



## MULTI-DISCIPLINARY CONSULTANT WORKS PACKAGE 2

### FISHER STREET SHAFT SITE SPECIFIC ARCHAEOLOGICAL DETAILED DESK-BASED ASSESSMENT

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## Executive Summary

A Detailed Desk-Based Assessment (DDBA) has been carried out on the construction sites identified to be carried out at the Fisher Street shaft as part of the construction of Crossrail. The construction site which has been assessed comprises the shaft located on a land block constrained by Fisher Street, Southampton Row and Catton Street. Structures located on this block are 2-6 Catton Street, and 1-2 Fisher Street which will be demolished. To the immediate east is an EDF sub-station which shares a wall with the site. Adjacent and south of the site is 8-10 Southampton Row which is a grade II listed building.

Four compensation grout shafts are proposed to alleviate settlement; these are located at the Kingsway Tram Tunnel to the northern end Proctor Street; the junction of High Holborn and Southampton Place, the north western quarter of Red Lion Square. A series of utility diversions will also be required in advance of construction.

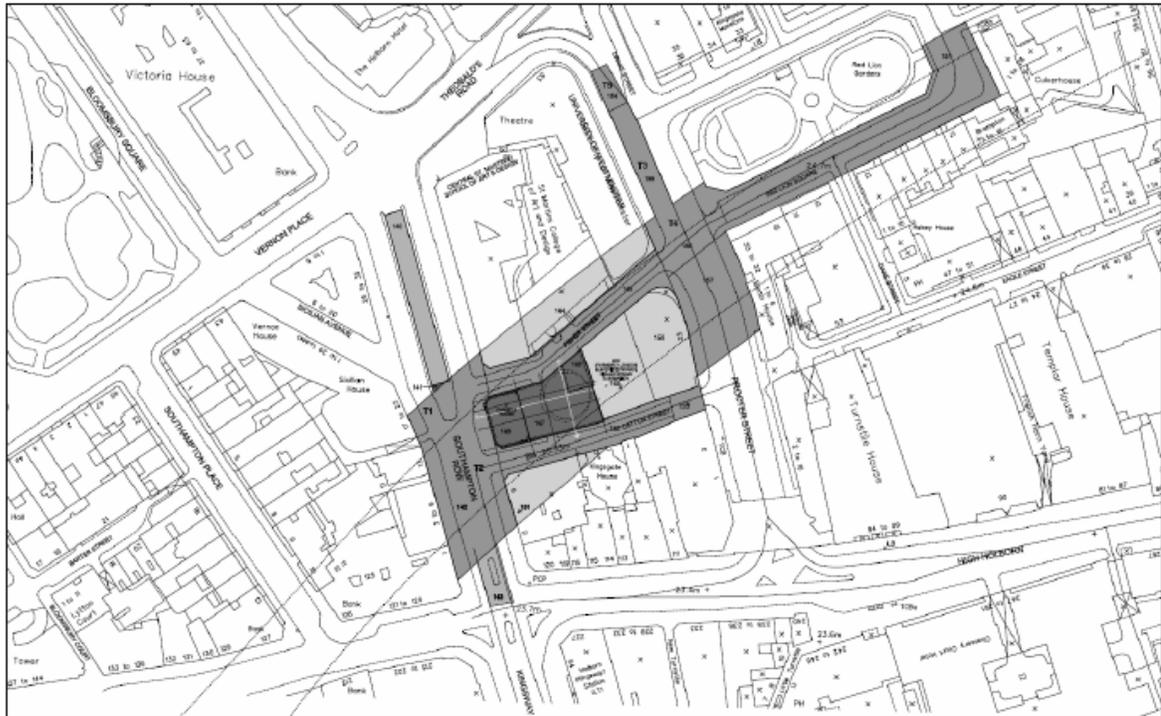
The report has found that there is a low likelihood of significant archaeological features being impacted upon by the Shaft and associated construction activities. This is due to the considerable truncation from services, building foundations and basements constructed on the site. Further consultation will be required of the impact of grout shaft 1 to the Grade II listed tramway, although this will not affect the type of archaeological mitigation response.

# 1 Introduction

The Cross London Rail Line (Crossrail) is a major new transport link that has been developed to serve London and the south-east of England. The Scheme Design for the Fisher Street shaft has been developed by MDC2. The details of the Scheme Design for the Fisher Street shaft are presented in the following documents:

- Fisher Street Shaft Scheme Design Report - Volume 3 – Civil, Structural & Tunnel Engineering Report. Document Number: CR-SD-FIS-CE-RT-00002;
- Fisher Street Shaft Construction Planning Report – Volume 2. Document Number: CR-DV-PAD-X-RT-00041;
- Fisher Street Shaft Final Option Selection Report Vol. 2. Document Number: CR-DV-CT1-X-RT-00040.

This detailed desk-based assessment (DDBA) addresses the construction areas for the Crossrail development at Fisher Street Shaft of MDC2.



**Figure 1: General Location of the Works**

These comprise the construction of the Fisher Street Shaft and four associated works grout shafts. The Fisher Street Shaft (FSS) provides an emergency intervention point to the running tunnels. The shaft also makes space provision for forced ventilation for the running tunnels. The general location of the works is shown on Figure 1 above.

This DDBA comprises the second stage of a process in identifying the presence/absence, location, extent, character, quality and date of any archaeological remains or built heritage features which may be affected by the construction of Crossrail. The first stage comprised a general desk-based assessment of high level data gathering and largely predictive

analysis of archaeological potential. That work was presented in the Specialist Technical Reports (STR) Assessment of Archaeological Impacts (Parts 1-6) which were produced in support of the Crossrail Environmental Statement (ES) (2005).

