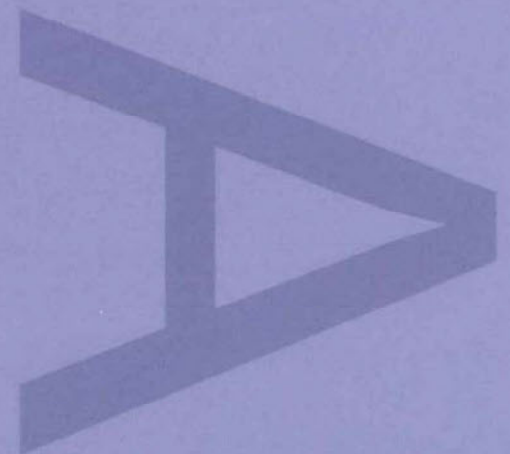
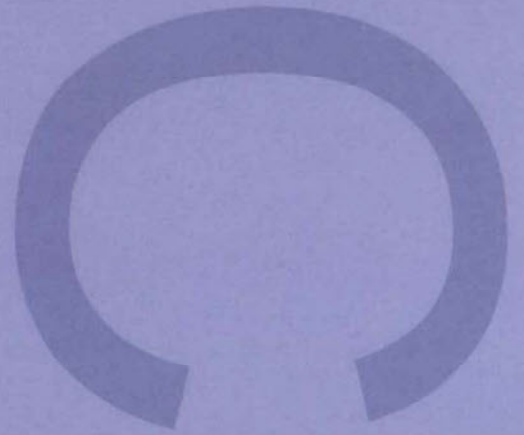
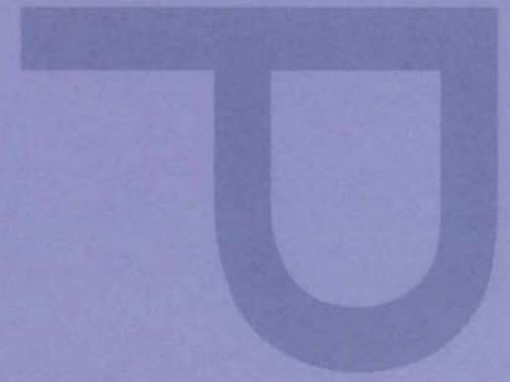


**AN ARCHAEOLOGICAL
WATCHING BRIEF AT THE
MIDLAND GOODS SHED,
KING'S CROSS CENTRAL,
LONDON BOROUGH OF
CAMDEN**

SITE CODE: KXM08

NOVEMBER 2009



PRE-CONSTRUCT ARCHAEOLOGY

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**An Archaeological Watching Brief at the Midland Goods Shed,
King's Cross Central, London Borough of Camden**

Site Code: KXM08

Central National Grid Reference: TQ 3024 8356

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Plate 2: Test Pit 2 view from the west showing stepped foundation of the Midland Goods Shed

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Appendix 2: Context Descriptions

