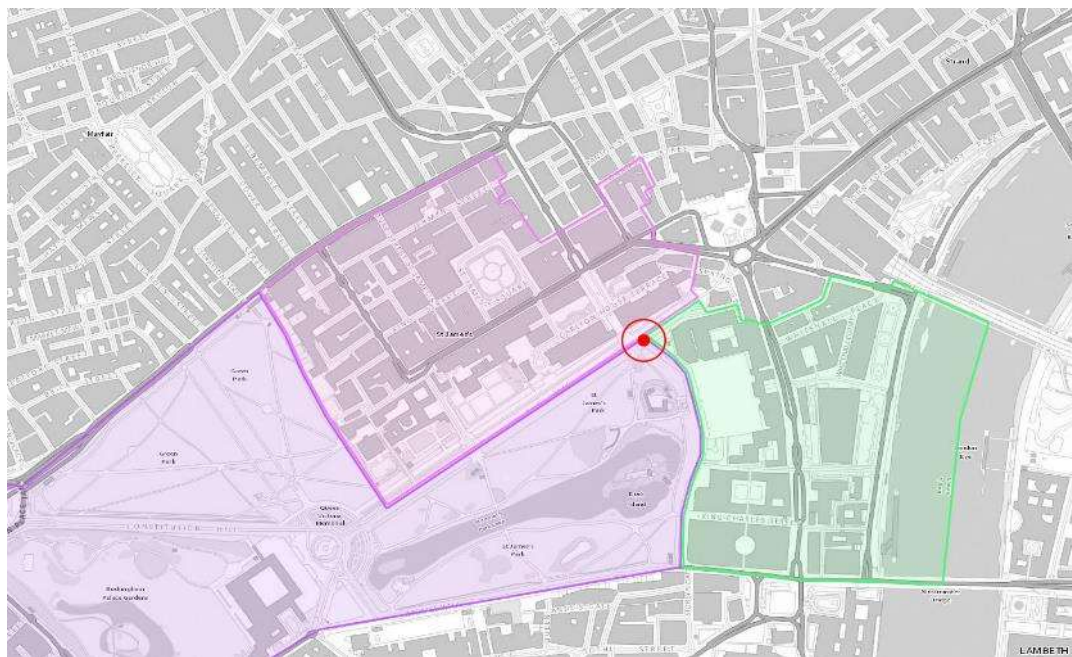


Figure 3: Site location (red) in relation to the Conservation Areas of St James's (pink), Royal Parks (purple) and Whitehall (green). Adapted from the City of Westminster Council's Online Map (2018).



Figure 4: Site location (red) in relation to St James's Park, Registered Historic Park and Garden (Grade I). Adapted from the City of Westminster Council's Online Map (2018).



Figure 5: Map showing the Listed Buildings in the immediate vicinity of Horse Guards Road / The Mall: 1) Royal Artillery Memorial of the South African War (Grade II*: UID 1273903); 2) 33 lamp standards lining footpaths and ride on north side (Grade II: UID 1273938); 3) 44 lamp standards lining road and circus in front of palace (Grade II: UID 1239084).

2 ACKNOWLEDGEMENTS

2.1 Compass Archaeology would like to thank Peter Brett Associates LLP and the Royal Parks for commissioning Compass to undertake the archaeological watching brief, and also Leigh Button and Eurovia for ensuring accessibility and support on site during their groundworks.

3 SITE LOCATION, GEOLOGY AND TOPOGRAPHY

3.1 The groundworks were situated towards the eastern end of The Mall, at the junction with Horse Guards Road, within the main carriageway. The works extended eastwards, ending adjacent to the Royal Artillery Memorial. The site was bounded by St James's Park to the south, and the British Academy and Royal Academy of Engineering to the north.

3.2 According to the British Geological Survey, (Sheets 256, *North London* & 271, *South London*) the site overlies an outcrop of Kempton Park Gravel, bounded to the west and south by a deposit of Langley Silt overlying a band of alluvium, following the course of the River Thames. The site lies to the south of a large outcrop of Lynch Hill Gravel overlying Hackney Gravel and London Clay (fig.6).

3.3 The site is situated on a slight, but noticeable slope. The Mall sites at approximately 6mOD, rising to 6.4mOD on the northern side and dropping to 5.8mOD on the southern, which drops more sharply to 3.0mOD at Horse Guards.