This second stage resulted from an additional programme of targeted research and review of documentation. This was required to further define the archaeological potential and site conditions. This DDBA describes the construction impact of Crossrail and its associated works on the archaeological and built heritage (non-listed) resource in support of the production of a site specific site location, proposes mitigation of potential impacts, and provides the scope for a WSI. The assessment has been undertaken for the latest scheme design for the site.

In compiling the detailed desk-based assessment the following assumptions have been made:

- The assessment is based on details as described in Scheme Design Report available at the time of compilation of this report;
- The assessment is based on site conditions as current at the time of compilation of the report;
- Basement survey information is incomplete and may affect interpretation.
- No archaeological field survey has been carried out within the site as part of the assessment. An initial site visit was made to understand the general layout and landform of the locality.

A series of documents are being prepared by CLRL in relation to the archaeological works. These are:

- Archaeology Generic Written Scheme of Investigation (14022008-44ES-P2Z1)
- Archaeology Project Design: Information management Plan (in progress)
- Archaeology Procedure for Detailed Desk-based Assessment (in progress)
- Archaeology Procedure for non-Listed built heritage recording (in progress)
- Archaeology Consultation Strategy (in progress)

## 2 Topography and Geology

The FSS scheme design report (CR-SD-FIS-CE-RT-00002) summarises the geological design sequence as follows:

Stratum	Level top of stratum (mATD)	Description	Thickness (m)	Design top of stratum level (mATD)
Made Ground	+124.56 to +124.94	Very loose to medium dense silty SAND and GRAVEL including mainly brick fragments, locally slightly clayey.	1.9 to 3.1	+124.9
River Terrace Deposits	+121.83 to +122.83	Medium dense to very dense sandy to very sandy fine to coarse sub-angular to rounded flint GRAVEL with rare cobbles of flint and locally slightly clayey.	3.1 to 4.5	+121.8
London Clay	+118.73 to +118.33	Stiff becoming very stiff fissured silty CLAY locally slightly sandy to sandy with some silt/sand partings and pockets, rare claystones and pyrite nodules.	16.9 to 17.4	+118.5

**Table 1: Summary of Geological Profile**

The Made Ground may contain deposits of interest of our more recent past relating to the post medieval urbanisation of the locality, for example. However, it is the Lynch Hill Thames terrace gravels which are more likely to contain deposits of archaeological interest. No brickearth is shown on the British Geological mapping (BGS), but it has been found to survive with varying levels of truncation on a number of sites which have been subject to archaeological investigation (KWH96, STY96, HHN99), all of which are more than 200m from the Fisher Street Shaft (FSS) site. Such deposits are of potential archaeological interest, particularly for prehistoric remains.

The ground in Southampton Road and Kingsway slopes down from north to the south, towards Aldwych. There is also a gentle decline in ground level from west to east.

The entire site is within the urban heart of London. It is a very constrained site contained by Fisher Street, Southampton Row and Catton Street.



### 3 Aims and objectives of assessment

The aims and objectives of this detailed desk-based assessment are to:

- Determine the potential for, and survival of, archaeological resources within the area of Fisher Street Shaft and associated construction activity, building on information provided during the Crossrail ES stage,
- Provide additional information relating to the archaeological impact of the scheme, based on detailed engineering design, interpretive site deposit modelling, and;
- Inform the subsequent phases and scope of mitigation planning, be they targeted trenching or various formats of watching brief under a Written Scheme of Investigation (WSI).

#### 3.1 Methodology

Methodology employed was to define what detailed engineering design information existed and to target research on those areas which required it. This process firstly identified changes to the project since publication of the ES. Other associated works activities which have been considered in relation to this DDBA are enabling and utility works and systems and rolling stock works.

Updated baseline information was supplied to MDC2 by the Museum of London Archaeology Service (MoLAS), acting as specialist archaeological advisors to Crossrail during the Bill process. MoLAS supplied:

- Updated Greater London Sites and Monuments Record (GLSMR) information
- Updated information in relation to designations, e.g. World heritage Sites, Scheduled Ancient Monuments, Local Authority Archaeological Priority Areas, Listed Buildings and Conservation Areas.
- Historic maps of the locality (thus enabling MDC2 to undertake a map regression exercise facilitating a better understanding of the phasing and use of the site;
- A review to archaeological excavations records held at the London Archaeological Archive & Research Centre (LAARC) to provide data on anticipated deposit heights to assist in ground modelling.

This new information was then compared to the engineering and construction.

A visual site appraisal was made of publicly accessible areas to gain an understanding of the local topography and the construction impact.

Additional documentary sources consulted included:

- Historic building records
- Updated technical reports (i.e. latest Scheme Design Reports);

A review was undertaken of available geotechnical and geological data procured through recent site investigations such as GCG Package 16 on behalf of Crossrail to confirm

depths of superficial deposits and subsurface depths and thickness of potential archaeological deposits. This data was proposed to:

- Further understand the potential of the archaeological resource;
- Aid in understanding the degree of preservation/truncation of archaeological deposits;
- Determine the potential of the archaeological resource which had been detailed in previous reports (Archaeology Programming Assessment, November 2006 1E0318-G0E00-00006 rev. B MoLAS)

## 4 Results

Assessment of the Fisher Street locality and the previous reports on the archaeological potential (Archaeology Programming Assessment, November 2006 1E0318-G0E00-00006 rev. B MoLAS) has led to a better understanding of likely survival and truncation. In addition, the 21st December 2007 report provides the latest detailed engineering designs for the Fisher Street shaft (CR-SD-BOS-CE-RT-00002). The shaft would remove any archaeology where it survives below the depth of the basement foundations, of the current building footprint. It has been evidenced elsewhere that where truncation has occurred it has been to natural geology, in this London clay at c. 118.mATD.