Appendix 3: Oasis Form

FIGURES

Figure 1: Site Location

Figure 2: Test Pit Location

Figure 3: Plans of Test Pits 1 - 5

Figure 4: Sections 1 – 5

1 SUMMARY

- 1.1 Pre-Construct Archaeology Ltd was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief of five geotechnical trial pits inside and close to the Midland Goods Shed, King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 3024 8356. The Midland Goods Shed is one of a number of historic buildings in the vicinity of King's Cross and St Pancras Stations and the former King's Cross Station Goods Yard. A major regeneration development scheme has been proposed for this area, which is referred to in the planning applications as '*King's Cross Central*'. Although within the curtilage of the Grade II listed Granary, the Midland Goods Shed is not described in the listing citation. It does however lie in the Regent's Canal Conservation Area. As part of the suite of permissions for the King's Cross Central scheme granted by the London Borough of Camden, outline planning consent has been agreed for the refurbishment and reuse of the Midland Goods Shed. The watching brief forms part of a wider programme of archaeological and recording work taking place as part of the King's Cross Central development. It was carried out from 6th to 13th February 2009.
- 1.2 The Midland Goods Shed is a large mid 19th century two-storey multicoloured stock brick building. The covered areas of the West and East Handyside Canopies flank the building. The Goods Shed stands partly on the footprint of an 1850 single-storey carriage shed, some fabric of which appears to survive within the extant building. The single-storey shed was designed by the architect Lewis Cubitt and served the Temporary Passenger Terminus sited to the east between the building and York Way.
- 1.3 A yellowish brown silty clay was found in the base of all the Test Pits and was interpreted as the material that was redeposited in 1849 to 1850 to create a level platform for the new King's Cross Goods Station. The north, west and south brick walls of the Goods Shed were recorded in Test Pits 1, 2 and 3, respectively and relate to the construction of the Shed in the 19th century. The Test Pits showed that first the foundation trenches were excavated and then they were filled with concrete. Stepped brick wall footings were then built upon the foundations and the construction cut was then backfilled.
- 1.4 Later alterations recorded in the Test Pits included rails which formerly passed through an archway (since blocked) into the Goods Shed; the cobbled surface of the West Handyside Canopy; the construction of the internal timber platform supported by brick sleeper walls; the concrete foundation plinth for one of the internal c.1872 circular cast iron columns; and the shallow foundations of the office block added to the south end of the Goods Shed in c.1872. Various pipes were found in all of the Test Pits including ceramic drains, cast iron hydraulic supply and exhaust pipes.
- 1.5 Late 20th century alterations recorded in the Test Pits included modern electrical cables, a plastic pipe and recent levelling layers and surfaces. No artefacts were recovered during the watching brief.

2 INTRODUCTION

- 2.1 Pre-Construct Archaeology Limited was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief of five geotechnical trial pits inside and close to the Midland Goods Shed, King's Cross Central, London Borough of Camden, NW1, centred on Ordnance Survey National Grid Reference TQ 3024 8356 (**Figures 1 and 2**). The Midland Goods Shed is one of a number of historic buildings in the vicinity of King's Cross and St Pancras Stations and the former King's Cross Station Goods Yard. A major regeneration development scheme has been proposed for this area, which is referred to in the planning applications as '*King's Cross Central*'. Although within the curtilage of the Grade II listed Granary, the Midland Goods Shed is not described in the listing citation. It does however lie in the Regent's Canal Conservation Area. As part of the suite of permissions for the King's Cross Central scheme granted by the London Borough of Camden, outline planning consent has been agreed for the refurbishment and reuse of the Midland Goods Shed. The watching brief forms part of a wider programme of archaeological and recording work taking place as part of the King's Cross Central development. It was carried out from 6th to 13th February 2009.
- 2.2 The site was assigned the code KXM08.

3 GEOLOGY AND TOPOGRAPHY

- 3.1 The British Geological Survey map for the area (sheet 256) shows that King's Cross Central lies on London Clay, which in turn overlies the Woolwich and Reading Formation, the Thanet Formation and Upper Chalk.
- 3.2 The five geotechnical trial pits were situated in and around the Midland Goods Shed, a large mid 19th century two-storey multicoloured stock brick building located within the King's Cross Goods Yard. The covered areas of the West and East Handyside Canopies flank the building.
- 3.3 The Midland Goods Shed is approximately 97.4m north to south and 24.5m east to west. The area around the Shed is relatively flat and is covered with concrete slabs, tarmac and cobblestones. Ground levels around the Shed range from 23.75m above Ordnance Datum (aOD) just to the west of the building to 24.33m aOD at the southeast corner. Inside the building, the concrete surface varies from 24.91m aOD at the southeast corner to 25.28m aOD towards the centre.

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 Introduction

4.1.1 The following archaeological and historical background to the site is mainly taken from IHCM 2004a, IHCM 2004b and documentary research by Guy Thompson, Pre-Construct Archaeology Ltd.

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

4.2.1 The King's Cross Central site lies on London Clay, which was not conducive to occupation by early settlers because of its poor drainage. Furthermore, any gravel deposits likely to yield material such as flint axes of this date, as have been produced elsewhere in London, have eroded away. No Sites and Monuments Record (SMR) entries relating to this period have been noted in the vicinity.

4.3 Roman (AD 43 – 410)

4.3.1 King's Cross lies approximately 2km north-west of *Londinium*, the Roman town of London, which was founded within a decade of the arrival of the Romans in AD 43. The town flourished during the 1st and early 2nd centuries, but contracted in the 3rd and 4th centuries. During this period it became much less densely populated, inhabited by the wealthy and influential, and was finally abandoned in the early 5th century following the Roman withdrawal from Britain.

