

**AN ARCHAEOLOGICAL
EVALUATION AT PLOT T3,
NORTHERN AREA, KING'S
CROSS CENTRAL, LONDON
BOROUGH OF CAMDEN N1 0AZ**

SITE CODE: KXR09

REPORT NO: R12457

MAY 2016



**PRE-CONSTRUCT
ARCHAEOLOGY**

**An Archaeological Evaluation at Plot T3, Northern Area, King's Cross
Central, London Borough of Camden N1 0AZ**

Site Code: KXR09

Report Number:

Central National Grid Reference: TQ 2993 8385

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April 2016**

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1 ABSTRACT

- 1.1 This report details the results and working methods of an archaeological evaluation at the Northern Area, King's Cross Central, Plot T3. The evaluation was commissioned by King's Cross Central General Partner Limited. The evaluation took place between 5th-14th April 2016, and represents one of four evaluation trenches intended to support the designs of King's Cross Central Plot T3, in response to the London Borough of Camden planning requirements.
- 1.2 The evaluation trench, Trench 1, was targeted on the possible remains of 19th century railway structures shown on historic maps of the area; specifically the 'Locomotive Cleaning Shed'.
- 1.3 No natural deposits were encountered within Trench 1. The earliest deposit encountered in the trench was re-deposited clay, potentially the result of brick making in the area or landscaping of the site prior to the construction of railway structures in this part of site in the mid 19th century.
- 1.4 The remains of a wall foundation, a concrete floor slab and, possibly, the remnant of an arched structure such as a culvert were identified as elements of the 19th century locomotive shed known as 'Locomotive Cleaning Shed' in Trench 1.
- 1.5 20th century cuts for large service pipes were also recorded within the trench. All features and deposits had been subsequently sealed by nearly 2.5m of modern made ground.

2 INTRODUCTION

- 2.1 An archaeological evaluation at Plot T3, King's Cross Central, London Borough of Camden was undertaken between 5th-14th April 2016, and consisted of Trench 1, one of four evaluation trenches, intended to support the designs of King's Cross Central Northern Area, in response to the London Borough of Camden planning requirements. The work was carried out in accordance with the Written Scheme of Investigation (WSI, Hawkins 2011).
- 2.2 Trenches 2, 3 and 4, had already been excavated in 2011 and an evaluation report produced (Maher, Thompson and Haslam, 2012 and Maher 2013). Trench 2 was excavated in Plot T4, Trench 3 was excavated to the south of Plot T5 and Trench 4 was excavated in Plot T2 (Figure 2). The trench strategy was formulated before building proposals for each of the plots had been confirmed. The strategy was intended to be a holistic one, targeting items of archaeological interest noted on historic maps rather than led by each development plot. An overarching WSI was therefore produced for the 'Northern Area' (Hawkins 2011), and submitted to planning as part of a wider outline strategy for the area, in accordance with the archaeological condition. The other plots in the Northern Area were excluded from the archaeological requirement as they were not deemed to have the potential for items of archaeological interest, and no further archaeological work was required in these plots.
- 2.3 Trench 3 was designed to target the remains of the Roundhouse. The Roundhouse was duly encountered in Trench 3 and therefore further archaeological excavation was required in this area by Historic England, in line with the archaeological condition, to open up a portion of the Roundhouse and excavate it fully. This comprised the archaeological mitigation strategy for this area. A separate assessment report and publication was produced for the Roundhouse excavation (Maher, Thompson and Haslam, 2012 and Maher 2013).
- 2.4 Trench 4, in Plot T2, was targeted on the remains of 'Top Shed' which has significance as an important part of the King's Cross Goods Yard. The remains of the Top Shed were found in the trench, and therefore an archaeological mitigation strategy was required by Historic England in order to close out the archaeological requirement in this plot. This will comprise the archaeological excavation of an area around Trench 4. A subsequent WSI was therefore produced for this excavation (Hawkins 2016). The excavation will be carried out once the construction of Plot T1 is complete (in order to allow safe access to T2), and will form the final phase of archaeological work required in Plot T2.
- 2.5 Trench 2 found very little of archaeological interest and therefore no further archaeological work was required in Plot T4.
- 2.6 Trench 1, discussed in this report, was situated in the proposed development Plot T3. The boundaries of the site were defined by York Way to the east, an open area to the south and west and by railway tracks to the north (Figures 1 and 2). It was targeted on the remains of the Locomotive Cleaning Shed noted on historic maps. The heavily truncated remains of the Locomotive Cleaning Shed were found in the trench. A decision on whether the Locomotive Cleaning Shed should be further investigated will be made by Historic England upon receipt of this report.
- 2.7 The site is located at National Grid Reference TQ 2993 8385.
- 2.8 The work was commissioned by King's Cross Central General Partner Limited. The fieldwork was managed for PCA by Helen Hawkins and supervised by the author.
- 2.9 The site was assigned the code KXR09.

3 PLANNING BACKGROUND

- 3.1 The National Planning Policy Framework (NPPF) was adopted on March 27th 2012, and now supersedes the Planning Policy Statements (PPSs). The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.
- 3.2 In considering any planning application for development the local planning authority will be guided by the policy framework set by the NPPF, by current Local Plan policy and by other material considerations.
- 3.3 The relevant Strategic Development Plan framework is provided by 'The London Plan, published July 22nd 2011. Policy 7.8 headed "Heritage Assets and Archaeology" details guidance relating to strategy and planning decisions that affect the historic environment and the outlines the formulation of Local Development Framework for each London Borough.
- 3.4 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.

- 3.5 Local policy KC11 is also of relevance:

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.

- 3.6 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.

- 3.7 The evaluation trench was intended to target important archaeological features likely to be present on the site; in the case of Trench 1 it was located in the position of the 'Locomotive Cleaning Shed'. At the time of the trench design, the proposed developments on each plot were unknown, but it was clear that development in the area would impact on any surviving archaeological remains.

4 GEOLOGY AND TOPOGRAPHY

4.1 Geology

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 Northern Area of King's Cross Central is underlain by London Clay.

4.2 Topography

4.2.1 The site lies within the King's Cross Railway Lands, an area which has been artificially landscaped on several occasions between the mid 19th century and the present day. The modern topography is therefore entirely man-made and is partially a result of the CTRL enabling works. Ground level was found to be at a maximum height of 28.03m OD in the vicinity of Trench 1

5 HISTORICAL BACKGROUND

5.1 The following information is adapted from that detailed in the Assessment Report of the *Midlands Railway Roundhouse Excavations* (Maher, Thompson and Haslam 2012).

5.2 Introduction: St Pancras, Battle Bridge and King's Cross to 1851

5.2.1 The modern district of King's Cross is centred upon the ancient hamlet of Battle Bridge, which developed around a crossing of the River Fleet. The manor of Pancras was described in the Domesday Book of 1086, when it was held by the Canons of St Paul's Cathedral. The "ancient and diminutive" church of St Pancras was first mentioned in 1183, and was subsequently rebuilt in the mid-14th century. The church stood at the centre of the manor, which was reported as being sparsely populated in the mid-13th century.