### 4.1 Archaeological and Historical Development

A separate gazetteer for the recorded archaeological features is presented in Appendix 1. A gazetteer outlining the Archaeological evaluation sites used in the deposit model is located in Section 4.4. For archaeological records, the number, for example **MOL1313**, in the following text refers to the number allocated on the Greater London Sites and Monuments Record (GLSMR), in the Gazetteer. The sites are located in a map in Figure 2.

For the purposes of the baseline the following periods are used:

**Table 2: Time Periods**

Prehistoric	
Palaeolithic	450,000 - 12,000BC
Mesolithic	12,000 - 4,000BC
Neolithic	4,000 - 2,000BC
Bronze Age	2,000 - 700BC
Iron Age	700BC - AD43
Historic	
Romano-British	AD43 - 410
Early/Mid Saxon	AD410 - 850
Late Saxon/Early Medieval	AD850 - 1066
Medieval	AD1066 - 1485
Post-Medieval	AD1485 - 1750
Industrial	AD1750 - 1900
Modern	AD1900 - to Date

There is not much archaeology dating to the prehistoric period located within the immediate area. A Palaeolithic axe was located on High Holborn (MLO17693), and another at Eagle Street (MLO17694).

Evidence for occupation during the Roman period comes from a site at Aviation House (MLO75122), where surface layers, a ditch and a trackway were uncovered. However it is during the medieval period that the site begins to be more widely used.

The site falls within the Archaeological Priority Area (London Borough of Camden), designated for the Medieval and later village of St. Giles.

There is a low potential for the discovery of remains relating to the Saxon trading settlement of *Lundenwic*. Current understanding suggests that it does not extend north of High Holborn. Evidence has been found in the form of stakeholes, beams slots, wells and pits in Kingsway approximately 270m to the south of the FSS site. To the south west at Macklin Street (MAC89) Saxon pottery was recovered.

The area appears to have remained in field until the mid 1600s when the area began to develop following an increase in population, improved transport and other services. Development seems to move upwards from the Thames along High Holborn. High Holborn was infamous for being the road that led from Newgate and the Tower to the gallows at Tyburn. In the 18<sup>th</sup> century it was not uncommon to see Holborn lined with onlookers as thief's were led away to be hanged. (Victoria County History 1878:529).

Southampton Row, was formerly King Street and Kingsgate, and was redeveloped in 1903. It was described in 1878 as being broad and well built, extending from High Holborn to the fields to the north, although it later was widened (VCA 1878:543). Also sitting between High Holborn and the fields to the north was Red Lion Square, from which Fisher Street runs to Southampton Row. In 1786 it had stone watch houses at each corner, with streets entering it on three sides (one of which became Fisher Street). The stone watch houses did not survive to the 20<sup>th</sup> century. The Square takes its name from the 'Red Lyon' Inn, which was one of the most important inns in Holborn at one time, and the square took its name from this inn, as did the adjoining road (VCA 1878:545).

Among the significant heritage features associated with development in the area of Fisher Street is the Kingsway tram subway which runs from Southampton Row to Victoria Embankment. This is a listed built environment feature located to the immediate west of the site, beneath Southampton Row. The trams development was instigated to redress the unsavoury character that had developed in that part of Holborn at the end of the 19<sup>th</sup> century. An assessment was made of similar tram networks in New York and Boston in the United States, and the scheme was approved in 1902.

Work on the subway started at the same time as the new streets were laid out. The approach from Theobalds Road was by an open cutting 170 ft. long in the middle of the road. The tracks then passed into two cast iron tubes, 14 ft, 5 in. in diameter and 255 ft. long, which took the them under the Holborn branch of the Fleet Sewer. The rails were 31 ft. below the road surface when passing under Holborn, rising again at 1 in 10 to Holborn Station. Raised sidewalks were provided in the single tunnels (Catford 1994).



**Photograph 1. Construction of Kingsway Tram (Source: [http://www.subbrit.org.uk/sb-sites/sites/k/kingsway\\_tram\\_subway/index.shtml](http://www.subbrit.org.uk/sb-sites/sites/k/kingsway_tram_subway/index.shtml))**

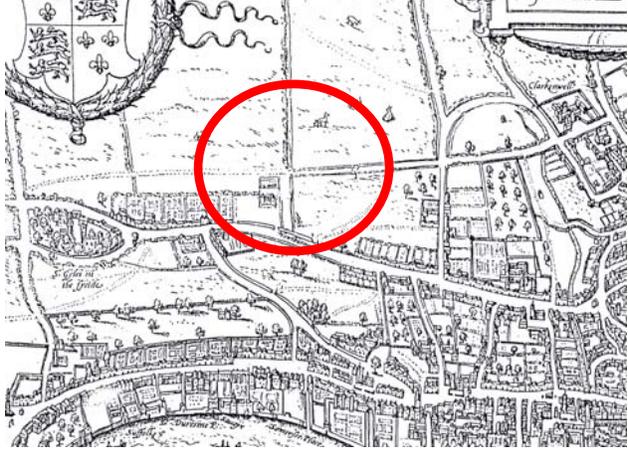
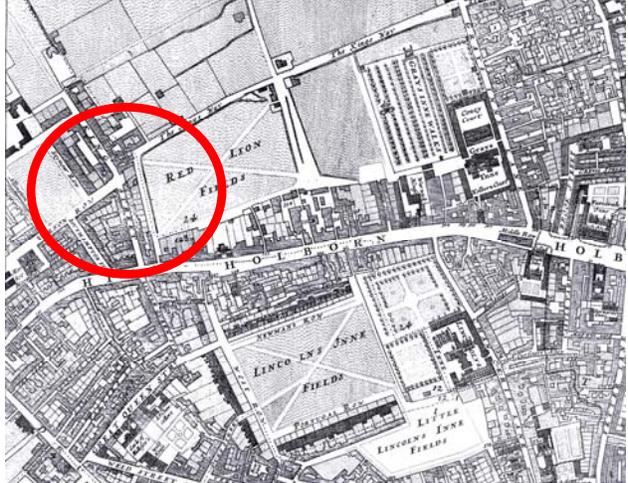
The tram was decommissioned in 1952, with tram services replaced with bus services. A variety of uses were found for the disused subterranean tramway, but it has remained empty since 1984. In 2004 the nearby Central St Martins College of Art & Design, held an exhibition entitled *Thoughtcrime* based on the novel *1984* in the subway. It is Grade II listed 7481746, (GLSMR No MLO80233).

