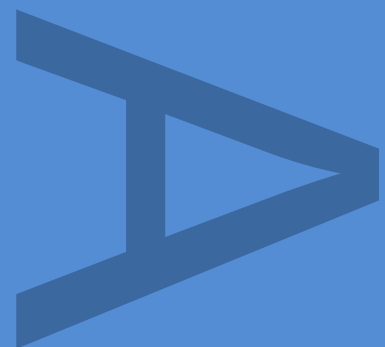


**ARCHAEOLOGICAL
WATCHING BRIEF IN
PLOT S4, KING'S CROSS
CENTRAL, LONDON
BOROUGH OF CAMDEN**

SITE CODE: KXR09

PCA REPORT NO. R11705

MAY 2014



PRE-CONSTRUCT ARCHAEOLOGY

Archaeological Watching Brief in Plot S4, King's Cross Central, London Borough of Camden

Site Code: KXR09

Ordnance Survey National Grid Reference: TQ 30085 83850

Researched and Written by Tomasz Mazurkiewicz

Project Manager: Charlotte Matthews

Commissioning Client: King's Cross Central General Partner Limited

**Contractor:
Pre-Construct Archaeology Limited,
Unit 54 Brockley Cross Business Centre,
96 Endwell Road, Brockley,
London SE4 2PD**

**Tel: 020 7732 3925
Fax: 020 7732 7896**

**E-mail: cmatthews@pre-construct.com
Website: www.pre-construct.com**

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May 2014**

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PCA Report Number: R11705

DOCUMENT VERIFICATION

PLOT S4, KING'S CROSS CENTRAL, LONDON
BOROUGH OF CAMDEN

ARCHAEOLOGICAL WATCHING BRIEF

Quality Control

Pre-Construct Archaeology Limited		
	Project Number	K3425
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	Name & Title	Signature	Date
Text Prepared by:	Tomasz Mazurkiewicz		09/05/14
Graphics Prepared by:	Mark Roughley		09/05/14
Graphics Checked by:	Josephine Brown	<i>Josephine Brown</i>	09/05/14
Project Manager Sign-off:	Charlotte Matthews	<i>Charlotte Matthews</i>	09/05/14

Revision No.	Date	Checked	Approved

Pre-Construct Archaeology Limited
Unit 54
Brockley Cross Business Centre
96 Endwell Road
London
SE4 2PD

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1 ABSTRACT

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by King's Cross Central General Partner Limited to undertake an archaeological watching brief on groundworks within Plot S4 in the northern part of King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 30085 83850. The site is not situated within an Archaeological Priority Zone as defined by the London Borough of Camden's Unitary Development Plan.
- 1.1.2 The site lies to the south-east of the former King's Cross Roundhouse, which was built 1858 and demolished in 1931. A major redevelopment scheme has been proposed for the area in the vicinity of the King's Cross Goods Yard, including land to the north and south of the Regent's Canal, which is referred to in planning applications as 'King's Cross Central'. The watching brief was undertaken as a condition of planning permission.
- 1.1.3 The groundworks were carried out in order to extract clay to build a bund in Zone A, another part of the King's Cross Central Site. A large trench, 36m by 10m and over 5m deep in places, was excavated in the central and northern part of the Plot S4 and the watching brief was carried out from 27th January to 24th February 2014.
- 1.1.4 The watching brief forms part of a wider programme of archaeological and built heritage recording that is being undertaken at the King's Cross Central development site.
- 1.1.5 The watching brief established that London Clay sealed by a layer of natural sandy gravel was covered with a former subsoil and topsoil, which had been cut by a large pit, interpreted as a clay extraction pit and several ceramic drains. The pit was early 19th century in date and had been backfilled with a dark grey silty sand deposit containing 19th century pottery, claypipe, animal bone and oyster shell. The drains were thought to have been laid in the mid 19th century as part of the drainage works before the railway lines were constructed.
- 1.1.6 The former topsoil was sealed by a bright red burnt clay layer. This deposit has been recorded across other parts of the King's Cross site and was used to level the ground and form a permeable surface for the railway lines. This bright red burnt clay layer was covered with an equally distinctive black layer of sandy charcoal with clusters of granite railway ballast. The top of this layer formed the surface for the 19th century railway lines. This deposit had been covered with 2 to 3m of mid-greyish brown clay made ground, which relates to early 21st century CTRL enabling works.

2 INTRODUCTION

- 2.1.1 Pre-Construct Archaeology Limited was commissioned by King's Cross Central General Partner Limited (representing the original applicants for the King's Cross Central Scheme) to undertake an archaeological watching brief on groundworks within Plot S4 in Zone S in the northern part of King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 30085 83850 (**Figures 1 and 2**). The site is not situated within an Archaeological Priority Zone as defined by the London Borough of Camden's Unitary Development Plan (UDP).
- 2.1.2 The site lies to the north of the King's Cross Goods Yard. A major redevelopment scheme has been proposed for the King's Cross Goods Yard and the land to the north and south of the Regent's Canal in this area, which is referred to in planning applications as 'King's Cross Central'. The watching brief was undertaken as a condition of planning permission.
- 2.1.3 The groundworks were carried out in order to extract clay to build a bund in Zone A, another part of the King's Cross Central Site. A large trench was excavated in the central and northern part of the Plot S4 and the watching brief was carried out from 27th January and 24th February 2014.
- 2.1.4 The site was assigned the code KXR09.
- 2.1.5 The watching brief forms part of a wider programme of archaeological and built heritage recording that is being undertaken at the King's Cross Central development site.

3 PLANNING BACKGROUND

3.1 Introduction

- 3.1.1 The proposed development of the site is subject to planning guidance and policies contained within the National Planning Policy Framework (NPPF), The London Plan and policies of the London Borough of Camden, which fully recognise the importance of the buried heritage for which they are the custodians.