5.2.2 The earliest shoots of urbanisation in the area began with the opening of the New Road between Paddington and Islington in 1756. The north side of the stretch now known as the Euston Road between Tottenham Court Road and Battle Bridge became a magnet for developers and by the 1770s was lined with residential properties. By the early 19th century the value of property in the Somers Town development had fallen considerably, and although construction of new terraces and squares continued, parts of Somers Town had already taken on the appearance of a slum.

5.2.3 A short distance to the east of Somers Town, the Smallpox Hospital moved to gardens north of Battle Bridge in 1767. The new hospital stood a short distance to the east of St Pancras Road/Pancras Place, and was comprehensively rebuilt in 1793-94. In 1802 the separate Fever Hospital was built over gardens between the Smallpox Hospital and St Pancras Road.

5.2.4 At around the same time, local landowners began to let large areas of land in the vicinity to building contractors such as Thomas Cubitt for brick making, and brickfields and ancillary works became a distinctive feature of the landscape between Copenhagen Fields and the Euston Road.

5.2.5 The completion of the Regent's Canal in 1820 further contributed to the increasingly industrial character of the area. A little over a year after the canal opened the newly-founded Imperial Gas Light and Coke Company purchased a plot of land on the south bank of the waterway, upon which it was planned to build a new gasworks serving the northern districts of London. The Pancras Gasworks opened in 1824 and remained the largest in the capital until the development of Beckton in 1869. Following the death of the local landowner William Agar in 1840, his widow sold off small plots of his estate on short-term leases to poor labourers, prompting the rapid development of the notorious slum of Agar Town to the south and west of the gasworks. Condemned by an associate of Charles Dickens as a "disgrace to the metropolis," Agar Town was described by the prolific Victorian publisher John Weale as "that awful rookery at the back of St Pancras Road". Residents of Agar Town were described as being assailed from one side by the clouds of 'mephitic vapours' that belched from the chimneys of the gasworks and from the 'rheumatic dampness' that rose up from the canal on the other.

5.2.6 In 1846 the Great Northern Railway Company received Parliamentary Assent to develop a new line linking London and York. Prohibited by the judgement of a recent Royal Commission from building its London terminus south of the Euston Road, the company decided instead to build the Passenger station on the site of the Smallpox Hospital. With the nearby Regent's Canal offering a conduit for the onward transport of goods and coals received by rail, the company chose to build its Goods Station, Coal Depot and Locomotive Depot on the north bank of the canal in Maiden Lane, where it purchased several acres of former brick fields.

5.2.7 Working under the supervision of Joseph Cubitt, the Engineer of the line, and Lewis Cubitt, the architect of the London termini, contractors began to level the ground on the north side of the canal in 1849, while construction of the buildings began in the spring of 1850 and continued into the following year. The Goods Station buildings were largely complete by March 1851, although fitting-out of the Granary continued into the summer of that year and possibly beyond.

5.3 The brick and tile industry in Islington and St Pancras in the early 19th century

5.3.1 Although the extraction of clay for the purpose of brick manufacture in the vicinity was recorded as early as the 14th century, brick and tile making only became widespread on the heavy London Clay soils of St Pancras and Islington in the 17th and 18th centuries. By the early 19th century a number of brick makers had established premises in the vicinity.

5.3.2 Tile making also became established in the fields on either side of Maiden Lane in the early decades of the 19th century.

5.4 **The construction of the Great Northern Goods Station and Locomotive Depot at King's Cross, 1849-1851**

5.4.1 In 1848 the Great Northern Railway awarded the contract to develop the site of the future King's Cross Goods Yard and Locomotive Depot to John Jay. In May 1849 Jay gained access to part of the site and commenced "levelling the same down for a station". By the end of March 1850 construction of the foundations of the new Goods Station buildings was already well advanced.

5.4.2 Much of the clay stripped from the ground surface was later burnt and spread across the site in order to raise the ground and form the level surface necessary for railway working.

5.5 **Construction of the King's Cross Locomotive Depot**

5.5.1 The Locomotive Depot was built to the north-west of the Goods Station, in an area bordered to the north by the embankment of the East and West India Docks and Birmingham Junction Railway, by the mainline of the Great Northern to the east, by the northernmost terraces of Agar Town to the west and by the Great Northern Goods and Coal Depots to the south and south-east.

5.5.2 Plans of the proposed locomotive shops were prepared as early as February 1849, however these were subsequently revised in order to accommodate twenty-five (rail) roads as opposed to the thirteen originally envisaged. The principal locomotive shed was a striking building, with a concave curved front containing twenty-five arches, one for each of the railway tracks that entered the building. The shed was completed in 1850/1, and the Locomotive Depot became known subsequently as 'Top Shed'.

5.5.3 The following year Archibald Sturrock, the Locomotive Superintendent of the Great Northern requested that a 40' diameter turntable be provided in order that locomotives and tenders could be turned whilst coupled. The new turntable was built some distance to the east of the depot, although this was subsequently removed in 1855 to permit the development of the Potato Market from the site of the original Maiden Lane temporary passenger terminus. A new turntable of the same diameter was ordered as a replacement, and it was decided to install it at a location as far as possible from the existing goods yard lines in order to leave room for additional tracks. The chosen location was much closer to the Locomotive Depot than that of its predecessor, a short distance from the site of what was subsequently to become the Midland Roundhouse.

5.6 **20th Century**

5.6.1 The Midland Roundhouse was demolished in 1931 and replaced by seven long parallel tracks and engine pits for standing locomotives, the 'Back Pits'.

5.6.2 The 'Big Four' railway companies were nationalised with effect from 1st January 1948, and the King's Cross Locomotive Depot was placed in the hands of the Eastern Region of British Railways. Following several years of post-war austerity, in 1955 the British Transport Commission (BTC) unveiled a 15-year plan to modernise and re-equip British Railways. Although primarily concerned with the elimination of steam traction, the plan also proposed to transform freight traffic policy by concentrating wagon load traffic in fewer and more efficient goods terminals and new 'Freight Transfer Depots' which would streamline transshipment of goods from rail to road and vice-versa.

5.6.3 The decision to replace steam traction across the Eastern Region of British Railways in the late 1950s signalled the end for Top Shed. Despite having a complement of 107 locomotives in 1959, the King's Cross Locomotive Depot was closed in June 1963 and demolition of the buildings began soon afterwards. The closure of the depot rendered the back pits redundant, and they had been removed by 1968, when the Ordnance Survey map was published.