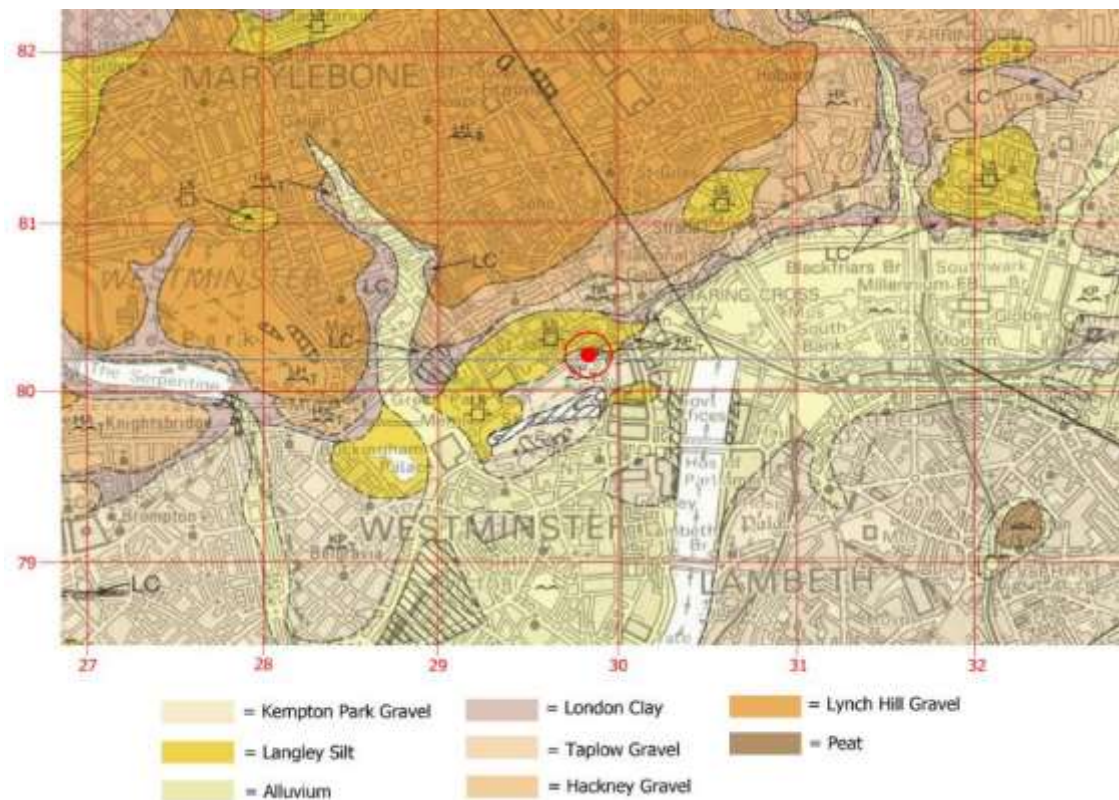


Figure 6: Extract from the British Geological Survey, Sheet 270: South London, with site location marked in red.

4 ARCHAEOLOGICAL AND HISTORIC BACKGROUND

4.1 *Prehistoric*

During the prehistoric period much of the archaeological evidence for activity / occupation is concentrated towards the River Thames, often on gravel islands, or eyots, which afforded higher and dryer ground. The evidence is relatively scattered along this band of alluvium, suggesting the settlement was not limited to one area – a logical deduction based on subsistence living and a heavier reliance of the environment.

However, geoarchaeological evidence from interglacial deposits, in addition to a plethora of faunal remains suggests that early settlers in the area would have had no shortage of a regular food supply. A number of specimens of now extinct species, which were recovered from the area surrounding Trafalgar Square. The presence of big game and diversity of species indicates that prehistoric London was existing in a climate dramatically different to that of the present day. Although several lithic tools recovered from Admiralty House cannot prove what activities were taking place in the vicinity of the site, they are suggestive of a general presence in the area.

4.2 *Roman – Saxon*

A Roman settlement was established shortly after the successful Claudian invasion of AD43. *Londinium* comprise a playing card shaped fortress, centred on the present day London Wall / Wood Street, with the walled civilian settlement extending from Ludgate in the west to Tower Hill / Aldgate in the east. Archaeological evidence suggests there may have been a river crossing situated in the vicinity of Lambeth Palace, however further evidence is scarce. A small quantity of residual Roman finds have been found further west along The Mall however these are likely to be representative of Roman activity in general, rather than occupation or industry in the immediate vicinity of the site.

Moving into the Saxon period, the primary settlement of *Lundenwic* was located further west, in the area of Covent Garden, specifically beneath the present day Royal Opera House and Bow Street Magistrates Court (MoLA 2012; Compass Archaeology 2016). Towards the end of the Saxon period development was starting to occur in the area, with previous excavations at St James's Palace exposing 11th century remains of the Hospital of St James the Less.

4.3 *Medieval*

In the immediate vicinity of the site the archaeological evidence seems representative of general medieval settlement and occupational activity, with a number of excavations producing quantities of pottery, in addition to features such as extraction pits and traces of field / property boundaries.

However, even a hundred metres further west, evidence of activity is considerably more pronounced. In the 12th century, prior to the reign of Henry II (1154-89), the land on what is now the northern side of The Mall was established as a hospital for leprous women, dedicated to St James the Less, Bishop of Jerusalem (Walford 1878).