4.3.2 A number of finds relating to this period are noted in the vicinity of King's Cross. These include a Roman road along York Way, the eastern boundary of the Site; an iron urn and a tombstone, which was found near Wharfedale Road to the south-east of the Site.

4.4 Saxon and medieval (AD 410 – AD 1485)

4.4.1 Little Early and Mid Saxon evidence is known from the area, apart from a possible settlement near the Old St Pancras graveyard and a 6th or 7th century altar from the same location. This area lies some distance to the south of the Site.

4.4.2 The 9th and 10th centuries saw the city becoming increasingly reoccupied, with a presumed farming expansion in north London and therefore most probably into the King's Cross area. Such activities however, may only leave ephemeral traces in the landscape. The present boundaries of the London boroughs were virtually reached by the 13th century, with rural villages existing at St Pancras and Islington. The Site, according to *Domesday*, lay within the Ossulstone Hundred; with the land to the west of York Way being in the Prebendal Manor of St Pancras. The medieval settlement around St Pancras Church lay to the south of the Site. The former manorial and parish boundaries correspond with the present York Way, a portion of the Site lay within the manor of Barnsbury, a property held by Hugh de Berners, from the Bishop of London.

4.5 Post-Medieval (AD1485–1900)

4.5.1 The general layout of London significantly changed from the late 15th century to the mid 18th century and its population quadrupled in size. Neighbourhoods around Islington, Shoreditch and Clerkenwell began to be occupied by the poor, as the suburbs began to consume districts between the commercial areas and those beyond the city walls.

- 4.5.2 A small pox and fever hospital was built in the late 18th century and early 19th century respectively in the area which was later built on by the Great Northern Hotel. The fields of the King's Cross area began to be utilised for quarrying and the manufacture of brick and tile, while the construction of the Regent's Canal in 1820 facilitated further commercial development. A major gas manufacturing works was constructed to the south of the canal, with additional terraced housing and smaller commercial properties.
- 4.5.3 In 1849, work began 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.
- 4.5.4 The Midland Goods Shed stands partly on the footprint of an 1850 single-storey carriage shed, some fabric of which appears to survive within the extant building. The single-storey shed was designed by the architect Lewis Cubitt and served the Temporary Passenger Terminus sited to the east between the building and York Way. The shed may have accommodated six tracks entering at the north end.
- 4.5.5 Though Cubitt had originally intended to build a temporary structure, the shed continued in GNR (Great Northern Railway) use after the temporary terminus had ceased operations with the opening of King's Cross Station in 1852 and was converted in 1857 into the Goods Shed for the Midland Railway.
- 4.5.6 Although five years later, the Midland Railway had built its own freight-handling depot, the company appears not to have finally given up possession of the shed until as late as 1865, when use of the building returned to the GNR. By this time, the layout of two tracks down the centre of the building had been established, with doorways for carts to enter through the side walls. Two wagon turntables inside the shed connected the sidings with a third transverse track, which passed through an opening in the east wall to join with tracks in the Potato Market.
- 4.5.7 In 1869 the GNR granted the Yorkshire-based bottle manufacturers Kilner Brothers a lease for 21 years to utilise the southern part of the Midland Goods Shed as a bottle warehouse. Shortly after this, in 1872 a first floor was added to the building for additional warehousing. A brick-built range of offices was attached to the south front of the shed in c. 1872. This appears to have been added to in 1875 and altered further in 1882.
- 4.5.8 A brick accumulator tower to augment the hydraulic power supply in the Goods Yard was added on the north-east corner of the structure, probably in 1878 when additional hydraulic apparatus was installed in the Potato Market to the east of the building. In 1888 the open yards on each side of the Shed were roofed over with the East and West Handyside Canopies.
- 4.6 **Modern (1900- Present)**
- 4.6.1 By 1915 it was apparent that additional accommodation for goods traffic was required at King's Cross. The Traffic Committee recommended that the Midland Goods Shed be "*utilised for the reception of general Inwards Traffic*". The front, southern end of the building was converted back to goods shed use and Kilner Brothers relocated their Bottle Warehouse to premises at the Eastern Coal Drops.