- 5.6.4 In November 1965 British Railways launched its inaugural 'Freightliner' service from the newly completed container terminal at York Way. During the first three years of Freightliner operations British Railways built facilities for the new service at key points across the rail network, including a further three terminals in the capital at King's Cross, Stratford and Willesden. The new King's Cross Freightliner terminal was built in the north-west corner of the Goods Yard and on the site of the former Locomotive Depot. While the terminals at Stratford and Willesden were the "largest and most modern" built by the company, the facilities at King's Cross were much more modest, reflecting the latter's status as a 'mini-terminal'.
- 5.6.5 Although the Freightliners concept was a sensible response to the problems posed by containerised rail freight, the fortunes of the new depots varied considerably. York Way was the first to go, closing in August 1971, following which the site was sold to Camden Council for residential development.
- 5.6.6 In September 1984 the London Brick Company gave notice of its intention to terminate services from Stewartby to King's Cross with effect from the end of the following January, prompting Freightliners to consider closing the terminal and relocating the staff and the remaining business to Stratford. Although it was initially proposed to close the terminal with effect from 1st February 1985, in November 1984 Freightliners decided to keep King's Cross running with a reduced complement of 25 staff. By the end of 1985 the terminal handled only one service per day in each direction between Edinburgh, Newcastle and London and was clearly no longer economically viable. King's Cross Freightliners terminal ceased operating in 1986.
- 5.6.7 Following the passing by Parliament of the Channel Tunnel Rail Link (CTRL) Act in December 1996, Rail Link Engineering was established in order to design and project manage the construction of the High Speed railway link between the Channel Tunnel and the new international terminus at St Pancras.
- 5.6.8 As part of Section 2 of the CTRL works, companies were invited to tender for civil engineering works in the King's Cross Railway Lands, including the construction of new tracks and railway connections to the north of King's Cross and St Pancras Stations. The contract necessitated considerable disturbance in the vicinity of the former Freightliners depot and groundworks impacted upon the site.

6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 The methodology for evaluating the site is given in the Written Scheme of Investigation (Hawkins 2011). The evaluation consisted of a single trench located within the footprint of Plot T3 (Figures 1 and 2).
- 6.2 The trench was targeted to investigate the 'Locomotive Cleaning Shed' part of the 'Top Shed'. Other objectives were to investigate:
- The character of the site and landscape prior to first phase industrial development, including information about the rural topography with evidence of prehistoric to post-medieval land-use;
 - The preparation, infilling processes and materials used for the mid 19th century railway facilities;
 - Ground surface features of all ages exposed at the location of the investigations;
 - Identification and documentation of newly discovered buried structural features;
 - An evaluation of the investigated surface and below ground structures and made ground for inputting into ongoing heritage related studies;
- 6.3 The trenches were machined using a 13 ton mechanical excavator. The machine was fitted with a toothless bucket to remove modern overburden under the supervision of an attendant archaeologist. Machine excavation continued in spits of approximately 200mm until archaeologically relevant material was observed.
- 6.4 Due to space restrictions Trench 1 was excavated in two parts, the western part of the trench (Plate 1) was excavated, recorded and then backfilled prior to the eastern part being excavated and investigated (Plate 2). The trench was stepped to achieve a maximum depth of c.2.80m. Trench 1 measured 1.90m north-south by 39.10m east-west at base.
- 6.5 Following machine excavation, relevant faces of the trench that required further examination were investigated and cleaned using appropriate hand tools.
- 6.6 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 being drawn at a scale of 1:50 and the sections at 1:10. The Museum of London single context recording system was used and a digital photographic record was taken.
- 6.7 The proposal follows IFA guidelines, and the methodologies set out in English Heritage (GLAAS) Guidance Papers for standards and practices in archaeological fieldwork watching briefs and assessments and evaluation.
- 6.8 GPS was used to locate both parts of the trench and to establish a Temporary Bench Mark (TBM) for the trench. The TBM was established on a raised static surface by the southern edge of Trench 1 at a value of 28.56m OD.

7 SUMMARY OF THE ARCHAEOLOGICAL SEQUENCE

Trench 1 (Figures 3, 4 and 5)

7.1 Phase 1 Re-deposited Clay

7.1.1 The earliest deposit encountered in the base of Trench 1 was a layer of firm, mid-yellow orange brown clay [58], with occasional CBM flecks and fragments at heights between 25.44- 25.45m OD.

7.2 Phase 2 Locomotive Cleaning Shed

7.2.1 Later works on the site had heavily truncated re-deposited clay layer [58], principally construction cut [57] which contained masonry [53], [54] and [55] that were seen to form a mid-late 19th century wall foundation.

7.2.2 Construction cut [57] was seen to run 17.05m WSW – ENE in the western part of the trench turning 4.05m in the eastern part. The cut was 1.05m wide and seen at a maximum height of 25.45m OD.

7.2.3 The wall foundation comprising masonry [53], [54] and [55] was constructed of shallow frogged red brick and light yellow brown slightly sandy concreted lime mortar (Plate 4). The brick dated to AD1850-1900.

7.2.4 The wall foundation was considered to form part of the Locomotive Cleaning Shed (Figure 4) as was a concrete slab [63] found at the eastern end of Trench 1. The slab [63] measured 1.38m north-south by 4.42m east-west and was encountered at a maximum height of 25.29m OD. This slab was considered to represent the surviving part of a floor surface as both the slab's northern and western edges demonstrated signs of having been truncated.

7.2.5 One further remnant of a masonry structure [56] was also found in Trench 1. Masonry [56] was constructed of machined frogged yellow estuarine brick dated to AD1875-1950 and hard concreted mid grey cement in a diagonal bond, giving the appearance of originally being part of an arched structure such as a culvert. It measured 0.40m NW-SE by 0.45m NE-SW and was recorded at a maximum height of 25.46m OD.

7.2.6 Following demolition both wall foundation [53], [54], [55] and possible culvert [56] had been backfilled by fairly firm but friable mid mottled mid and light brown grey silty sandy clay [51] with frequent demolition rubble and small- medium sized sub-angular and sub-rounded pebbles. This deposit was up to 0.10m thick and was encountered at heights between 25.44-25.63m OD.

7.3 Phase 3 Modern Services

7.3.1 Truncating backfill [51] and concrete slab [63] in the eastern part of the trench were two large construction cuts for modern pipes, [60] and [62] respectively. The dimensions of both features are summarised in the table below:

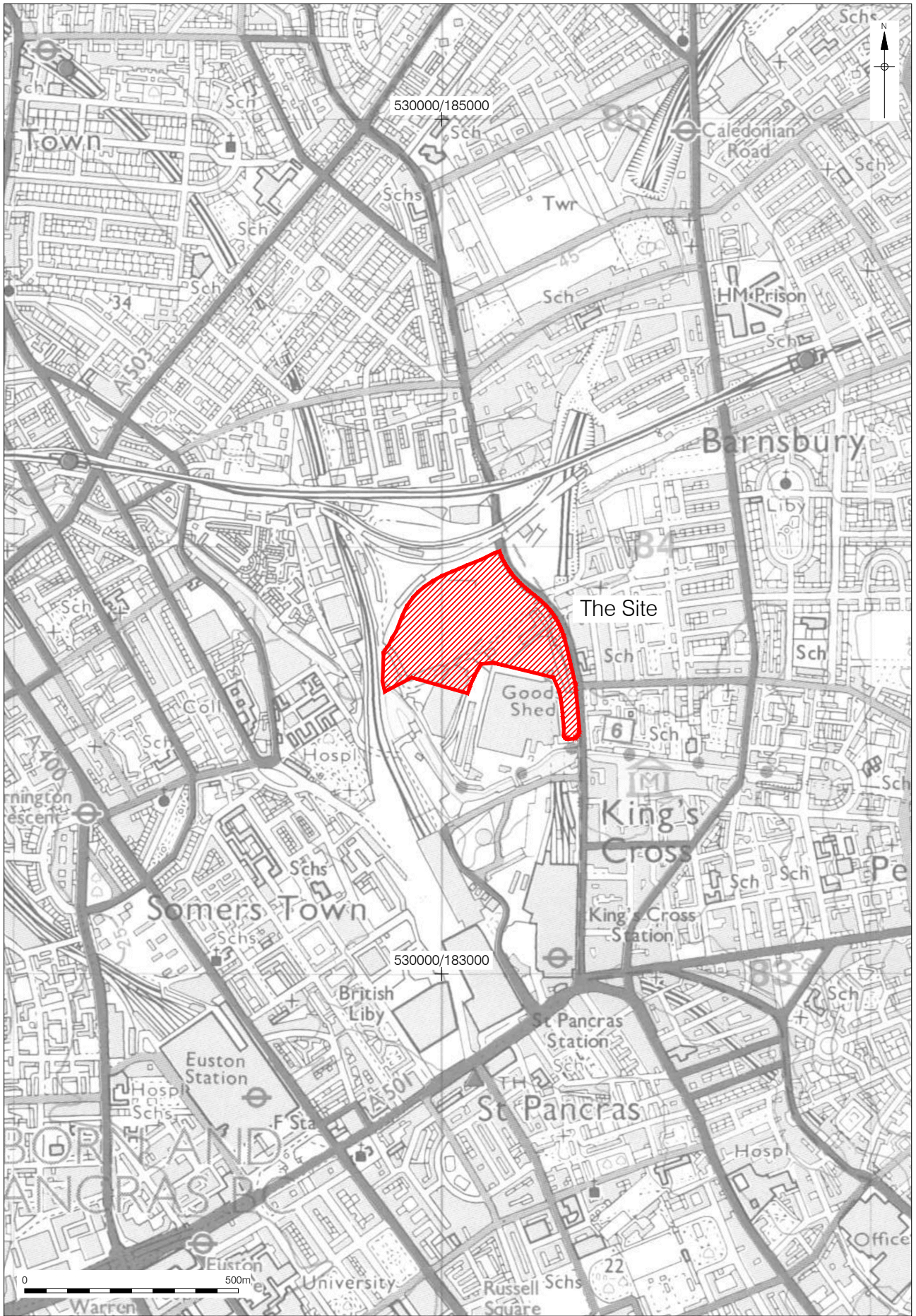
Context	Fill	Orientation	Length (m)	Width (m)	Maximum height (m OD)
60	59	E-W	9.00	1.80	25.45
62	61	NE-SW	5.50	1.80	25.64

7.3.2 Both cuts [60] and [62] were filled by fairly firm but friable mid grey brown with blackish grey mottling silty clay with frequent small angular, sub-angular and sub-rounded pebbles, moderate-frequent CBM flecks and fragments, moderate coal flecks, occasional rebar and very occasional plastic fragments; [59] and [61] respectively. A large iron pipe was visible within fill [61]. It was not

possible to excavate either cut due to the presence of small amounts of sheet asbestos and therefore the exact relationship between the two features could not be fully established.

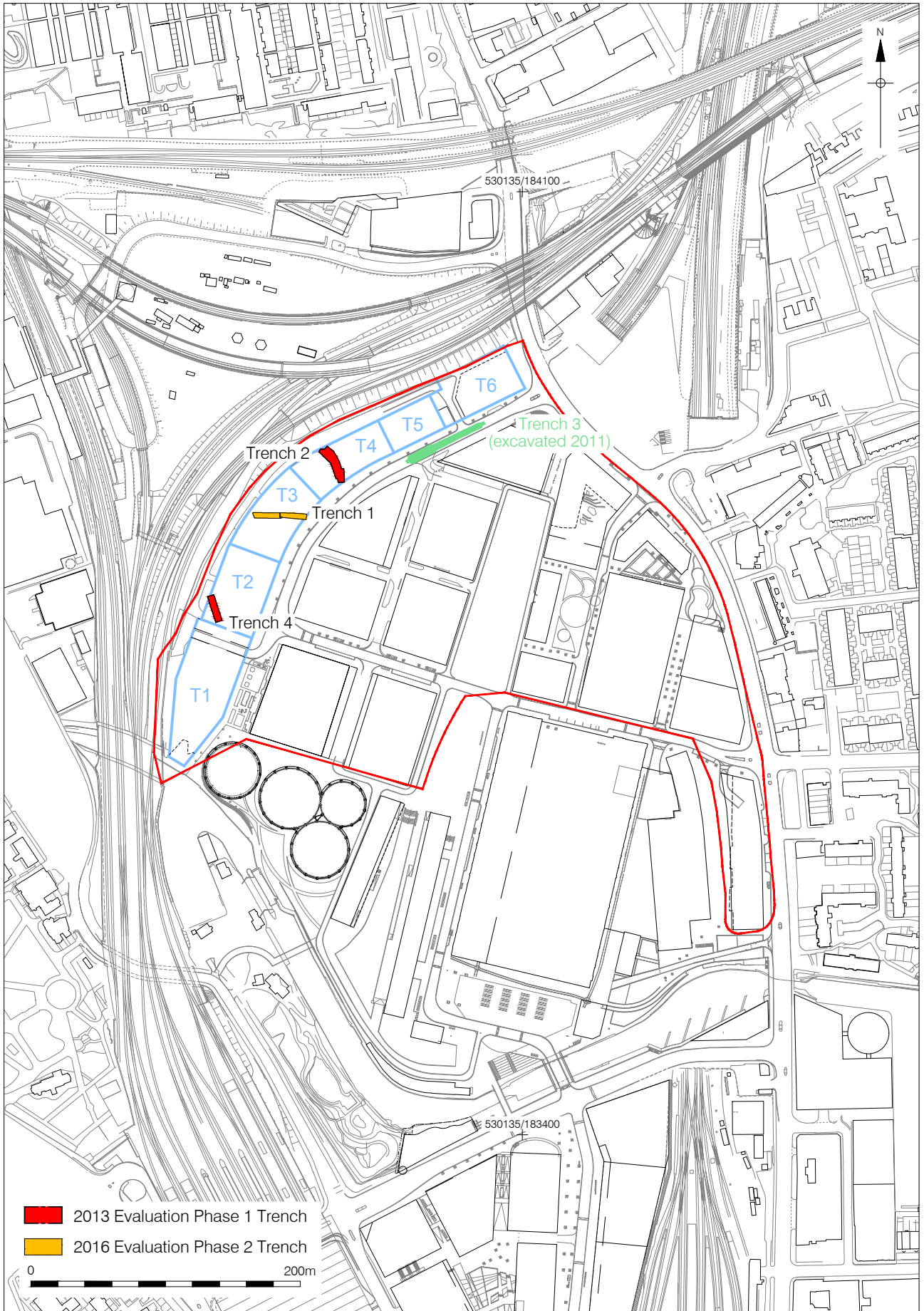
7.4 **Phase 4 CTRL Made Ground**

- 7.4.1 Ultimately all features and deposits were sealed by a 2.47m thick layer of modern made ground [50] which was the product of the Channel Tunnel Rail Link (CTRL) works at King's Cross in the very early 21st century (Plate 3).
- 7.4.2 Made ground [50] was composed of fairly compact but friable mottled mid brown, dark grey brown and yellow grey silty sandy clay with frequent brick and concrete rubble, moderate rebar and other metal fragments and moderate small-medium sized sub-angular and sub-rounded pebbles. This deposit was recorded at heights between 27.58-28.03m OD.