Excavations by the Museum of London Archaeology Service recorded the foundations a timber framed building dating from this period. Further excavations by the Department of Greater London Archaeology uncovered architectural and ceramic fragments from the same structure.

The hospital continued in use, in various forms, until 1448/9 when the building and its grounds were granted to Eton College by Henry VI. In c1531 the college exchanged much of the site with Henry VIII for land in Kent, presumably at his instigation, as it was soon closed as the site became re-established as St James's Palace.

4.4 *Post-medieval*

The Mall, as it exists today, was laid out in the early 20th century as a ceremonial route intended to be used for public display. Prior to this, the site existed as part of an avenue along the northern border of St James's Park. The park was first established in 1603 by James I who ordered the area of marshland purchased by Henry VIII in 1532 be drained and landscaped. The area comprised initially open land bordered by avenues of trees, however, it was significantly changed under the reign of Charles II, who, whilst in exile in France observed elaborate palace gardens, added a 775 x 38m canal to the centre upon his return to England, later expanded to a lake. An engraving of the area from 1708 (figs.7-8) shows the park bisected by the canal, with the site location being situated within a northern avenue of trees, fenced off, bounded by the park to the south and St James's Palace to the north.

During the 17th and 18th centuries The Mall was a fashionable promenade, taking its name from the game pall-mall (sometimes written as paille-maille, palle-maille etc.) played on the avenue. Indeed, the fenced off area shown on the plan of 1708 may represent this playing field.

Adjacent to the works area, the first Horse Guards building was erected in 1663, commissioned by King Charles, replacing an earlier tiltyard associated with Whitehall. Horse Guards remained as accommodation and stabling for the King's Guard and cavalry for the next century when its function became predominantly administrative and the structure fell into deterioration. A new building was commissioned in the 1850s, accommodating the Household Cavalry.

On the northern side of The Mall archaeological evidence of occupation is prolific, with extensive excavations at 25-34 Cockspur Street by Pre-Construct Archaeology (1997) revealing numerous post-medieval brick structures, surfaces, features and finds charting at least two phases of demolition and building work.

Also to the north was the prominent residence of Carlton House, owned by the Prince Regent from 1783. It was rebuilt and altered on several occasions throughout the late 18th / early 19th century until in 1820, the residence, along with Buckingham House was declared unfit for purpose and was proposed to be rebuilt on a grander scale. Ultimately, Buckingham House was rebuilt resulting in the present day Buckingham Palace. Carlton House was demolished in 1825 and replaced by two terraces of housing known as Carlton House Terrace.

The terraces were designed principally by John Nash, with input from Decimus Burton, among others, on Crown land between 1827 and 1832. The terrace suffered bomb damage during the Second World War, but was repaired and acquired by the British Government in the 1950s, to be used as the Foreign Office Headquarters. Carlton House Terrace is presently occupied by the British Academy and affiliated organisations.



Figure 7: Extract from Leonard Knyff's 'Le Palais et Park de St James', 1708. Approximate site location marked in red.