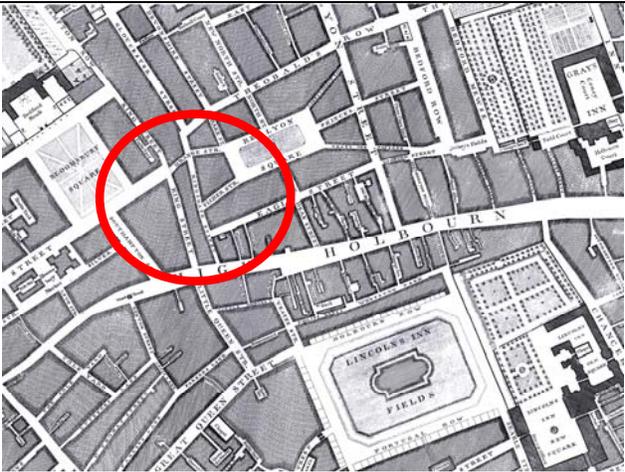
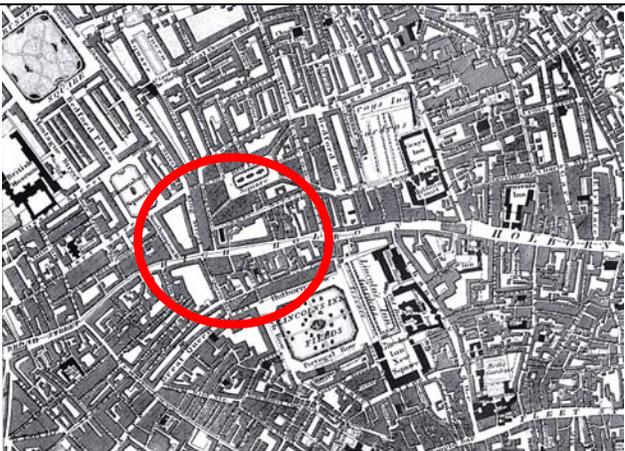
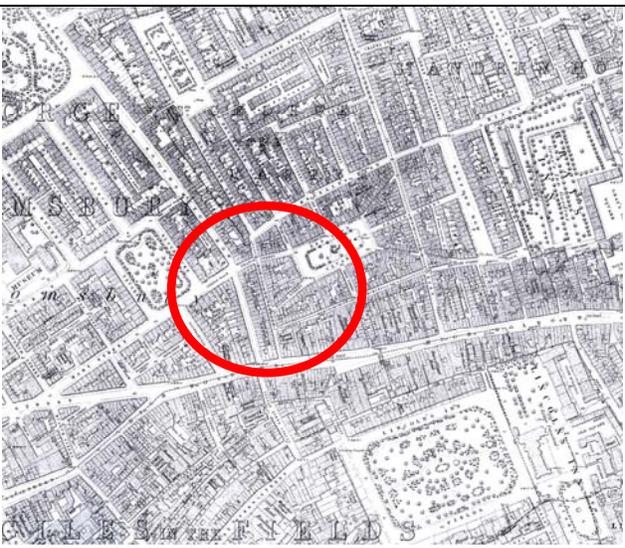
To the south of Catton Street is located 2-6 Southampton Row. This building was built in 1901-3 and is currently listed as Grade II\*. The site itself has been basemented to standard design, although foundation type is not known at this stage.

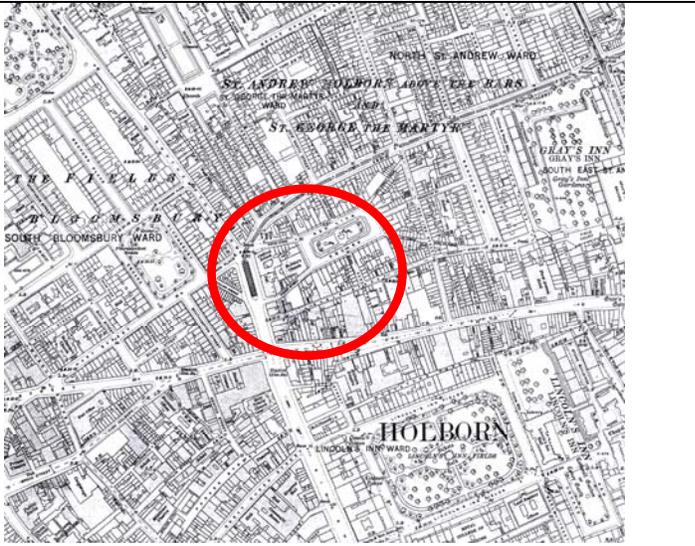
There is evidence that the locality of the Fisher Street shaft was originally part of a field system, which was built on in the early post-medieval period. The Greater London Sites and Monuments Register (GLSMR) indicates that much of the evidence is that of medieval and post-medieval dumping events, with artefacts recovered being pottery and other physical evidence of the society at that time (see Figure 4 and the Gazetteer listed as Table 4 in Appendix 1).