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Figure 1
 Site Location
 1:12,500 at A4



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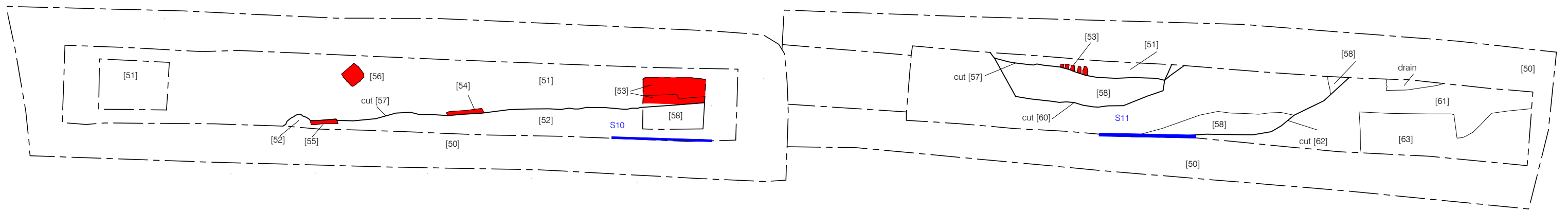
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26/04/16 RM

Figure 2
 Detailed Site and Trench Location showing Plots T1 to T6
 1:4,000 at A4