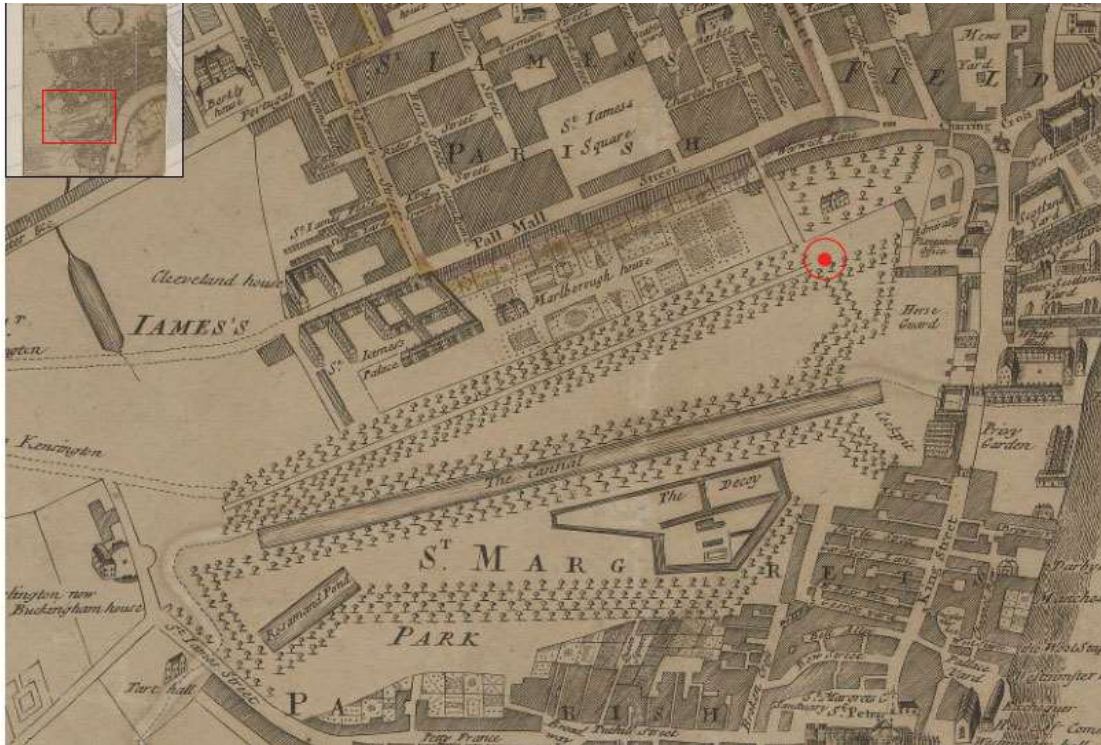


Figure 8: Extract from Henry Overton's 'A New and Exact Plan of the City of London and Suburbs thereof', 1720. Approximate site location marked in red.

4.5 Modern

The Royal Artillery Boer War Memorial, on the southern side of the works area was unveiled in 1910, marking the deaths of the 1083 soldiers of the Royal Artillery who died in the Second Boer War between 1899 and 1902. The memorial gained Grade II* Listed status in 1970.

During the First World War, Lady Ridley, who occupied number 10 Carlton House Terrace opened a hospital for wounded officers. The hospital remained in use up until 1919 and was noted for its regular concerts and shows, meticulously recorded in a scrapbook kept by Aileen Maunsell, a volunteer nurse (Syrett 2014).

The Mall has changed little since its post-medieval creation, with its layout remaining largely unchanged. It acquired its distinctive red appearance in the early 1950s, by using a synthetic iron oxide pigment, intended to give the road the effect of a red carpet leading towards Buckingham Palace.

5 PLANNING AND OBJECTIVES

- 5.1** The groundworks entailed the excavation of trenching for lighting columns, traffic signal poles and new cable ducting beneath the existing carriageway and pavement.

The excavations were primarily concentrated within the North and South Horse rides and pedestrian footpaths, measuring up to 0.4m in width x a maximum of 1m in depth. Much of the trenching averaged 0.65m in depth. Several sections of trenching were dug in a north-south direction across the width of The Mall to allow for the installation and connection of ducting between road and pedestrian traffic signals on the centre islands and those on the northern and southern sides of the road. The trenching did not exceed a maximum of 0.85m in depth (fig.9).

A number of superficial groundworks were also undertaken, including the installation of new surfaces, kerbing and tac-tiles, however these did not exceed a depth of 0.2m.