3.2 Regional Policy: The London Plan

- 3.2.1 The London Plan, published July 2011, includes the following policy regarding the historic environment in central London:

POLICY 7.8 HERITAGE ASSETS AND ARCHAEOLOGY

Strategic

- A London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
- B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

Planning decisions

- C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.
- D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.
- E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

LDF preparation

- F Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.

3.3 London Borough of Camden Replacement UDP

- 3.3.1 The Development Plan framework is provided by the Camden Replacement Unitary Development Plan (2006) which states:

B8 – ARCHAEOLOGICAL SITES AND MONUMENTS

A – SITES AND MONUMENTS OF NATIONAL ARCHAEOLOGICAL IMPORTANCE: WHEN CONSIDERING DEVELOPMENT CLOSE TO SITES AND MONUMENTS OF NATIONAL ARCHAEOLOGICAL IMPORTANCE, INCLUDING SCHEDULED ANCIENT MONUMENTS, THE COUNCIL WILL SEEK THE PHYSICAL PRESERVATION OF THE ARCHAEOLOGICAL FEATURES AND THEIR SETTINGS.

B – SITES AND MONUMENTS OF ARCHAEOLOGICAL IMPORTANCE: THE COUNCIL WILL ONLY GRANT CONSENT FOR DEVELOPMENT WHERE ACCEPTABLE MEASURES ARE UNDERTAKEN TO PRESERVE REMAINS OF ARCHAEOLOGICAL IMPORTANCE AND THEIR SETTINGS. DEVELOPERS SHOULD ADOPT MEASURES THAT ALLOW SUCH REMAINS TO BE PERMANENTLY PRESERVED IN SITU. WHERE THIS CANNOT BE ACHIEVED, NO DEVELOPMENT SHALL TAKE PLACE UNTIL SATISFACTORY EXCAVATION AND RECORDING OF THE REMAINS HAS BEEN CARRIED OUT.

- 3.3.2 Also of relevance is local policy KC11:

KC11 - HERITAGE

THE COUNCIL WILL GRANT PLANNING PERMISSION FOR DEVELOPMENT PROPOSALS FOR THE KING'S CROSS OPPORTUNITY AREA, WHICH SEEK TO ENSURE THAT:

A) PRESERVE LISTED BUILDINGS OR STRUCTURES AND THEIR SETTING

B) PRESERVE OR ENHANCE BUILDINGS, STRUCTURES AND OTHER FEATURES OF CHARACTER AND HISTORIC INTEREST, AND THEIR SETTING, WITHIN THE CONSERVATION AREAS

C) PRESERVE THE REMAINS OF SIGNIFICANT ARCHAEOLOGICAL IMPORTANCE AND THEIR SETTINGS.

- 3.3.3 In accordance with the Camden Replacement Unitary Development Plan (2006) and local policy KC11, the Outline Planning Permission for the project (granted by Camden Council) stipulated that a programme of archaeological and built heritage recording was required. This is detailed in Outline Planning Permission Condition 56 (Archaeological Investigation and Mitigation), which states:

'No development shall take place in relation to each phase of the Development as notified under condition 21 until the applicant, their agent or successors in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

Reason: Important archaeological remains may exist on the site. The requirements of this condition are to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development and to minimize damage to them in accordance with the Environmental Impact Assessment, in accordance with the policies policy B8 of the London Borough of Camden Replacement Unitary Development Plan 2006'.

4 GEOLOGY AND TOPOGRAPHY

- 4.1.1 The British Geological Survey of England and Wales 1:50,000 scale map of the area (Sheet 256 North London) indicates that the area of Development Zone S is underlain by London Clay. This in turn seals the Woolwich and Reading and Thanet Formations, which sit above Upper Cretaceous Chalk.
- 4.1.2 Plot S4 is relatively flat with ground level at about 25.65m OD.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 Prehistoric (c. 450,000 BC – AD 43)

- 5.1.1 The King's Cross Central site is not underlain by Pleistocene sediments. These deposits were eroded by the Thames and its tributaries in this location during the early Holocene. Consequently, no evidence of Palaeolithic activity has survived in the area.
- 5.1.2 The site is situated directly above the London Clay formation and is therefore poorly drained. This boggy environment was not ideal for later prehistoric settlement, which may explain why no Historic Environment Record (HER) entries relating to this period have been found in the vicinity.

5.2 Roman (AD 43 – 410)

- 5.2.1 King's Cross is located approximately 2km to the north-west of the Roman town of *Londinium*. The city was founded within a decade of the arrival of the Romans in AD 43 and expanded throughout the 1st and early 2nd centuries. It contracted throughout the 3rd and 4th centuries before its eventual abandonment after the collapse of Roman rule in the early 5th century.
- 5.2.2 Several Roman find spots are recorded on the HER in the vicinity of King's Cross, including an iron urn and a tombstone that were unearthed near Wharfdale Road to the south-east of the site. York Way, to the east, follows the route of a former Roman road.

5.3 Saxon and medieval (AD 410 – AD 1485)

- 5.3.1 Little Early to Mid Saxon activity has so far been found in the area, the only possible exception being a settlement located close to the Old St Pancras graveyard. Evidence supporting the existence of this is scant, being limited to a 6th or 7th century altar that was unearthed in this location. The main Saxon settlement in the central London area was probably situated some considerable distance to the south near Aldwych in modern day Covent Garden.
- 5.3.2 The former Roman city was probably reoccupied during the 9th and 10th centuries. It has been suggested that farming expanded northwards at this time, probably into the King's Cross area. By the 13th century, rural villages had been established at St Pancras and Islington. The *Domesday* survey of 1086 suggests that the site lay within the Ossulstone Hundred; with the land to the west of York Way being in the Prebendal Manor of St Pancras.