## 4.2 Map Regression

The map regression exercise demonstrates the development of the Fisher Street site from rural land at the edge of the metropolis in 1572, to the increasing urbanisation of the 18<sup>th</sup> and 19<sup>th</sup> centuries.

MAP NAME	MAP DATE	MAP IMAGE	COMMENTS
Hogenberg	1572		<p>The road that becomes known as High Holborn is seen running horizontally across the map. The circle centres on where the study area is located, showing that in 1572 it was within fields.</p>
Faiithorne Newcourt	1658		<p>Urbanisation is beginning to encroach on the fields from the south. Land plots are more formalised.</p>
Morgan	1682		<p>The site is located mainly within the western portion of Red Lion Fields (named after the Inn of that name to the east).</p>

<p>Rocque Map</p>	<p>1746</p>		<p>Red Lion Fields is renamed Red Lion Square and Fisher Street has been created out of one access paths.</p>
<p>Greenwood Map</p>	<p>1824</p>		<p>The Greenwood map indicates extensive development and buildings has occurred in the Holborn area. The site appears to be built on by this stage.</p>
<p>Ordnance Survey Map</p>	<p>1873</p>		<p>Long narrow plots of land are evidenced on the Ordnance Survey map indicating the high density of living quarters.</p>

<p>Booth Poverty map</p>	<p>1889-99</p>		<p>This thematic map shows the poverty levels within the study area and provides interesting information on the social and therefore potential archaeological significance from this time period.</p> <p>The red signifies Middle Class, well-to-do, and the yellow, Upper Middle and Upper Class while the light blue, indicates poor (18s to 21s a week for a moderate family). Pink is Fairly comfortable and purple is mixed poor and comfortable. The study area appears to be pink and light blue indicating poor to fairly comfortable people lived here, with some red facing the streets.</p>
<p>Ordnance Survey Map</p>	<p>1914</p>		<p>The narrow house plots have been demolished giving way to a large open block, with a building on the corner (2-6 Catton Street).</p>

### 4.3 Truncation evidence/disturbance

Based on an understanding of the site development during the post-medieval period, it appears as the open field surface layer has been truncated through building construction. It is likely that up to c.2.5m of truncation has occurred given basement depths. However further understanding of the foundation type would provide a clear likelihood of truncation.

This site is currently occupied by a single building indicated on OS mapping as being occupied by the British Council. The building is six storeys in height with an additional single storey basement level. The building houses an EDFE substation on its northern side. This substation is to be decommissioned prior to demolition of the existing building.

Details of the building foundations are currently unknown although the West One Building on the site currently has underbeam bored pile foundations on the southern side of the building. Piles are 1.5m and 1.8m shaft diameter and founded at approximately +102mTD to +103mTD.

The depth of the basement is indicated to be that of a typical basement of 8ft (approximately 2.4m bgl), situated on a slab foundation. Foundations are likely to be located at or around 118.m ATD, indicating a 1-2m depth of potential archaeology below this.

#### 4.4 Deposit Survival

MoLAS have reviewed the archaeological records of investigations undertaken in the area surrounding the FSS works and have provided an indication of the heights above Ordnance Datum for the surrounding area (as opposed to project ATD). The location of these archaeological interventions is mapped on Figure 4 below.

Site Code	Easting	Northing	Location	Natural Surface mOD	Description	Ground Level mOD	Comment
TEO98	530650	181850	Lacon & Adastral House, Theobald's Road	22.0	Lynch Hill terrace gravels	24.7	Post-medieval deposits and features overlay truncated natural geology.
SUW95	530340	181800	67-73 Southampton Row	22.0	Lynch Hill terrace gravels	25.0	Post-medieval deposits overlay natural geology, where it was not truncated by basements down to 21.42-21.96m OD.
KG99	530450	181450	Aviation House, Kingsway	20.5	Lynch Hill terrace gravels	23.4	Roman ditch cut natural geology; Roman, medieval and post-medieval deposits up to 20.45-21.01m OD. Natural geology truncated by Holy Trinity Church basement down to 19.75-20.28m OD.
STY96	530380	181420	Holborn Town Hall 'Site C', Stukeley Street	21.1	Brickearth overlaying Lynch Hill terrace gravels	23.1	Terrace gravels at 20.36-20.67m OD. Brickearth at 20.59-21.08m OD, partially truncated by post-medieval deposits
HHN99	530355	181415	Holborn Town Hall	21.1	Brickearth overlaying Lynch Hill terrace	23.0	Terrace gravels at 21.05-21.08m OD, truncated by an undated ditch.

Site Code	Easting	Northing	Location	Natural Surface mOD	Description	Ground Level mOD	Comment
					gravels		Brickearth at 21.08-21.14m OD, overlain by medieval feature and post-medieval deposits and structures.
HOK07	530490	181355	Holbrook House, Great Queen Street	17.6	London Clay	22.1	Natural geology truncated by basement down to 17.13m OD, removing terrace gravels.
KIW98	530550	181350	77-97 Kingsway	18.5	Lynch Hill terrace gravels	21.5	Natural geology truncated down to 18.35-18.55m OD.
KWH96	530550	181330	66-68 Great Queen Street, Kingsway House	18.8	Brickearth overlaying Lynch Hill terrace gravels	21.5	Archaeology consisted of Saxon wells, pits and ditch, and Post-medieval pits and ditches. On NE side Lynch Hill terrace gravels appeared at 19.4m OD without overlying brickearth due to possible truncation. On SW side brickearth appeared at 18.59-18.8m OD.
LCF05	530734	181350	Lincoln's Inn Fields	19.2	Lynch Hill terrace gravels	19.9	Highest survival of archaeology at 19.6m OD (17th-century quarry pit).