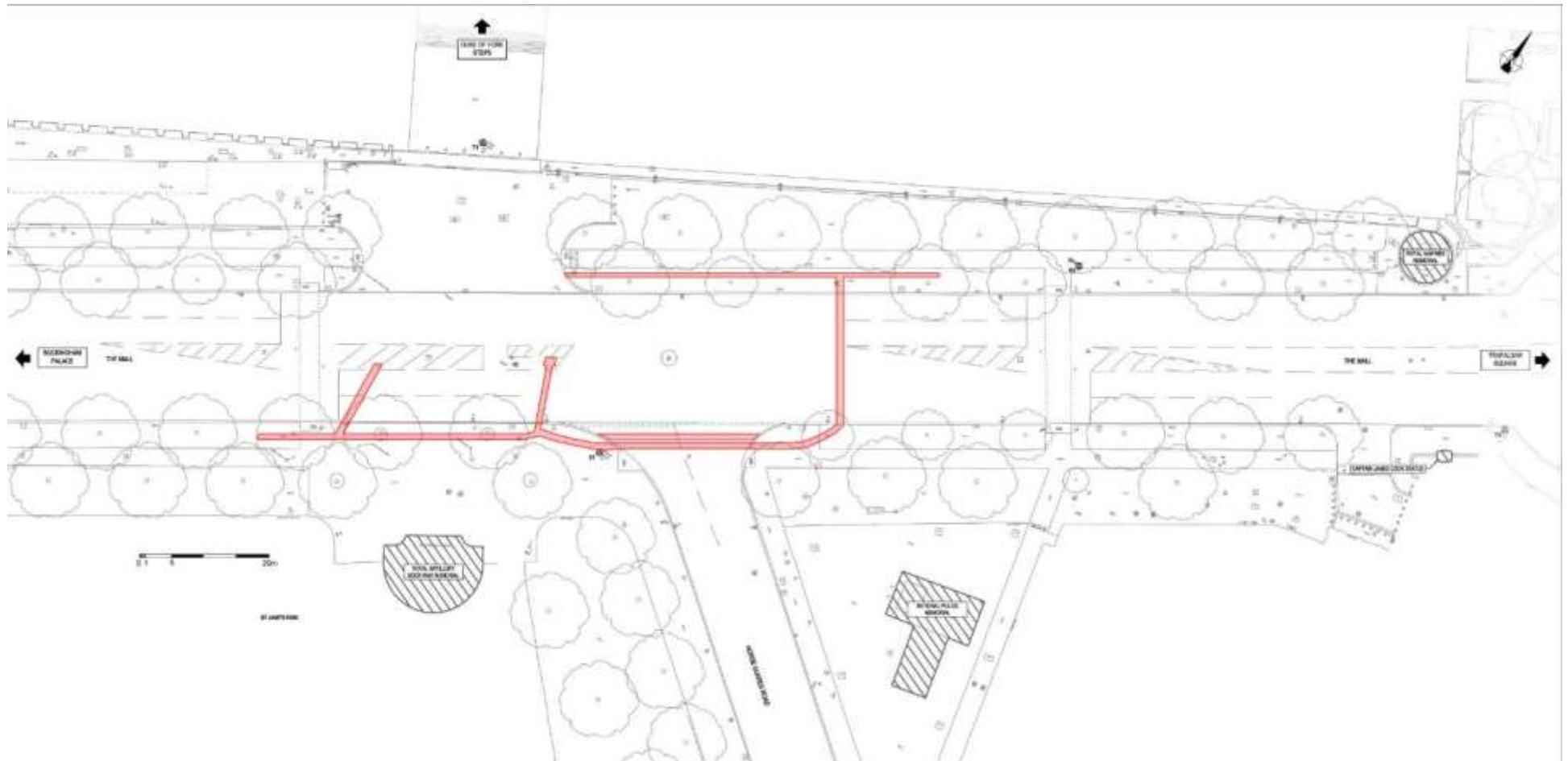


Figure 9: Monitored groundworks shown in red. Adapted from drawing no.20827_2009_11 (003) Supplied by The Client.

- 5.2 The City of Westminster has its own policies concerning archaeological remains and other heritage assets (Local Plan 2016), in addition to those set out by the National Planning Policy Framework (NPPF). Most relevant are *Policy S25 Heritage*, and *Policy DES11* laid out in the Unitary Development Plan (2010):

Policy S25 Heritage

Recognising Westminster's wider historic environment, its extensive heritage assets will be conserved, including its listed buildings, conservation areas, Westminster's World Heritage Site, its historic parks including five Royal Parks, squares, gardens and other open spaces, their settings, and its archaeological heritage. Historic and other important buildings should be upgraded sensitively, to improve their environmental performance and make them easily accessible.

Policy DES 11: Scheduled Ancient Monuments, Areas and Sites of Archaeological Priority and Potential

10.150

In considering applications for development of land with archaeological potential, the City Council will require an archaeological assessment detailing the potential impact of development upon surviving archaeological remains. Should archaeological evaluation and investigations be required, it must be undertaken in accordance with a written scheme of investigation approved by the City Council. The Greater London Archaeology Advisory Service provides guidance papers detailing these procedures. With respect to policy DES 11 B (3), investigation may include a watching brief and, or, a full excavation.

- 5.3 In addition, as the site is situated within the *Royal Parks/St James's/Whitehall* Conservation Areas the following policy extracts are also applicable (taken from the *Unitary Development Plan Chapter 10: Urban Design and Conservation (2010)*).

Policy DES 9 Conservation Areas

- A) *Applications for outline planning permission in conservation areas.*

In the case of outline planning applications within designated conservation areas it may be necessary to require additional details to be produced in order that the physical impact of the proposed development may be fully assessed.

Setting of conservation areas.

- F) *Development will not be permitted which, although not wholly or partly located within a designated conservation area, might nevertheless have a visibly adverse effect upon the area's recognised special character or appearance, including intrusiveness with respect to any recognised and recorded familiar local views into, out of, within or across the area.*

5.4 Whilst it was anticipated that the groundworks would mainly expose recent made ground, and some post-medieval activity, the fieldwork presented the opportunity to answer the following research questions:

- Is there any evidence for the early medieval activity on the site, particularly in reference to the developments surrounding Cockspur Street?
- Are there any surviving elements of the Post-medieval playing field prior to its redevelopment in the 17th and 18th centuries?
- Are there any remains of archaeological features, relating to the Park, prior to the creation of The Mall?
- At what level does archaeology survive across the site as a whole?
- If encountered, what is the natural geology and at what level does it exist across the site?

6 METHODOLOGY

6.1 Standards

6.1.1 The field and post-excavation work was carried out in accordance with Historic England guidelines (*Greater London Archaeology Advisory Service: Standards for Archaeological Work, 2015*). Works also conformed to the standards of the Chartered Institute for Archaeologists (*Standard and guidance for archaeological field evaluation, 2014*). Overall management of the project was undertaken by a full member of the Chartered Institute.

6.1.2 Fieldwork was carried out in accordance with the Construction (Health, Safety & Welfare) Regulations. All members of the fieldwork team held valid CSCS (Construction Skills Certificate Scheme) cards, and wore hi-vis jackets, hard-hats, steel-toe-capped boots, etc., as required. All members of the fieldwork team also followed the contractors' health and safety guidelines.