5.4 Post-Medieval (AD1485–1900)

- 5.4.1 Rapid population growth from the late 15th century to the mid 18th century dramatically changed the nature and scale of London. Neighbourhoods around Islington, Shoreditch and Clerkenwell grew in size and were occupied by the poorer classes as the population quadrupled in size. The King's Cross area was then known as Battle Bridge, after a small village situated on the border of the old boroughs of St Pancras and Islington. It remained rural in character until the late 18th century, when Somers Town began to develop.
- 5.4.2 A small pox hospital was built to the south of the site in the late 18th century, followed by a fever hospital in the early 19th century. Their former locations are now occupied by the Great Northern

Hotel.

- 5.4.3 The area underwent further urbanisation during the early 19th century. Somers Town and Battle Bridge became increasingly impoverished, gradually morphing into slums surrounded by noxious industry. The former agricultural fields in and around King's Cross were extensively mined for clay, which was used to manufacture bricks and tiles.
- 5.4.4 The Regent's Canal, to the south of the site, had opened by 1820. This dramatically improved transport links to this part of London, which aided the commercialisation and industrialisation of the area. Developments included the construction of a major gas works to the south of the Regents Canal as well as the growth of smaller commercial ventures and the erection of workers housing.
- 5.4.5 King's Cross acquired its present name in 1830, when a monument to George IV was erected at the crossroads of the streets that are now known as York Way and Euston Road.
- 5.4.6 In 1849, the Great Northern Railway (GNR) began work on ground preparation for the new King's Cross Goods Station. Previous quarrying on the site and the slope of the natural topography necessitated the removal of material from higher ground to the north and its deposition upon lower lying areas in order to create a terrace platform suitable for building on. This levelling was completed by March 1850. The railway termini at King's Cross was completed in 1852, and St Pancras was completed c.1868, and resulted in the construction of associated hotels, sidings, maintenance depots and goods handling shed.

Midland Roundhouse or Engine Shed

- 5.4.7 Unlike the GNR, which had been established in order to provide a railway connection linking the capital and the provinces, the Midland Railway had originated as an entirely provincial concern. In order to gain a foothold in the capital the company made arrangements with the GNR, to allow its passengers to travel to the London termini at Euston and King's Cross. Though the Midland Company was initially prohibited by the GNR from running its own trains into King's Cross, by the second half of 1857 the directors of the two companies had reached a provisional agreement that would allow the Midland company to run trains on GNR tracks into both the Goods and Passenger Stations at King's Cross (Biddle, 1990: 62, 65).
- 5.4.8 A formal agreement was signed at the beginning of June 1858 that allowed the Midland Company to run trains over GNR tracks between London and Hitchin. An article of the agreement stated that the GNR would provide the Midland Company with sheds for the accommodation and repair of engines. In 1857, the site of the Midland roundhouse was agreed and an estimate for the engine shed provided. The engine shed was completed in February 1859, and it is apparent from contemporary records that considerable excavation of the site was carried out in advance of the construction with the removal of more than 27,000 cubic yards of earth.
- 5.4.9 The Midland (or Derby) Roundhouse was constructed by February 1859 on a site occupying the

north-west corner of Plot S4 (**Figure 3**). The Roundhouse was archaeologically investigated by Pre-Construct Archaeology in 2011 (**Figures 2 and 3**). The Roundhouse was substantial in size and eventually had twenty-four railway tracks radiating from the 40 foot turntable, twenty-two of which had pits for maintenance. The shed also had a separate coaling stage, water tank and offices. In 1861 the Midland Company decided to build its own goods handling facilities on the site of the former slums of Agar Town (Townend, 1975: 20). The new Midland Goods Station was completed in 1862, and the company vacated its premises at King's Cross Goods Yard that July (*ibid*). Despite the cessation of Midland goods traffic the Midland continued to use the engine shed until St Pancras Station was opened to passenger traffic in October 1868 (*ibid*: 20-22). The GNR then took over use of its shed, using it first for carriage and wagon repairs, then for locomotive accommodation.

- 5.4.10 Stanford's map of 1862 shows the Roundhouse in the north-west corner of Plot S4 and a number of railway lines running mainly north-east to south-west across the rest of the area. Humber's plan of 1866 shows an increase in the number of railway lines crossing the site. The following Ordnance Survey maps show a similar pattern of railway lines.

5.5 Modern (1900- Present)

- 5.5.1 By the 1920s, the engines of the GNR were too long to be accommodated on the 40ft turntable and the engine shed was mainly used by tank engines. The depot at the Top Shed, to the west of the Roundhouse, had become hemmed in by the Goods Yard to the south and the only way to create more space was to demolish the Roundhouse. This was done in 1931 by two steam trains which pulled the building in opposite directions until it collapsed. For a short time the turntable and radiating tracks were left in the open air until eventually the 'back pits' were built on the site.
- 5.5.2 There was a decline in railway functions from the 1960s to 1980s, with phased demolition of the more major buildings in the Northern Area and removal of many surviving areas of railway sidings. In 2001 to 2003 all remaining railway related buildings and infrastructure were removed.

6 ARCHAEOLOGICAL METHODOLOGY

6.1 Aims and Objectives

6.1.1 The aim of the watching brief was to record the location, extent, date, nature, character and relationships of any archaeological evidence, features and deposits, observed, where practicable.

6.2 Methods

6.2.1 A north-east to south-west trench was machine-excavated by BAM Nuttall using a JCB with both a toothed and a flat bladed ditching bucket in the centre of the northern part of Plot S4 (**Figure 2; Plate 1**). The trench was approximately 36m long by 10.2m wide and was over 5m deep in places. It had battered sides and the base of the trench measured approximately 22m north-south by 7m east-west. The sides of the trench were not stable and could not be cleaned with a trowel due to Health and Safety considerations (**Plate 4**).

6.2.2 All ground reduction was monitored by an attendant archaeologist. GPS was used to locate the trench and measure Ordnance Datum levels. Individual descriptions of all archaeological strata and features excavated and/or exposed were entered onto *pro-forma* recording sheets. All plans and sections of archaeological deposits were recorded on polyester based drawing film, the plans were drawn at a scale of 1:200 and the sections at 1:100. The recording system used was "single context". Some brick samples were taken.