**Table 3: Deposit Survival from previous archaeological investigations**

The archaeological evaluation carried out by MoLAS on Holbrook House, Great Queen Street (site code HOK07), showed archaeologically sterile London Clay underlying modern truncation. No archaeological remains or historic deposits were observed.

Archaeological excavation site TEO98 lies north-west of the grout shaft at Red Lion Square and demonstrated post-medieval deposits and features overlay truncated natural geology. Site KGY99 is to the south of the grout shaft at the junction of High Holborn and Southampton Place and Roman ditch cut natural geology; Roman, medieval and post-medieval deposits up to 20.45-21.01m OD. Natural geology truncated by Holy Trinity Church basement down to 19.75-20.28m OD.

The historic map research undertaken has demonstrated that there is considerable disturbance from services, building foundations and basements across the site. This will have resulted in the removal of archaeological deposits although pockets may still remain. Further ground modelling will be undertaken during the detailed design stage to clarify this understanding.

It is likely that previous construction work on the buildings on the site and utility services have truncated through the made ground to terrace gravels based on similar sites surrounding the Fisher Street Shaft. Evidence of a Saxon settlement was located to the south west (KWH96), however other archaeological evidence tends to be post-medieval deposits (SUW95).

#### 4.4.1 Grout Shafts.

There are four grout shafts planned for the Fisher Street site. These are shown below.

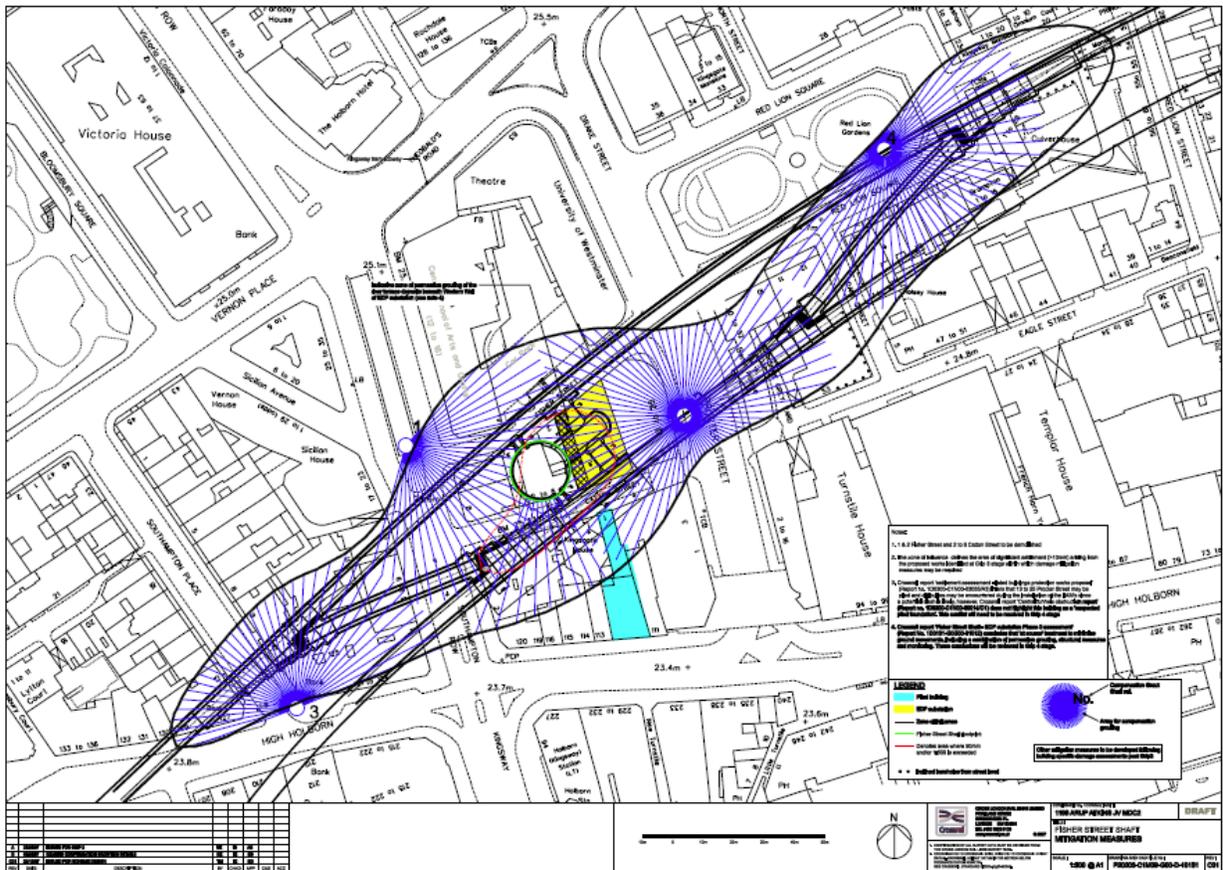


Figure 3. Grout shaft locations (from Scheme design report CR-SD-FIS-CE-RT-00002, Drawing No. P20203-C1M09-G00-D-10151)

These shafts are likely to be c.4.5m to 5m internal diameter (c.5 to 5.5. external).

#### 4.5 Discussion:

The Specialist Technical Reports (STR) prepared in support of the ES summarises the interest as having a high potential, but of moderate importance for post medieval urbanisation – foundations cellars, floor, drains rubbish and cess pits have been found in a series of archaeological investigations (site codes HHN99, KGY99, KWH96, PKC01, STY96, SUW95, TEO98) and occupation dumps (HHN99, KGY99, QNS94, STY96) and highlight the present throughout the locality. Archaeological excavation site TEO98 lies north-west of the grout shaft at Red Lion Square and demonstrated post-medieval deposits and features overlay truncated natural geology.