- 4.6.2 During the War, the Midland Goods Shed was spared the structural damage inflicted by enemy bombing upon nearby buildings such as Regeneration House and the Eastern Transit Shed, although minor damage is recorded as a result of air raids in late 1940 and early 1941. Though those structures worst affected by bomb damage were repaired in the months that followed the end of the War, the advent of nationalisation in 1948 delayed major refurbishment.
- 4.6.3 However by the mid-1950s the period of post-war austerity was over, and in 1957 the leaking and dilapidated roof of the Midland Goods Shed was replaced with clear span steel roof trusses. The cessation of rail-borne traffic led to the removal c.1982 of railway tracks from the Shed and the infilling of their footprints.

5 METHODS

5.1 Introduction

- 5.1.1 The watching brief was carried out in accordance with a Method Statement (Clough 2008) which conformed to IFA (2008) guidelines and the methodologies set out in English Heritage (GLAAS) Guidance Papers for standards and practices in archaeological fieldwork, watching briefs, assessments and evaluation (Greater London Archaeology Advisory Service, 1998).

5.2 Aims and Objectives

- 5.2.1 The aim of the watching brief was to record the location, extent, date nature, character and relationships of any archaeological evidence, particularly 19th century features and deposits, observed.

5.3 Fieldwork Methods

- 5.3.1 The test pits were excavated by BAM Nuttall Ltd with a JCB equipped with a toothless bucket under the supervision of the geotechnical consultant. All the test pits were observed by an archaeologist during excavation. The test pit locations are shown on **Figure 2**. The test pits varied in size as follows:

TP1 – 3.4m (E-W) x 3.75m (N-S) x 3m (depth)

TP2 – 2.8m (E-W) x 2.5m (N-S) x 1.9m (depth)

TP3 – 2m (E-W) x 2.55m (N-S) x 2.4m (depth)

TP4 – 3m (E-W) x 2.8m (N-S) x 2.95m (depth)

TP5 – 2.3m (E-W) x 1.7m (N-S) x 2.1m (depth)

- 5.3.2 All archaeological features and deposits (including layers, cuts, fills and structures) excavated and/or exposed were assigned individual context numbers (beginning at [3000]) and descriptions were entered onto *pro-forma* recording sheets following standard single context recording methods. All plans and sections of archaeological deposits were recorded on polyester based drawing film, the plans being drawn at a scale of 1:20 and the sections at 1:10.

5.4 Project Archive

- 5.4.1 The fieldwork produced: 5 multi-context plans at a scale of 1:20, 75 context records and 5 sections at a scale of 1:10. The project archive will be deposited under the site code KXM08 in the LAARC (London Archaeological Archive and Research Centre) in due course.

6 RESULTS

6.1 Test Pit 1

- 6.1.1 Test Pit 1 was located against the external side of the north wall of the Goods Shed (**Figure 2**) and its east facing section was drawn (**Figures 3 and 4; Plate 1**).
- 6.1.2 At the base of the Test Pit a mid, yellowish brown silty clay layer [3015] was encountered at a height of 22.73m aOD and below. This was overlain by a layer of dark greyish brown silty clay [3011] from a height of 23.23m aOD. The interface between the two deposits was mottled and indistinct.
- 6.1.3 Cut through these two silty clays towards the south side of the Test Pit, was an east-west aligned, vertically sided linear cut [3014]. It was not possible to determine the full depth of the cut due to the presence of ground water, but it continued down to a height of 22.82m aOD. The cut was filled with light brownish grey poured concrete [3013] containing frequent small brick fragments. The north wall of the Goods Shed [3012] sat upon this concrete foundation. The wall was constructed of thin purple stock bricks laid in English bond and its footings comprised four steps. The uppermost part of cut [3014], the area around the stepped brick footings of wall [3012], had been backfilled with a dark yellowish brown silty clay [3033] similar to silty clays clay [3011] and [3015].
- 6.1.4 A layer of crushed brick mixed with silty clay [3008] sealed foundation trench [3014] and silty clay layer [3011], and extended across the entire Test Pit. The top of this layer lay at a height of 23.73m aOD.
- 6.1.5 A north-south aligned ceramic earthenware drain pipe with spigot and faucet joints [3010] was found in layer [3008] toward the east side of the Test Pit at a height of 23.53m aOD. The pipe did not appear to have been placed within a cut, although traces of yellowish brown silty clay [3009] were observed around its sides.
- 6.1.6 A north-south steel rail [3003] mounted on four cast iron chairs attached to timber sleepers [3004], [3005], [3006] and [3007] was found on the surface of layer [3008] towards the west side of the Test Pit. The height of the top of the rail was 24.05m aOD. A black layer of clinker [3002] was found around the rail and its sleepers. The rail was cut off to the south, where it would have originally continued through an arch into the Goods Shed. The archway had been infilled with pinkish red stock bricks laid in English Bond; the base of this brickwork rested on sleeper [3004].
- 6.1.7 A modern concrete surface [3001] extended across the entire Test Pit at a height level with the top of rail [3003]. This had been resurfaced by the application of a thin layer of asphalt concrete [3000], which forms the current ground surface at a height of 24.18m aOD.