6.2.3 The watching brief was carried out in accordance with IfA standards and guidelines and the methodologies set out in English Heritage (GLAAS) 2009 *Guidance Papers for standards and practices in archaeological fieldwork watching briefs and assessments and evaluation* External Consultation Draft.

6.3 Project Archive

6.3.1 The project archive is currently held at PCA's offices in Brockley, London and will be deposited under the site code KXR09 in the LAARC (London Archaeological Archive and Research Centre) in due course.

7 RESULTS

- 7.1.1 Natural orange London Clay [500] was observed at the base of the trench to be more than 1m deep, with its highest level at about 21.1m OD (**Figure 4; Plates 1 and 2**). It was covered with a sandy gravel deposit [501], some 0.4m thick, with its highest level at about 21.5m OD. This layer was thought to be a natural geological deposit.
- 7.1.2 A layer of reworked London Clay [502], some 0.6m thick, overlay the natural geological deposits and was thought to represent a former topsoil and subsoil before the use of the land in the mid 19th century for railway lines. Its highest level lay at about 22.1m OD.
- 7.1.3 This former topsoil [502] was cut by a large rectangular pit [510], which was interpreted as a 19th century clay extraction pit for brick making. It was 3.2m by 1m and was filled with a dark grey silty sand deposit [509], containing 19th century pottery, clay pipes, animal bones and oyster shell. None of these finds were retained.
- 7.1.4 The former topsoil was also cut by three large south-west to north-east trenches for drains [506], [508] and [514]. Each of these trenches contained a ceramic drain pipe: [511], [512] and [515] respectively (**Plate 3**). The pipes were observed at a height of approximately 21.45 to 21.8m OD. The drain trenches had been backfilled with sandy clay deposits: [505], [507] and [513] respectively.
- 7.1.5 The former topsoil was covered with a bright red layer of small burnt clay fragments [503] with its highest level at about 22.6m OD (**Plates 4 and 5**). This deposit was some 0.2 to 0.5m thick and in places was not visible. It is known that clay was deliberately burnt and used to level the area in 1849 and 1850 before the construction of the Roundhouse and railway lines. In 1850 Joseph Cubitt, the Engineer of the Great Northern Railway, informed the Board of the Great Northern that nearly 15 acres of the Goods Station site had been “dressed-off to formation level, and 25,000 cubic yards of... clay [had] been burnt for ballast, ready for spreading as soon as the surface is prepared for it” (RAIL 236/273: 17/01/1850). The clay was stripped from the ground surface and burnt. It was then spread across the site in order to raise the ground and form a level surface for railway working, a process described by John Weale in 1851 as a “most admirable contrivance for getting rid of troublesome material” (Weale 1851: 811). This process provided a more permeable surface for the railway lines than the impermeable London Clay.
- 7.1.6 The red burnt clay deposit [503] was overlain by a contrastingly black layer of loose sandy charcoal with occasional ceramic building material fragments and clusters of railway granite ballast [504] (**Plates 1 to 6**). This layer was some 0.4m thick, with its highest level at about 23m OD. The former railway lines were laid on this burnt black layer.
- 7.1.7 This black layer was covered with a thick layer of made ground [+], some 2 to 3m deep, with its highest level at about 25.65m OD (ground surface level). This compact mid-greyish brown clay with ceramic building material fragments relates to early 21st century CTRL enabling works.

8 CONCLUSION

- 8.1.1 The watching brief established that London Clay sealed by a layer of natural sandy gravel was covered with a former subsoil and topsoil, which had been cut by a pit, interpreted as a clay extraction pit and several ceramic drains. The pit was early 19th century in date and had been backfilled with a dark grey silty sand deposit containing 19th century pottery, claypipe, animal bone and oyster shell. The drains were thought to have been laid in the mid 19th century as part of the drainage works before the railway lines were constructed.
- 8.1.2 The former topsoil was sealed by a bright red burnt clay layer. This deposit has been recorded across other parts of the King's Cross site and was used to the ground and form a level permeable surface necessary for the railway lines. This bright red burnt clay layer was covered with an equally distinctive black layer of sandy charcoal with clusters of granite railway ballast. The top of this layer formed the surface for the railway lines.
- 8.1.3 This deposit had been covered with 2 to 3m of mid-greyish brown clay made ground, which relates to early 21st century CTRL enabling works.

9 ACKNOWLEDGEMENTS

- 9.1.1 Pre-Construct Archaeology Limited would like to thank King's Cross Central General Partner Limited for commissioning the archaeological watching brief and the assistance of Chris Smith is gratefully acknowledged, The assistance of BAM Nuttall, who carried out the on-site groundworks, is also acknowledged.
- 9.1.2 The project was managed for Pre-Construct Archaeology by Charlotte Matthews. The watching brief was carried out by Joe Brooks and Tomasz Mazurkiewicz. This report was written by Tomasz Mazurkiewicz with reference to documentary research by Guy Thompson. The illustrations were prepared by Mark Roughley.