The STR determined that there was a moderate potential and moderate importance for activity associated with the Roman (and later) road which lies some 50m to the south of the FFS site, including burials. Ditches and surfaces were found at Kingsway 160m south west of FSS site (KGY99), a cremation in Southampton Row is located on the GLSMR no. 081782) 170m to the north west and part of a tombstone from Barter Street (170m to the south west, GLSMR no. 081774). Medieval agricultural features such as plough soils and drainage ditches have been found within approximately 200m of the FSS site (HHN99, KGY99, KWH96).

Based on an understanding of the results of this DDBA the assessment has found that there is likely to be **low potential** for Palaeolithic remains from the Terrace gravels and **low potential** to locate evidence of plough soil due to post-medieval truncation. There is a **moderate potential** for post-medieval settlement. There is **moderate potential** for late medieval, to early post-medieval dumping events.

Based on the above figure 3, grout shaft 1, is located quite close to the Grade II listed tramway. This would need to be positioned so as to ensure that the tramway was not affected by the grouting works. Further discussion will be required between the engineers and built heritage specialists to devise an appropriate mitigation.



## 5 Recommendations

These recommendations are based on review of previous assessments, engineering scheme design and an understanding of archaeological potential and truncation. The requirements for further evaluation have been assessed as regards the programming requirements. **Critical Phase** archaeological works are required to be undertaken prior to construction works, while **Phase 1** works are to be undertaken during the enabling works process, while **Phase 2** works are to be undertaken during the main construction works. Phase 3 works comprise post excavation/construction works such as analysis and publication.

Archaeological evaluation in this area is defined as being Phase 2 works. It is considered that given the anticipated extent of truncation of utilities, building foundations and basements, the moderate potential of the sites and the logistical constraints of the sites that TWBs are an appropriate response, a targeted watching brief is recommended in the construction of the shaft. A Targeted Watching Brief (TWB) (concurrent with construction) is defined as:

A programme of observation, investigation and recording of archaeological remains during or alongside construction earthworks activities. TWB would be utilised in specific cases where the likely extent of the remains has been demonstrated, but where detailed investigation prior to the main construction programme is unfeasible due to safety or logistical considerations, or undesirable due to environmental or engineering constraints. Under TWB, as opposed to General Watching Brief (See below), the Contractors preferred method of working would be controlled as necessary to allow archaeological recording to take place to the required standard.

### **Compensation Grouting shafts**

Archaeological evaluation in this area is defined as being Phase 2 works. All compensation grouting shafts will be subject to a targeted watching brief. A Targeted Watching Brief (TWB) (concurrent with construction) is defined as:

A programme of observation, investigation and recording of archaeological remains during or alongside construction earthworks activities. TWB would be utilised in specific cases where the likely extent of the remains has been demonstrated, but where detailed investigation prior to the main construction programme is unfeasible due to safety or logistical considerations, or undesirable due to environmental or engineering constraints. Under TWB, as opposed to General Watching Brief (See below), the Contractors preferred method of working would be controlled as necessary to allow archaeological recording to take place to the required standard.

## References:

[http://booth.lse.ac.uk/cgi-bin/do.pl?sub=view\\_booth\\_and\\_barth&args=531000,180400,6,large,5](http://booth.lse.ac.uk/cgi-bin/do.pl?sub=view_booth_and_barth&args=531000,180400,6,large,5)  
(Booth Poverty Map) Charles Booth Online Archive

<http://www.mappalondon.com/> For Edward Stanford map

Multi-Disciplinary Consultant Works Package 2 Fisher Street Shaft - Scheme Design Report  
Volume 3 – Civil, Structural & Tunnel Engineering Report. Draft. Document Number: CR-SD-  
BOS-CE-RT-00002 – December 2007

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'Holborn : To Chancery Lane', *Old and New London: Volume 2* (1878), pp. 526-542. URL:  
<http://www.british-history.ac.uk/report.aspx?compid=45120&strquery=Holborn>.

'Bloomsbury Square and neighbourhood', *Old and New London: Volume 4* (1878), pp. 535-545.  
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'Red Lion Square and neighbourhood', *Old and New London: Volume 4* (1878), pp. 545-553.  
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Catford, N, 1994 [http://www.subbrit.org.uk/sb-sites/sites/k/kingsway\\_tram\\_subway/index.shtml](http://www.subbrit.org.uk/sb-sites/sites/k/kingsway_tram_subway/index.shtml)