Trench 1



■ Masonry



Figure 3
Plan of Features
1:100 at A3

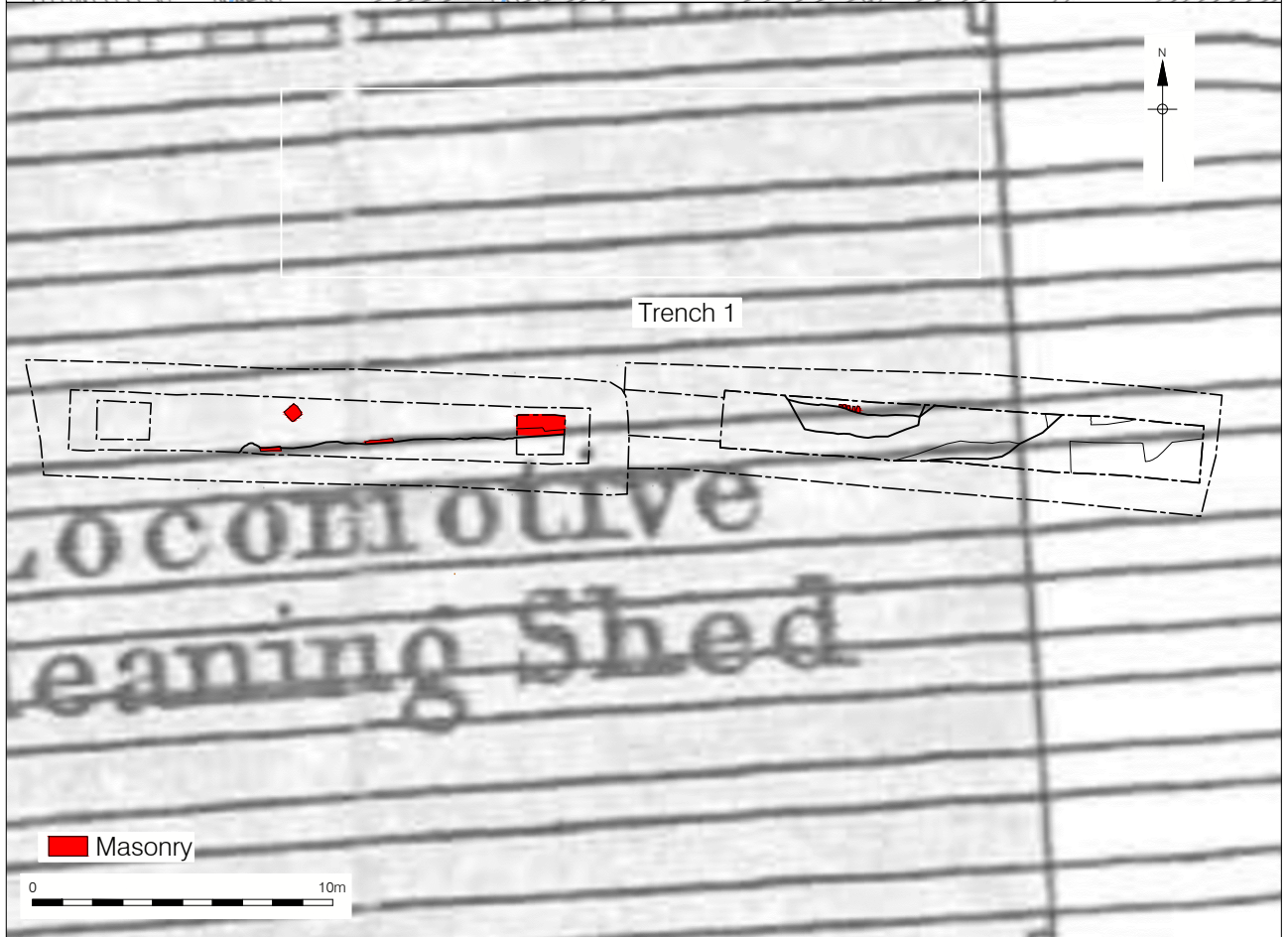
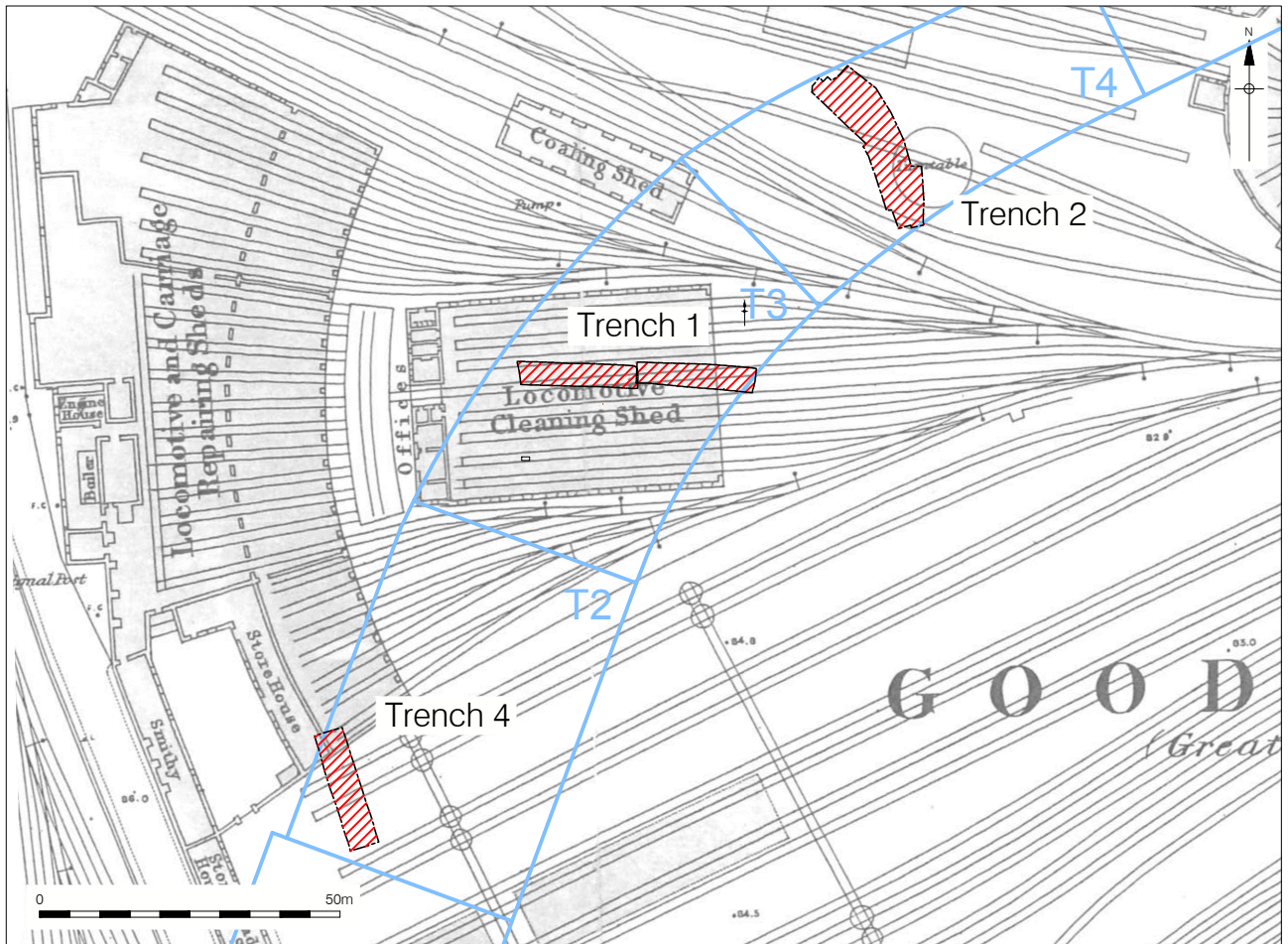
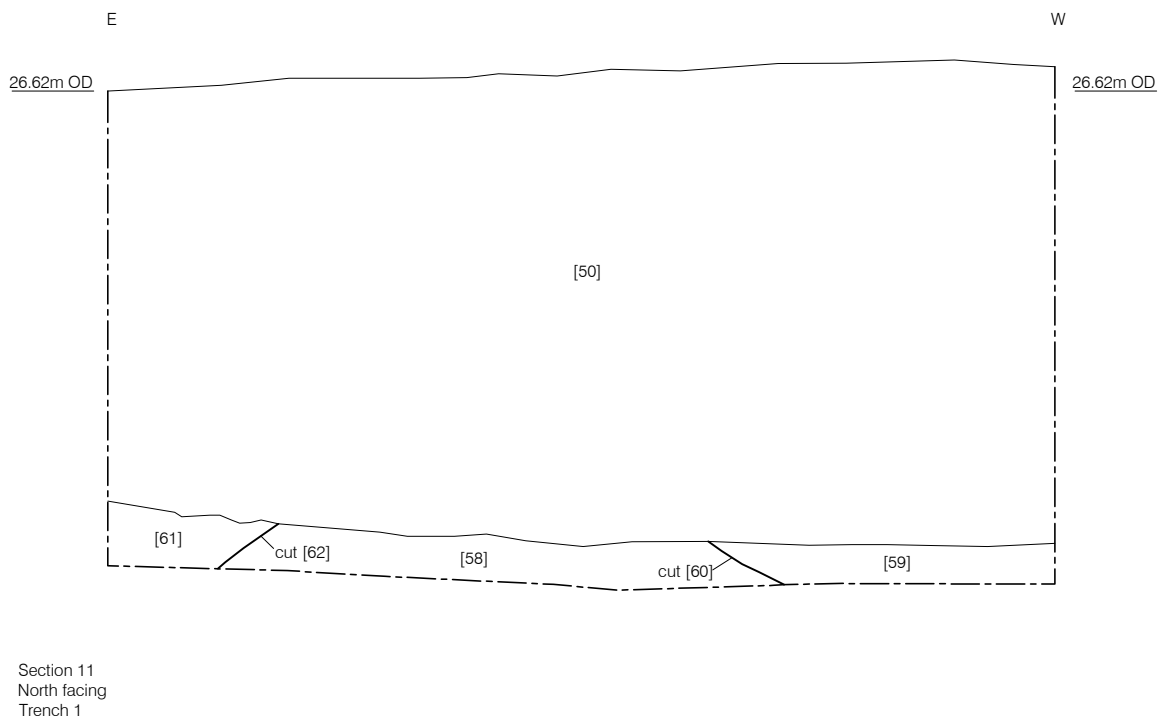
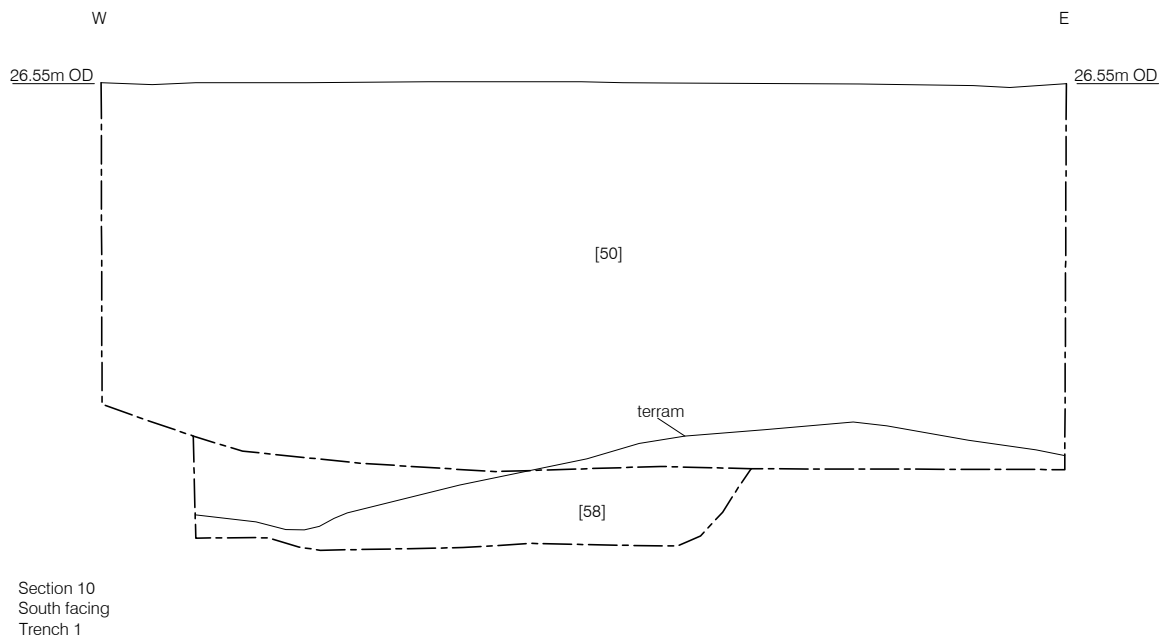