10 BIBLIOGRAPHY

Primary Source (The National Archives)

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Weale, J. (Ed). 1851. *London Exhibited in 1851, elucidating its natural and physical characteristics, its antiquity and architecture, its arts, manufactures, trades and organizations, its social, literary and scientific institutions and its numerous galleries of fine art.* London: John Weale

APPENDIX 1 CONTEXT REGISTER

Site Code	Context No.	Type	Description	Highest Level	Dept	Interpretation
KXR09	500	Deposit	London Clay	21.1m OD	1+m	Natural geological deposit
KXR09	501	Deposit	Sandy gravel deposit	21.5m OD	0.4m	Natural geological deposit
KXR09	502	Layer	Reworked London Clay	22.1m OD	0.6m	Former topsoil and subsoil
KXR09	503	Layer	Bright red burnt clay layer	22.6m OD	0.2 to 0.5m	Mid C19th leveling layer
KXR09	504	Layer	Black sandy charcoal deposit	23m OD	0.4m	Mid C19th leveling layer on which the railway lines were laid
KXR09	505	Fill	Fill of drain cut 506	22.1m OD	Not measured	Mid 19 th century
KXR09	506	Cut	Drain cut	22.1m OD	Not measured	Mid 19 th century
KXR09	507	Fill	Fill of drain cut 508	22.1m OD	Not measured	Mid 19 th century
KXR09	508	Cut	Drain cut	22.1m OD	Not measured	Mid 19 th century
KXR09	509	Fill	Fill of pit 510	22.1m OD	Not measured	Early 19 th century clay extraction pit
KXR09	510	Cut	Pit cut	22.1m OD	Not measured	Early 19 th century clay extraction pit
KXR09	511	Pipe	Ceramic drain pipe	21.8m OD	Not measured	Mid 19 th century drain
KXR09	512	Pipe	Ceramic drain pipe	21.45m OD	Not measured	Mid 19 th century drain
KXR09	513	Fill	Fill of drain cut 514	22.1m OD	Not measured	Mid 19 th century drain
KXR09	514	Cut	Drain cut	22.1m OD	Not measured	Mid 19 th century drain
KXR09	515	Pipe	Ceramic drain pipe	21.45m OD	Not measured	Mid 19 th century drain
KXR09	516/+	Layer	Made ground	25.65m OD	2 to 3m	Early 21 st century

APPENDIX 2 OASIS FORM

OASIS ID: preconst1-178563

Project details

Project name	Plot S4, King's Cross Central: Archaeological Watching Brief
Short description of the project	Pre-Construct Archaeology Limited was commissioned by King's Cross Central General Partner Limited to undertake an archaeological watching brief in Plot S4 in the northern part of King's Cross Central, London Borough of Camden, centred on OS NGR TQ 30085 83850. The site lies just to the south-east of the King's Cross 1858 roundhouse (demolished in 1931). The watching brief was undertaken as a condition of planning permission. The groundworks were carried out to extract clay to build a bund in Zone A at King's Cross Central. The excavation of a trench, 36m by 10m and 5m deep, was observed in January and February 2014. The watching brief established that London Clay was covered with a former topsoil, which had been cut by an early 19th century clay extraction pit for brick making and several mid 19th century drains. The pit had been backfilled with a silty sand deposit containing 19th century pottery, claypipe, animal bone and oyster shell. The former topsoil was sealed by a bright red burnt clay layer, which had been used to level the ground for railway lines in 1849 and 1850. This red burnt clay layer was covered with a black layer of sandy charcoal with clusters of granite railway ballast. The top of this layer formed the surface for railway lines. This deposit had been covered with 2 to 3m of mid-greyish brown clay made ground, which relates to early 21st century CTRL enabling works.
Project dates	Start: 27-01-2014 End: 24-02-2014
Previous/future work	Yes / Yes
Any associated project reference codes	KXR09 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Other 15 - Other
Monument type	CLAY QUARRY Post Medieval
Monument type	RAILWAY Post Medieval
Monument type	DRAINS Post Medieval
Significant Finds	POTTERY Post Medieval
Investigation type	"Watching Brief"
Prompt	Planning condition

Project location

Country	England
Site location	GREATER LONDON CAMDEN CAMDEN Plot S4, King's Cross Central, London Borough of Camden
Postcode	N1C 4AJ
Study area	367.00 Square metres
Site coordinates	TQ 30085 83850 51.538048169 -0.124101442611 51 32 16 N 000 07 26 W Point
Height OD / Depth	Min: 21.10m Max: 25.65m

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Greater London Archaeological Advisory Service
Project design originator	Charlotte Matthews
Project director/manager	Charlotte Matthews
Project supervisor	Tomasz Mazurkiewicz
Type of sponsor/funding body	Developer
Name of sponsor/funding body	King's Cross Central General Partner Limited