6.2 Test Pit 2

- 6.2.1 Test Pit 2 was located against the external side of the building's west wall (**Figure 2**) and its north facing section was drawn (**Figures 3 and 4**).
- 6.2.2 At the base of the Test Pit a mid, yellowish brown silty clay layer [3053] was encountered at a height of 22.83m aOD and below. This was overlain by a layer of dark greyish brown silty clay [3024] from a height of 22.24m aOD. The interface between the two deposits was mottled and indistinct. These two layers appear to be the same as those uncovered in Test Pit 1, layers 3015 and 3011 respectively.

- 6.2.3 Cut through these two silty clays towards the east side of the Test Pit, was a north - south aligned, vertically sided linear cut [3052], and like cut [3014] in Test Pit 1, it was filled with light brownish grey poured concrete [3051] containing frequent, small brick fragments. The concrete foundation supported the west wall of the Goods Shed [3026], which was built in thin purple stock bricks laid in English bond and its footings comprised four steps (**Plate 2**). The uppermost part of cut [3052] had been backfilled with dark yellowish brown silty clay [3072]. The base of the foundations was not reached in the Test Pit.
- 6.2.4 Foundation trench [3052] was sealed by a thin layer of crushed brick and silty clay [3022] approximately 0.06m thick. This was covered by a thicker layer of mid yellowish brown silty clay [3020] which contained fragments of brick. The top of the deposit was recorded at a height of 23.59m aOD. Both [3020] and [3022] extended across the whole Test Pit.
- 6.2.5 Two north-south pipe trenches [3069] and [3071] cut through layer [3020]. The former contained a single cast iron pipe [3021] and backfill [3068]. The latter contained backfill [3070] and two cast iron pipes ([3023] and [3025]), possibly hydraulic supply and exhaust pipes. Interestingly, Richard Johnson, a GNR Engineer, reported in 1888 that drains and hydraulic pressure pipes unearthed during the excavations in connection with the construction of the West Handyside Canopy were presenting problems for the contractors (TNA RAIL 236/361/4: 02/10/1888).
- 6.2.6 The pipe trenches were sealed by a second thin layer of crushed brick and silty clay [3019], with an upper height of 23.64m aOD. This was in turn sealed by a layer of light grey silty sand and gravel [3018] at 23.89m aOD, possibly bedding for the overlying cobbled surface [3017] at 24.04m aOD (ground level).
- 6.3 **Test Pit 3**
- 6.3.1 Test Pit 3 was located against the internal south wall of the building. This wall formed the original south wall of the building before it was extended to the south. The north facing section of the Test Pit was drawn (**Figures 2, 3 and 4**).
- 6.3.2 At the base of the Test Pit a mid, yellowish brown silty clay layer [3041] was encountered at a height of 23.91m aOD and below. This deposit was the same as those found at the base of Test Pits 1 and 2.
- 6.3.3 An east-west foundation trench [3065] cut through this layer towards the south side of the Test Pit. It contained concrete [3040] from a height of 22.99m aOD and below, although its base was not reached. This concrete foundation supported the south wall [3031] of the Goods Shed, which had stepped footings.
- 6.3.4 A rectangular brick structure with a sandstone capping fitted with an iron grate [3038], probably an inlet to a drain, was uncovered adjacent to wall [3031]. The inlet was lower than the current floor surface at 24.11m aOD.
- 6.3.5 Foundation trench [3066] for north-south brick sleeper wall [3032] also cut through silty clay layer [3041]. The wall was built on a concrete foundation [3034], which was level with the top of layer [3041] and supported an east-west timber primary floor joist towards the north side of the Test Pit. Two small square brick columns [3036] and [3037] also supported the primary floor joist. The uppermost part of [3036] had been replaced with a vertical timber post. The primary floor joist supported the northern ends of four north-south timber secondary floor joists [3029], which supported the floor boards [3028] at 25.11m aOD. The southern ends of the secondary floor joists [3029] were housed in rectangular recesses cut into the south wall [3031].