Figure 4
Plan of Trench 1 overlain on First Edition Ordnance Survey map, 1871
1:1,250 and 1:250 at A4



8 INTERPRETATION AND CONCLUSIONS

- 8.1 It was not possible to determine anything about the character of the site and landscape prior to industrial development of the area. The earliest deposit encountered on site was re-deposited clay, perhaps indicative of the brick making industry of the earlier part of the 19th century or the result of terracing or landscaping prior to the development of the railways in the mid 19th century.
- 8.2 The principal purpose of Trench 1 was to define the survival and character of any structures that related to the 'Locomotive Cleaning Shed' part of the 'Top Shed'. The trench built wall foundation, [53], [54] and [55], and the concrete floor slab [63] encountered within Trench 1 appeared to be part of this structure. Furthermore the remnant of the arched structure [56], despite being of a slightly later date, could also have been a later addition, perhaps a culvert, to the railway building.
- 8.3 The 19th century features seen in Trench 1 were seen to be severely impacted by later, modern developments at the site including the extensive service cuts [60] and [62] and the large quantity of modern made ground, which lay directly over the archaeological features.
- 8.4 Once the project is deemed complete, the completed archive comprising all site records from the fieldwork will eventually be deposited with LAARC under site code KXR09.

9 ACKNOWLEDGEMENTS

- 9.1 Pre-Construct Archaeology Limited would like to thank IHCM and King's Cross Central General Partner Limited for commissioning the project, and Steve Windless of Carillion who facilitated the work at the site.
- 9.2 The author would like to thank Helen Hawkins for her project management, Ray Murphy for CAD, Kevin Hayward for assessing the CBM recovered from the site, Tibi Nica, John Joyce and Wayne Richards for their aid with logistics, Richard Archer and Charlotte Faiers for survey work on site and Corso Dominici for his hard work on site.

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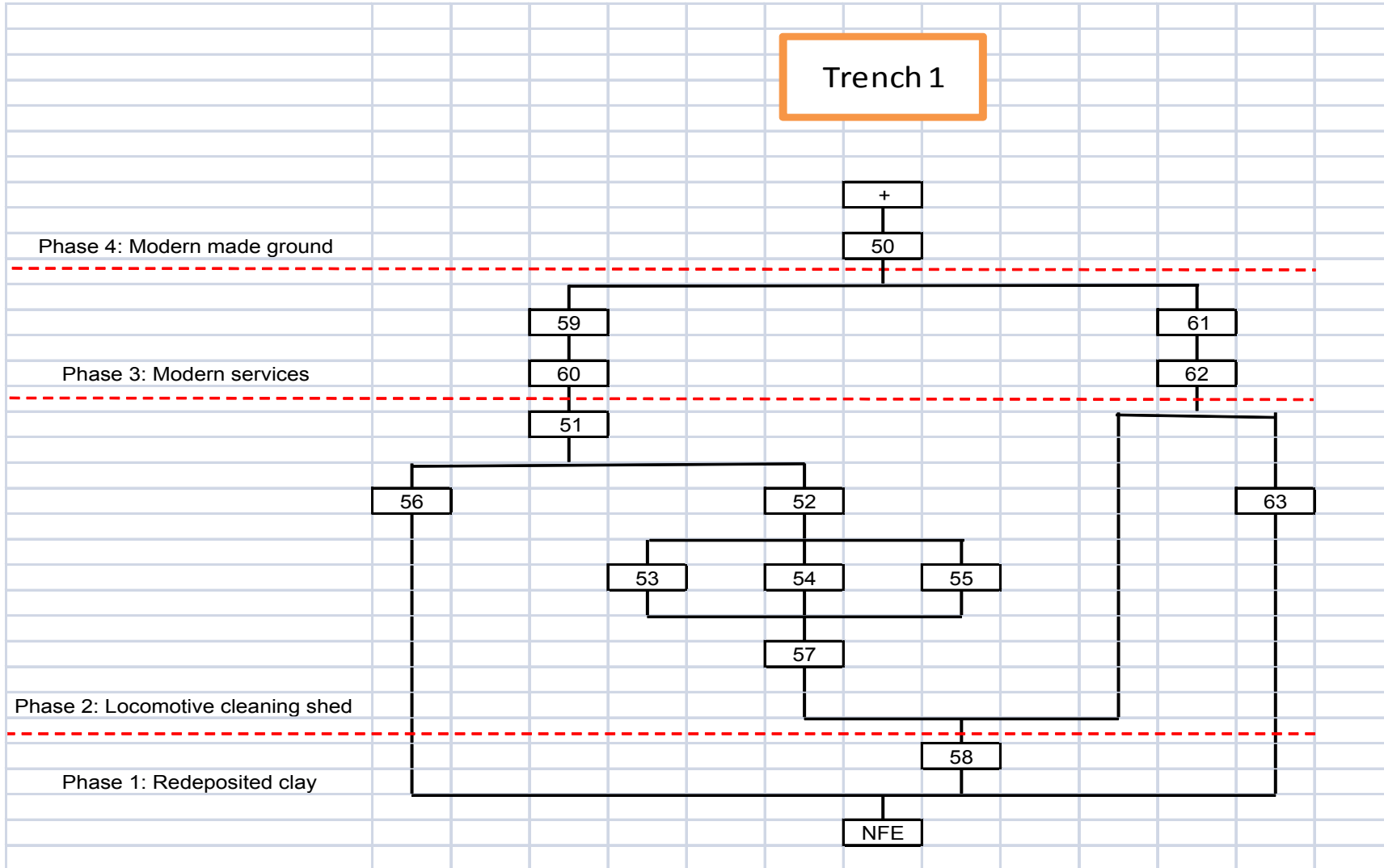
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APPENDIX 1 CONTEXT REGISTER