Project archives

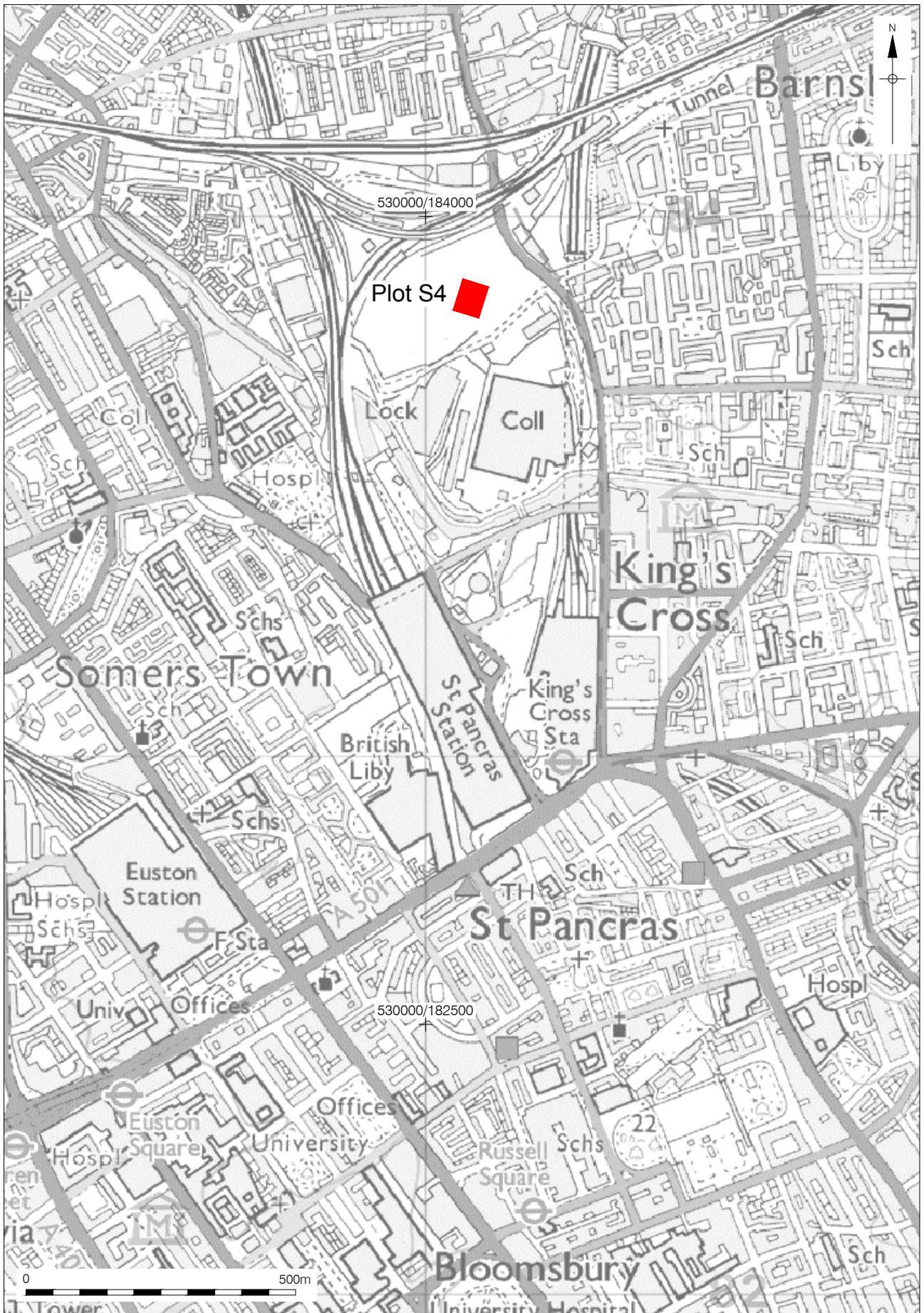
Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	KXR09
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	LAARC
Paper Archive ID	KXR09
Paper Media	"Plan","Report","Section","Survey "

available

**Project
bibliography 1**

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Figure 1
Site Location
1:10,000 at A4