## Appendices:

**Table 4. GLSMR Gazetteer of known archaeological sites**

GLSMR	Easting	Northing	Type	Date	Name/ Description/ Location
MLO802 33	530472	181660	Building	Modern	Kingsway Tram subway (northern section only)
MLO111 90	530554	181405	Monument	Roman	Kingsway – findspot of a Roman Brooch
MLO222 19	530415	181405	Monument	Medieval to Post Medieval	27-29 Macklin Street, pit containing medieval to Post-Medieval finds
MLO222 20	530415	181405	Monument	Early Medieval/Dark Age to Mediev	27-29 Macklin Street, early medieval dump containing pottery
MLO222 21	530605	181505	Monument	Early Medieval/Dark Age	Kingsway, site of findspot containing early medieval pottery
MLO677 83	530552	181331	Monument	Iron Age	66-68 Great Queen Street, findspot containing pottery dating to the Iron Age
MLO677 88	530552	181331	Monument	Unknown	66-68 Great Queen Street, beam slot, post hole, structure and pit features
MLO677 89	530552	181331	Monument	Medieval	66-68 Great Queen Street, medieval age cultivation soil layer
MLO681 57	530394	181428	Monument	Roman	Holborn Town Hall site C, findspot containing Roman pottery
MLO681 58	530394	181428	Monument	Medieval	Holborn Town Hall site C, findspot containing medieval pottery
MLO681 59	530394	181428	Monument	Post Medieval	Holborn Town Hall site C, post-medieval dumping event
MLO681 61	530394	181428	Monument	Post Medieval	Holborn Town Hall site C, post medieval cess pit
MLO681 62	530394	181428	Monument	Post Medieval	Holborn Town Hall site C, Post medieval cellar
MLO691 68	530554	181505	Monument	Roman	Holborn Station, cremation dating to the Roman – British period
MLO691 71	530554	181505	Monument	Medieval	Holborn Station, findspot of a medieval sword
MLO719 08	530705	181605	Monument	Unknown	88-93 High Holborn. No evidence of archaeology
MLO757 31	530544	181405	Monument	17th Century to 18th Century	60 Parker Street, a post med wall located during excavation
MLO762 15	530355	181416	Monument	Roman	Holborn Town Hall, Roman age quarry and rubbish pit
MLO765 53	530544	181405	Monument	17th Century to 18th Century	60 Parker Street, a post-med well located
MLO765 55	530544	181405	Monument	Uknown	60 Parker Street, pit, undated
MLO765 56	530544	181405	Monument	18th Century to Modern	60 Parker Street, foundation located during excavation
MLO765 62	530355	181416	Monument	17th Century to 19th Century	Holborn Town Hall, post-med cellar located during excavation
MLO765 64	530355	181416	Monument	16th Century to Modern	Holborn Town Hall, post-med cess pit and rubbish pit
MLO765 66	530355	181416	Monument	17th Century to 18th Century	Holborn Town Hall, post-medieval well located during excavated.

GLSMR	Easting	Northing	Type	Date	Name/ Description/ Location
MLO764 68	530354	181505	Monument	Medieval	1 Plough Place, medieval dump, cellar, surface layer and well features located during excavations
MLO765 68	530355	181416	Monument	Post Medieval	Holborn Town Hall, Post-med features assoc with garden, incl. garden soil, ditch, posthole, and linear feature
MLO719 68	530800	181520	Monument	Post Medieval	27-28 Lincolns Inn Fields, post-med pit located.
MLO719 69	530800	181520	Monument	Post Medieval	27-28 Lincolns Inn Fields, post-med well located during excavations
MLO168 91	530554	181384	Monument	Palaeolithic	Junction of Kingsway & Great Queen St, findspot of a Palaeolithic axe
MLO176 89	530505	181605	Monument	Palaeolithic	South end of Southampton Row, findspot of Palaeolithic axe
MLO176 93	530505	181505	Monument	Palaeolithic	High Holborn, findspot of Palaeolithic axe
MLO176 94	530705	181654	Monument	Palaeolithic	Eagle Street, findspot of Palaeolithic axe
MLO177 78	530354	181535	Monument	Roman	Barter Street, location of a Roman tombstone
MLO178 46	530405	181505	Monument	Unknown	14 Barter Street, no evidence of archaeology located
MLO904 5	530650	181450	Monument	Roman	Drury Lane, findspot of a Roman age figurine
MLO735 57	530454	181454	Monument	Prehistoric	Aviation House, location of evidence of a prehistoric stream
MLO735 59	530454	181454	Monument	Medieval	Aviation House, evidence of cultivated soil located during excavations
MLO735 60	530454	181454	Monument	Post Medieval	Aviation House, evidence of garden soil located
MLO735 62	530454	181454	Monument	Post Medieval	Aviation House, cess pit located during excavation
MLO739 18	530552	181331	Monument	Early Medieval/Dark Age	66-68 Great Queen Street, Early medieval settlement features located incl. well, stakehole, ditch, dump and pit
MLO739 22	530552	181331	Monument	Post Medieval	66-68 Great Queen Street, post-med ditch located
MLO739 23	530552	181331	Monument	Post Medieval	66-68 Great Queen Street, post-med pit located
MLO740 68	530360	181419	Monument	Unknown	Holborn Town Hall.
MLO740 69	530360	181419	Monument	Unknown	Holborn Town Hall, Occupation site, no dating evidence
MLO740 70	530360	181419	Monument	Medieval	Holborn Town Hall, evidence of a medieval ditch located
MLO740 71	530360	181419	Monument	Medieval to Post Medieval	Holborn Town Hall, med to post-med layer of cultivated soil
MLO740 73	530360	181419	Monument	Post Medieval	Holborn Town Hall, pos-med surface layer located
MLO740 74	530360	181419	Monument	Post Medieval	Holborn Town Hall, post-med dump located
MLO740 75	530360	181419	Monument	Post Medieval	Holborn Town Hall, post-med cellar located
MLO740	530360	181419	Monument	Post Medieval	Holborn Town Hall, post-med pit and cess pit

GLSMR	Easting	Northing	Type	Date	Name/ Description/ Location
76					located
MLO749 83	530554	181354	Monument	Post Medieval	77-97 Kingsway, post-med well located
MLO751 20	530454	181454	Monument	Palaeolithic	Aviation House, Palaeolithic flake located
MLO751 21	530454	181454	Monument	Roman	Aviation House, Roman age ditch/gully located
MLO751 22	530454	181454	Monument	Roman	Aviation House, Roman age surface layer, with trackway and yard
MLO751 23	530454	181454	Monument	Medieval	Aviation House, medieval deposit.
MLO751 24	530454	181454	Monument	Post Medieval	Aviation House, post med dumping event
MLO751 26	530454	181454	Monument	Post Medieval	Aviation House, post med, foundation for privy house with sewer.
MLO751 82	530385	181425	Monument	15th Century to 16th Century	Holborn Town Hall site C, early post-med ditch
MLO751 83	530385	181425	Monument	Medieval to Post Medieval	Holborn Town Hall site C, med to post-med cultivated soil layer located
MLO751 84	530385	181425	Monument	Post Medieval	Holborn Town Hall site C, post-med well located