6.1.3 The City of Westminster, The Royal Parks and Historic England were kept informed of the progress of fieldwork and any finds recovered.

6.2 Fieldwork

6.2.1 The archaeological watching brief took place during the groundworks as outlined above. All excavation work was carried out by machine, and backfilled after the installation of the new systems.

6.2.2 Archaeological contexts were recorded as appropriate on *pro-forma* sheets by written and measured description, and drawn in plan and/or section, at scales of 1:20 and 1:10 respectively. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. Levels were taken on deposits, transferred from two Spot Heights, noted on a topographical plan of the works area – *51: to west of The Mall/Horse Guards Road junction* at 6.275mOD and *T3: on North Horse Ride* at 6.891mOD. The fieldwork record was supplemented by digital photography, in .jpeg and RAW formats.

6.2.3 The recording system followed the procedures set out in the Museum of London recording manual. By agreement the recording and drawing sheets used are directly compatible with those developed by the Museum.

6.3 Post-Excavation

6.3.1 The fieldwork was followed by off-site assessment and compilation of a report, and by ordering and deposition of the site archive with the Museum of London Archaeological Archive.

6.3.2 No finds were recovered during the archaeological watching brief.

6.4 Report Procedure

6.4.1 This report contains a description of the fieldwork plus details of any archaeological remains or finds, and an interpretation of the associated deposits. Illustrations have been included as appropriate, including a site plan located to the OS grid. A short summary of the project has been appended using the OASIS Data Collection Form (Appendix II).

6.4.2 Copies of this report will be supplied to the Client and Historic England.

6.4.3 There is no provision for further analysis or publication of significant findings. Should these be made the requirements would need to be discussed and agreed with the Client.

6.5 The Site Archive

Assuming that no further work is required, an ordered indexed and internally consistent archive of the evaluation will be compiled in line with Museum of London Guidelines for the Preparation of Archaeological Archives, and will be deposited in the Museum of London Archaeological Archive under site code HGU18. The integrity of the site archive should be maintained, and the landowner will be urged to donate any archaeological finds to the Museum.

7 RESULTS

7.1 What follows is a written description of the observations made during the watching brief. Deposits are shown in round brackets (x), and cuts and structures in square brackets [x]. The majority of the excavations revealed homogenous stratigraphy with few apparent features or finds of archaeological significance.

Included below are a number of sample sections recorded across the junction of Horse Guards Road / The Mall.

7.2 A total of approximately 210m of trenching was recorded, measuring between 0.3 and 0.65m in width, with one section measuring 0.9m in width, x 0.35 to 1m in depth. In general, the stratigraphy comprised modern road make-up and bedding over post-medieval and modern backfill / made ground. What is taken to be natural geology was observed in several sections.

7.3 The stratigraphy observed on the western side of South Horse Ride comprised 50mm of black tarmac (3) overlying a further 80mm of red and grey bedding gravel (2), above 40mm of orange gravel (13) and coarse grey rubbly concrete (14), measuring at least 180mm in thickness, continuing below the level of excavation at c.6.49mOD (fig.10).



Figure 10: Stratigraphy observed in a section of ducting running east-west along South Horse Ride. Facing NE. Scale 0.5m

A continuation of this trench was recorded and a similar stratigraphy was observed. The trench measured 0.3m in width x 0.4m in depth, extending eastwards towards the junction of The Mall / Horse Guards Road.

- 7.4** On the eastern side of South Horse Ride a similar sequence was observed, albeit to a lesser extent, comprising very loosely compacted stony rubble make-up (15) measuring c400mm in thickness, with patches of a more homogenous mid brown soil containing frequent small fragments of Ceramic Building Material (CBM) (16), measuring up to 600mm in thickness (fig.11).



Figure 11: Context (16), observed at the northeastern end of a 12m trench completed on the east side of South Horse Ride. Facing NE. Scale 0.5m

The stratigraphy displayed some slight variation in places due to multiple cutting and backfilling events – the result of previous groundworks.

- 7.5** Two parallel northeast-southwest trenches were dug across the width of Horse Guards Road, at the northern end, to connect the two trenches described above. Both trenches measured 0.65m in width x 0.80 – 1.0m in depth (c5.3-5.45mOD), excavated by machine (fig.12).



Figure 12: South facing section of east-west trenching across Horse Guards Road, showing post-medieval / modern backfill below modern road make-up layers. Facing NE. Scale 1m.