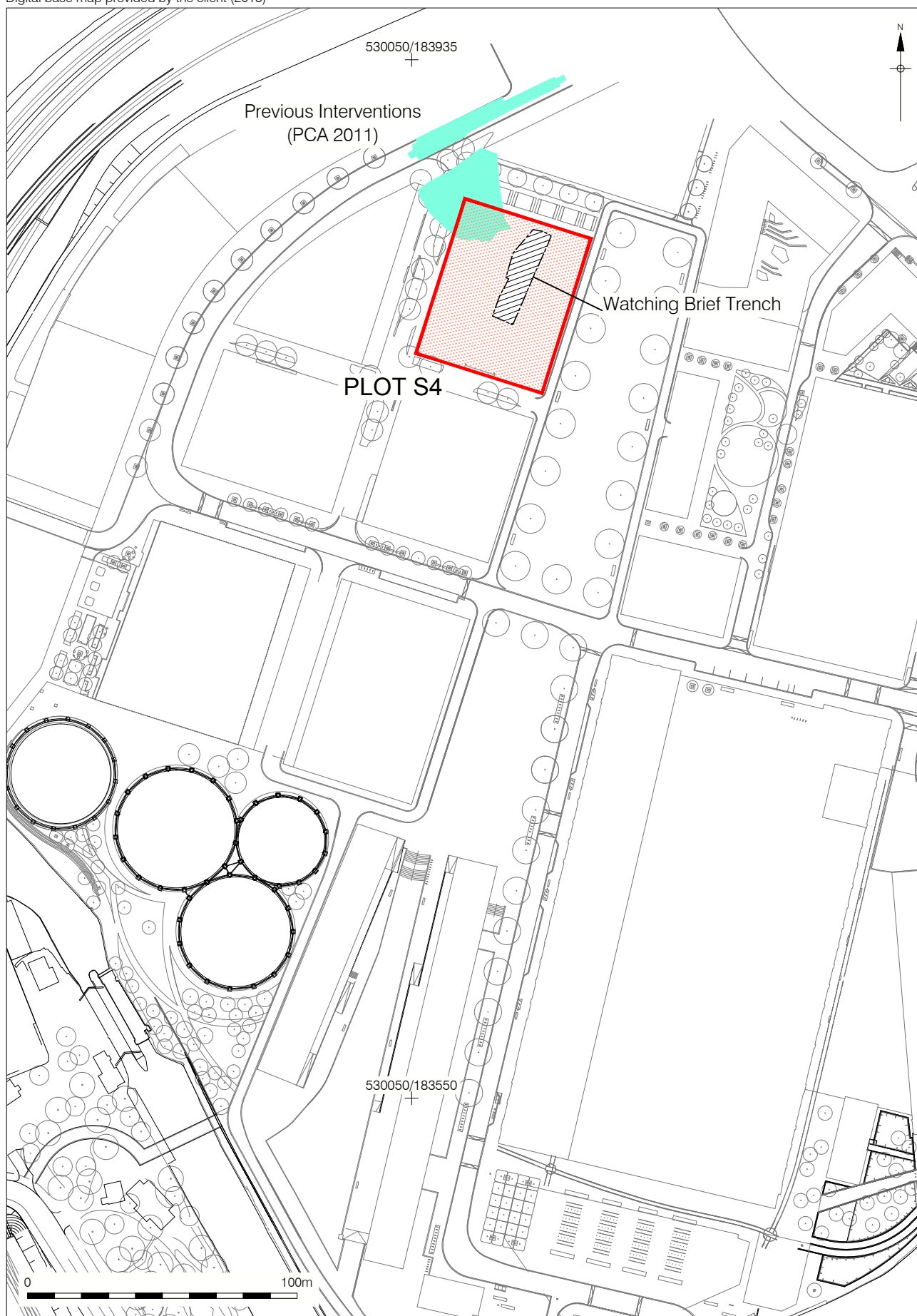
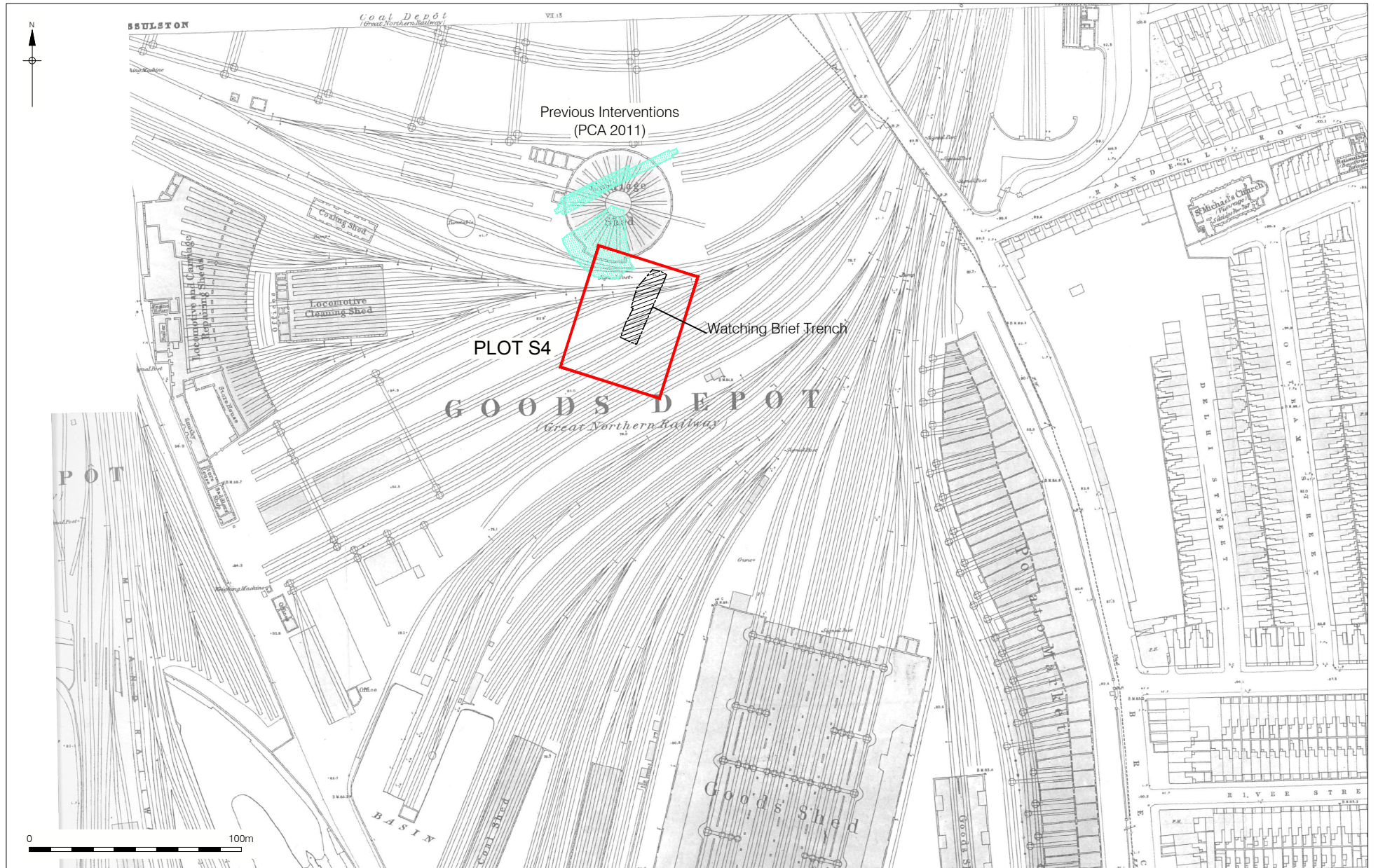
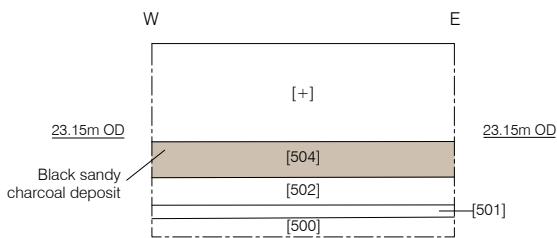
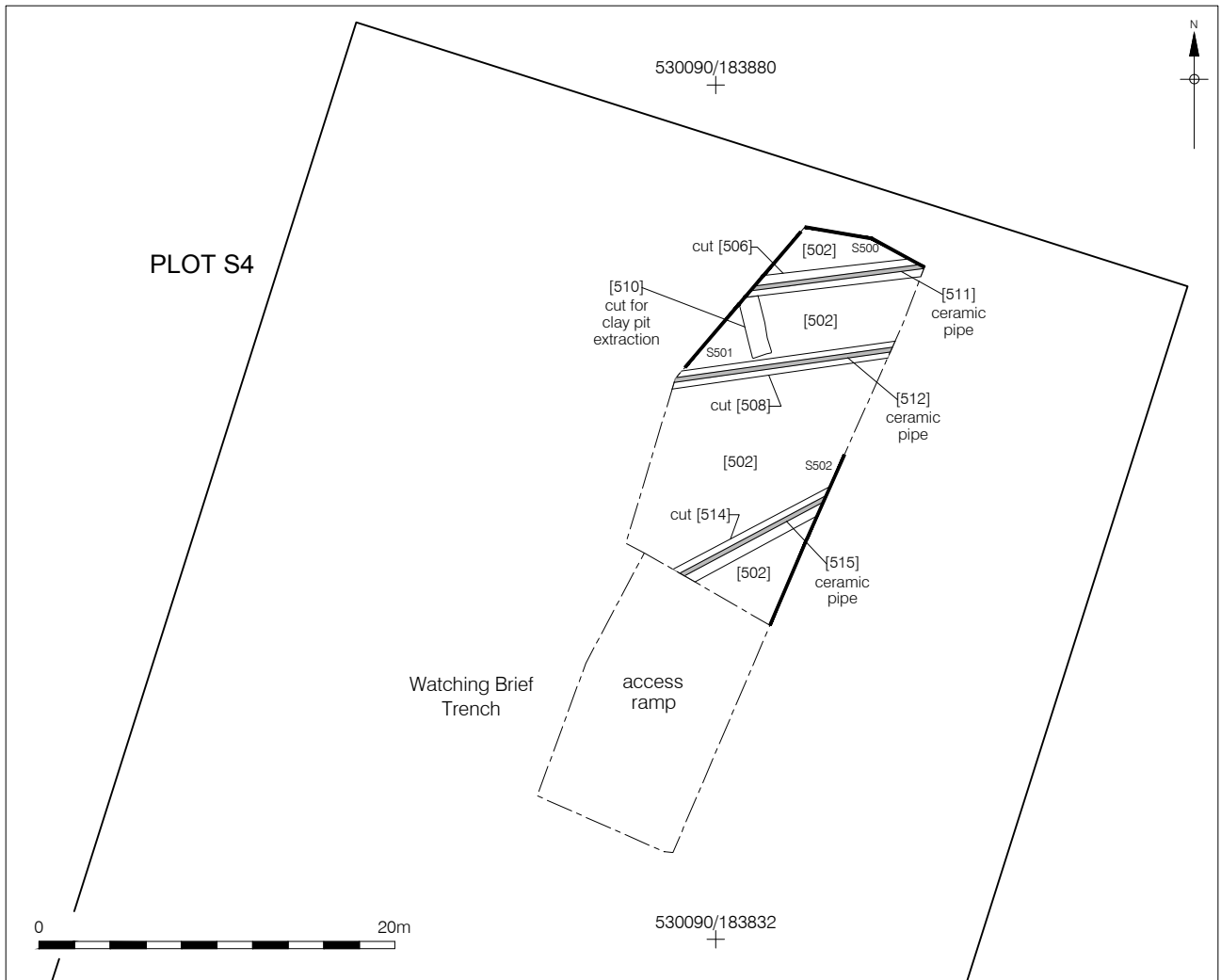
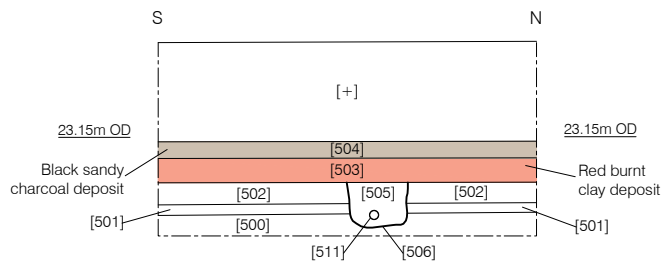