CONTEXT No	TYPE	AREA	PLANS	SECTIONS	TRENCH	DESCRIPTION	INTERPRETATION	HIGHEST LEVEL	Lowest LEVEL
50	Layer	T 3	TR 1	10, 11	TR 1	Fairly compact but friable mottled mid brown, dark grey brown and yellow grey silty sandy clay	Modern made ground	28.03m OD	27.58m OD
51	Layer	T 3	TR 1	-	TR 1	Fairly friable mid mottled mid and light brown grey silty sandy clay	Demolition backfill	25.63m OD	25.44m OD
52	Fill	T 3	-	-	TR 1	Compact light yellow brown clay	Thin layer of slumped re-deposited clay	25.49m OD	25.45m OD
53	Masonry	T 3	TR 1	-	TR 1	Red brick wall foundation	Wall foundation (with [54] and [55])	25.35m OD	25.20m OD
54	Masonry	T 3	TR 1	-	TR 1	Red brick wall foundation	Wall foundation (with [53] and [55])	25.43m OD	-
55	Masonry	T 3	TR 1	-	TR 1	Red brick wall foundation	Wall foundation (with [53] and [54])	25.44m OD	-
56	Masonry	T 3	TR 1	-	TR 1	Yellow brick structure	Possible remnant of a culvert	25.46m OD	-
57	Cut	T 3	TR 1	-	TR 1	Linear cut	Construction cut for wall foundation [53], [54] and [55]	25.45m OD	-
58	Layer	T 3	TR 1	10, 11	TR 1	Compact light-mid orange brown clay with occ. CBM flecks and fragments	Re-deposited clay layer	25.45m OD	25.44m OD

CONTEXT No	TYPE	AREA	PLANS	SECTIONS	TRENCH	DESCRIPTION	INTERPRETATION	HIGHEST LEVEL	Lowest LEVEL
59	Fill	T 3	TR 1	11	TR 1	Firm mid orange grey brown slightly silty clay	Fill of [60]	25.45m OD	24.42m OD
60	Cut	T 3	TR 1	11	TR 1	Linear cut	Cut for services pipe	25.45	-
61	Fill	T 3	TR 1	11	TR 1	Fairly firm but friable mid grey brown with blackish grey mottling silty clay	Fill of [62]	25.64m OD	25.20m OD
62	Cut	T 3	TR 1	11	TR 1	Linear cut	Cut for large service pipe	25.64m OD	-
63	Masonry	T 3	TR 1	-	TR 1	Concrete slab	Probable floor surface.	25.29m OD	25.20m OD

APPENDIX 2 MATRIX



APPENDIX 3: OASIS FORM

OASIS ID: preconst1-250080

Project details

Project name An Archaeological Evaluation at the Northern Area, King's Cross Central, Trench 1,

Short description of the project A single trench, Trench 1, excavated as the final part of an archaeological evaluation begun some time previously. The other three evaluation trenches, Trenches 2-4, having been excavated in 2012 and 2013. No natural deposits were encountered within Trench 1. The earliest deposit encountered in the trench was re-deposited clay, potentially the result of brick making in the area or landscaping of the site prior to the construction of railway structures in this part of site in the mid 19th century. The remains of a wall foundation, a concrete floor slab and, possibly, the remnant of an arched structure such as a culvert were identified as elements of the 19th century locomotive shed known as 'Locomotive Cleaning Shed' in Trench 1. 20th century cuts for large service pipes were also recorded within the trench. All features and deposits had been subsequently sealed by nearly 2.5m of modern made ground

Project dates Start: 05-04-2016 End: 14-04-2016

Previous/future work Yes / Not known

Any associated project reference codes KXR09 - Sitecode

Type of project Field evaluation

Site status Local Authority Designated Archaeological Area

Current Land use Other 13 - Waste ground

Monument type WALL FOUNDATION Post Medieval

Monument type ARCHED STRUCTURE (POSSIBLE CULVERT) Post Medieval

Monument type LAYERS Post Medieval

Monument type MADE GROUND Modern

Significant Finds CBM Post Medieval

Methods techniques & ""Targeted Trenches""

Development type Urban commercial (e.g. offices, shops, banks, etc.)

Prompt Direction from Local Planning Authority - PPS

Position in the After full determination (eg. As a condition)

planning process

Project location

Country England
Site location GREATER LONDON CAMDEN CAMDEN Northern Area, Kings Cross Central, Trench 1
Postcode N1 0AZ
Study area 0 Square metres
Site coordinates TQ 2993 8385 51.538083944697 -0.126335343927 51 32 17 N 000 07 34 W Point

Project creators

Name of Pre-Construct Archaeology Limited
Organisation

Project brief Argent (King's Cross) Limited
originator

Project design Richard Hughes
originator

Project Helen Hawkins
director/manager

Project supervisor James Langthorne

Project archives

Physical Archive No
Exists?

Digital Archive LAARC
recipient

Digital Archive ID KXR09

Digital Contents "none"

Digital Media "Images raster / digital photography"
available

Paper Archive LAARC
recipient

Paper Archive ID KXR09

Paper Contents "none"

Paper Media "Context sheet", "Diary", "Matrices", "Plan", "Report", "Section"
available

**Project
bibliography 1**

Publication type	A forthcoming report
Title	An Archaeological Evaluation at the Northern Area, King's Cross Central, Trench 1, London Borough of Camden N1 0AZ
Author(s)/Editor(s)	Langthorne, J.
Date	2016
Issuer or publisher	Pre-Construct Archaeology Ltd.
Place of issue or publication	London
Description	A4 soft cover grey literature report.

Entered by	James Langthorne (jlangthorne@pre-construct.com)
Entered on	28 April 2016

APPENDIX 4: PHOTOGRAPHS

Plate 1: General view of western extent of Trench 1 looking west (1m scale)



Plate 2: General view of eastern extent of Trench 1 looking west



Plate 3: North facing section in eastern extent of Trench 1



Plate 4: Wall foundation [53] in sondage at base of western extent of Trench 1 looking east (1m scale)



APPENDIX 5: CERAMIC BUILDING MATERIALS ASSESSMENT

Kevin Hayward

Context	Fabric	Form	Size	Date range of material		Latest dated material		Spot date	Spot date with mortar
53	3032 3101	Unfrogged post great fire brick bonded in a hard gravel concretionary mortar	2	1664	1900	1664	1900	1780-1900	1850-1900
56	3035 3101	Frogged machined yellow estuarine brick stamped H.. bonded in a dark grey hard concretionary mortar	2	1770	1940	1770	1940	1875-1925	1875-1950

Review

This small building material assemblage (4 whole bricks fragments c10kg) from this part of Kings Cross consists almost entirely of late Victorian early 20th century ceramic building material.

All the bricks were either produced locally or from the Medway. The post great fire brick fabric 3032 from [53] is narrow and probably conforms in size with brick tax regulations after 1774 which remained in place well in to the 20th century. The associated gravel lime mortar is a typical robust mortar type from the later half of the 20th century associated with transport and industrial buildings. The yellow frogged bricks stamped with an H from [56] are probably later 19th or early 20th century [56]. These are bonded in a hard grey concrete mortar typical of the period

Recommendations

The building material assemblage very much reflects the mid-late 19th century industrial and transportation development of the site. None of the material is of intrinsic interest – all should be discarded. No further work.

PCA

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