- 7.6** The northernmost of the two trenches measured 26m in length. The stratigraphy comprised 60mm of red tarmac (1) above 140mm of bedding material (2), sealing c180mm of mid yellow concrete surrounding a smashed ceramic pipe (17) above a 400mm thick deposit of mixed brown and black silty, gravelly soil with frequent fragments of CBM rubble (9), continuing below the level of excavation. The mixed nature of this context suggests it has been disturbed on at least one previous occasion.
- 7.7** The stratigraphy observed in the southernmost trench differed, further suggesting that the area to the north had been disturbed. The uppermost layers comprised 70mm of red tarmac (1) above 150mm of red bedding gravel (2) and black tarmac (3). At the north-eastern end of the trench a thin, 20-50mm skim of yellow sandy concrete or hardcore (4) was observed. This sealed 180-200mm of light to mid-grey rubble (5) abundant with large stones and bricks, above 130-200mm of light brown soil abundant with small stones, white mortar and black charcoal flecks (6).

At the south-western end of the trench the thin skim of concrete (4) sealed a single course of bricks, bordered by a single large stone at the eastern end (18). The bricks were badly battered and the stone did not appear to be *in situ*, however, the uniformity of the layer would suggest it was deliberately laid, and possibly represents a post-medieval or modern surface (fig.13).



Figure 13: Southernmost east-west trench across Horse Guards Road, showing road make-up and brick rubble overlying natural clean sand. Facing E. Scale 1m.

Similarly to the eastern end, this overlay a layer of soil (6) and at least 370mm of dark orange-brown firm sand (7), taken to be natural. No further features or finds were encountered in these two trenches.

- 7.8** Three sections were observed and recorded crossing the width of The Mall in a northwest-southeast direction. The westernmost and centre sections, located adjacent to the Royal Artillery Boer War Memorial, measuring 8.0m in length x 0.4m in width x 0.7m in depth (c5.7mOD) (fig.14).



Figure 14: NE-SW trench crossing The Mall. Facing approximately NNE. Scale 1m.

The stratigraphy in these areas comprised 70mm of red tarmac (1) above 70mm of red gravel bedding (2) and 90mm of black tarmac (3). These overlay 100-220 of light grey concrete (19), forming a bedding layer for the road. The concrete sealed 120mm of orange gravel (13) above a minimum of 130mm of firm orange-brown natural sand (7), continuing below the level of excavation.

The easternmost trench was located on the eastern side of the junction, adjacent to the National Police Memorial, measuring 20m in length x 0.9m in width x 0.85m in depth (c6mOD) (fig.15).



Figure 15: Northwestern end of eastern trench (looking towards Carlton Terrace) showing the groundworks below the road and North Horse Ride. Facing NW. Scale 1m.

The stratigraphy comprised 100mm of red tarmac (1) above 50mm of bedding (2), overlying 170mm of very light grey powdery concrete (19). This sealed a homogenous clean deposit of orange-brown natural sand (7), measuring 460mm in thickness, continuing below the level of excavation (fig.16).



Figure 16: Southeastern end of trench, showing sand below road make-up. Facing S. Scale 1m.

No finds or features were recovered from the trenches crossing the Mall.

- 7.9** The final section of trenching to be monitored was located on the southern side of North Horse Ride, running in a northeast-southwest direction. A 50m section was observed, measuring 0.35-0.4m in width x 0.4m in depth (c6.4-6.0mOD) (fig.17).



Figure 17: Ducting trenching in North Horse Ride. Facing NE. Scale 1m.

The stratigraphy along the full 50m length was relatively uniform, however a number of more silty patches were observed. This is taken to be a result of variation in modern groundworks rather than of archaeological intervention. The stratigraphy comprised 80mm of sharp sand (20) above 60mm of a gravel bedding layer (21), overlying 340mm of light brown soil, abundant with stone, mortar, concrete and fragments of CBM (fig.18).



Figure 18: Modern backfill / make-up observed on North Horse Ride. Facing NW. Scale 0.5m.

As a result of the presence of a previous duct (seen on the right side of the trench in fig.17 above) the deposits consisted of already disturbed, modern made ground and as such no archaeological finds or features were observed.

- 7.10** A number of more superficial groundworks were observed, including the grading of areas for new pedestrian crossings and installation of kerbing and tac-tiles, however as these were only surface interventions no features of archaeological interest were recorded.
- 7.11** Once the trenches were appropriately recorded and the groundworks completed, each area was backfilled and reinstated.

8 CONCLUSION

The following provides a summary of the work undertaken with reference to the original research questions.

8.1 *Is there any evidence for the early medieval activity on the site, particularly in reference to the developments surrounding Cockspur Street?*

No early medieval finds or features were recorded during the watching brief. It is likely that any evidence of activity in this area has been truncated by later features.

8.2 *Are there any surviving elements of the post-medieval playing field prior to its redevelopment in the 17th and 18th centuries?*

Several areas of cleaner, more homogeneous sandy soil were recorded across the site, however no associated finds were recovered and it is unclear if these patches are just a variation in the post-medieval / modern levelling of the area.

8.3 *Are there any remains of archaeological features relating to the Park, prior to the creation of The Mall?*

No features, such as paths, planters or tree bowls were encountered during the archaeological watching brief which could be associated with the Park.