Figure 2
Detailed Site and Trench Location
1:2,000 at A4

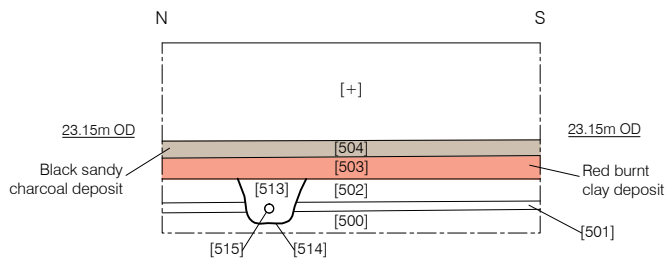




Section 500
South facing
S4 Watching Brief Trench



Section 501
East facing
S4 Watching Brief Trench



Section 502
West facing
S4 Watching Brief Trench



Figure 4
Plan of Watching Brief Trench and Sketch Sections 500-502
Plan: 1:400, Sections: 1:200 at A4



Plate 1: Observed trench in Plot S4, looking north-east



Plate 2: Observed trench in Plot S4, looking north-east



Plate 3: Ceramic pipe 511 in the north-east corner of the observed trench in Plot S4, looking north



Plate 4: North-east corner of the observed trench in Plot S4, looking north-east



Plate 5: Granite railway ballast in the north-east corner of the observed trench in Plot S4, looking north-east



Plate 6: West section of the observed trench in Plot S4, looking west

PCA

PCA SOUTH

UNIT 54
BROCKLEY CROSS BUSINESS CENTRE
96 ENDWELL ROAD
BROCKLEY
LONDON SE4 2PD
TEL: 020 7732 3925 / 020 7639 9091
FAX: 020 7639 9588
EMAIL: info@pre-construct.com

PCA NORTH

UNIT 19A
TURSDALE BUSINESS PARK
DURHAM DH6 5PG
TEL: 0191 377 1111
FAX: 0191 377 0101
EMAIL: info.north@pre-construct.com

PCA CENTRAL

THE GRANARY, RECTORY FARM
BREWERY ROAD, PAMPISFORD
CAMBRIDGESHIRE CB22 3EN
TEL: 01223 845 522
FAX: 01223 845 522
EMAIL: info.central@pre-construct.com

PCA WEST

BLOCK 4
CHILCOMB HOUSE
CHILCOMB LANE
WINCHESTER
HAMPSHIRE SO23 8RB
TEL: 01962 849 549
EMAIL: info.west@pre-construct.com

PCA MIDLANDS

17-19 KETTERING RD
LITTLE BOWDEN
MARKET HARBOROUGH
LEICESTERSHIRE LE16 8AN
TEL: 01858 468 333
EMAIL: info.midlands@pre-construct.com