8.4 *At what level does archaeology survive across the site as a whole?*

A previous surface was encountered within South Horse Ride at a depth of c300mm (c6.3mOD). In general however the stratigraphy observed was relatively shallow and consisted wholly of modern road make-up and levelling layers.

8.5 *If encountered, what is the natural geology and at what level does it exist across the site?*

Natural geology, consisting of a firm orange-brown sand, taken to be a variation / upper part of the Kempton Park Gravel deposit was encountered in the deeper areas of excavation crossing The Mall. The layer (7) was observed between c6.3m and 5.8mOD.

8.6 *The nature of the site and the shallow extent of the excavation meant that there was very little recovered in the way of archaeological remains. The widely used and remodelled roadway of The Mall means that any archaeological finds would have been disturbed or truncated; potentially several times.*

9 SOURCES

9.1 Bibliography

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APPENDIX I: LIST OF CONTEXTS

Context	Description
(1)	Red tarmac road surface
(2)	Bedding layer for (1)
(3)	Black tarmac
(4)	Yellow concrete skim
(5)	Rubble
(6)	Soil
(7)	Natural sand
(8)	Sandy yellow concrete
(9)	Dark brown silt containing CBM
[10]	Cut for NW-SE pipe (South Horse Ride)
(11)	Sand / gravel fill of [10]
(12)	Black tarmac (South Horse Ride)
(13)	Yellow-orange gravel
(14)	Pale grey rubble / contract
(15)	Pavement make-up
(16)	Soil with CBM (South Horse Ride)
(17)	Ceramic pipe and backfill (Horse Guards Road junction)
(18)	Brick layer (Horse Guards Road junction)
(19)	Concrete below road make-up layers
(20)	Sand (North Horse Ride)
(21)	Bedding layer (North Horse Ride)
(22)	Modern backfill (North Horse Ride)

APPENDIX II: OASIS RECORDING FORM

OASIS ID: [compassa1-313002](#)

Project details

Project name	Highway Improvement Works, The Mall/Horse Guards Road, City of Westminster SW1A 2Wh
Short description of the project	Between the 2nd January and 5th March 2018, Compass Archaeology conducted an archaeological watching brief on the junction of The Mall and Horse Guards Road, SW1A 2WG, during groundworks associated with highway improvement works. The programme of archaeological works entailed the monitoring and recording of the installation of lighting columns and traffic signal poles, as well as the excavation of trenches for cable ducting installation. The lengths of trenching excavated across the site totalled c210m, measuring between 0.3 and 0.65m in width, with one section measuring 0.9m in width, x 0.35 to 1m in depth. The stratigraphic sequence was interpreted as predominantly post-medieval and modern backfill, potentially laid down when The Mall was remodelled in the 1950s, comprising road make-up over rubble deposits. A number of variations in the material was observed, taken to be the result of numerous localised groundworks. A damaged layer of horizontally laid bricks was observed on South Horse Ride, which may represent a previous surface, however no dating evidence or associated features were observed. No further features of archaeological interest were found, probably due to the limited depths of excavation. A layer of dark orange-brown firm sand was observed primarily beneath the existing carriageway and is taken to be the natural geology, encountered between c6.3 and 5.8mOD.
Project dates	Start: 02-01-2018 End: 05-03-2018
Previous/future work	No / No
Any associated project reference codes	HGU18 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Site status	Conservation Area
Site status (other)	Historic England Registered Historic Park and Garden
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	NONE None
Significant Finds	NONE None
Investigation type	"Watching Brief"
Prompt	National Planning Policy Framework - NPPF

Project location

Country	England
Site location	GREATER LONDON CITY OF WESTMINSTER CITY OF WESTMINSTER The Mall / Horse Guards Road
Postcode	SW1A 2WH

Study area	105 Square metres
Site coordinates	TQ 529812 180198 50.940723555322 0.177708688327 50 56 26 N 000 10 39 E Point
Height OD / Depth	Min: 5.95m Max: 6m

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	Peter Brett Associates LLP
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Heidi Archer
Type of sponsor/funding body	The Royal Parks

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London Archaeological Archive
Digital Contents	"Stratigraphic"
Digital Media available	"Images raster / digital photography", "Text"
Paper Archive recipient	Museum of London Archaeological Archive
Paper Contents	"Stratigraphic"
Paper Media available	"Context sheet", "Plan", "Report", "Unpublished Text"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Highway Improvement Works The Mall/Horse Guards Road, City of Westminster SW1A 2WH. An Archaeological Watching Brief.
Author(s)/Editor(s)	Archer, H.
Date	2018
Issuer or publisher	Compass Archaeology Ltd
Place of issue or publication	250 York Road SW11 3SJ
Description	Short report summarising the results of the watching brief. Contains relevant background information including reason for commission, site location, historical and archaeological background and site and post-excavation methodology. Results include plans, photographs and text of the monitored work with a short conclusion. Context List and OASIS Recording Form included as appendices.