- 6.3.6 A east-west cast iron pipe [3030] ran along a step in wall [3031] under the floor boards and over drain inlet [3038] and turned to the south through a rectangular hole cut in wall [3031] toward the east side of the Test Pit. The pipe lay at a height of 24.78m aOD.
- 6.3.7 A thin layer of fine grained dark greyish brown silt [3042] had accumulated below floor boards [3028] and appeared to have passed through the gaps in the floor boards. Larger items, such as an *ex-situ* timber rail sleeper [3039], may have been deposited before the floor was constructed or when it was being repaired.
- 6.3.8 A thin layer of Portland cement had been applied to the floor boards [3028] to form the current surface at a height of 25.16m aOD.
- 6.4 **Test Pit 4**
- 6.4.1 Test Pit 4 was located inside the Goods Shed adjacent to one of the central line of circular cast iron columns which support the roof. The north facing section of the Test Pit was drawn (**Figures 2, 3 and 4**).
- 6.4.2 At the base of the Test Pit a mid, yellowish brown silty clay layer [3050] was encountered at a height of 23.63m aOD and below. This deposit was the same as those found at the base of the other Test Pits. It was sealed by a layer of similar silty clay mixed with fragments of crushed brick [3057], which appear to have been pushed into the softer silty clay from the overlying layer [3046]. The top of layer [3057] was at a height of 23.88m aOD, a similar height to the silty clay deposit in Test Pit 3.
- 6.4.3 A construction cut [3067] containing a poured concrete foundation plinth [3048] for a circular cast iron roof support column [3047] appeared to have been cut from approximately this level. Historic map evidence suggests that square brick columns (see 1865 Humber plan) were replaced by the extant circular columns (see 1882 GNR plan). Several square brick columns still remain at the north and south ends of the central row of columns. The rest of the brick columns were probably replaced when a first floor was added to the building in 1872.
- 6.4.4 A north-south linear construction cut [3027], which contained what appeared to be a sleeper wall [3045], cut through layer [3057] to the east of column base [3048]. Its pinkish stock bricks appeared later than those in sleeper wall [3032] in Test Pit 3. Wall [3045] may have formed a sleeper wall for a platform or a platform edge. The construction cut [3027] was backfilled with a dark greyish brown clayey silt [3073]. This was sealed by a thick layer of brick rubble [3046], which abutted wall [3045] and extended across the entire Test Pit to a height of 24.73m aOD. Above this layer was a finer levelling layer of silty brick crush [3044], the top of which was recorded at a height of 24.93m aOD.
- 6.4.5 Cut [3075] cut through these layers around cast iron column [3047] and extended down to the top of its foundation plinth [3048]. The pit had been backfilled with brick rubble [3074] and was sealed by a layer of Portland cement concrete [3043] which, at 25.08m aOD, forms the current ground surface.
- 6.5 **Test Pit 5**
- 6.5.1 Test Pit 5 was situated against the exterior of the south wall of the office complex that had been added to the south end of the Goods Shed in c. 1872. The south facing section of the Test Pit was recorded (**Figures 2, 3 and 4**).

- 6.5.2 At the base of the Test Pit a mid, yellowish brown silty clay layer [3064] was encountered at a height of 23.31m aOD and below. This deposit was cut by a vertically sided, east-west linear cut [3063] towards the north side of the Test Pit. The cut was filled to a level of 23.13m aOD with light brownish grey poured concrete [3062]. The base of this foundation lay at 22.1m aOD. The stepped footings (two steps) of the south wall [3061] of the offices sat on top of the shallow concrete foundation.
- 6.5.3 A north-south cast iron pipe [3059] crossed the Test Pit and passed through a hole in the building's footings [3061]. It was sealed by a layer of sharp sand to a height of 23.7m aOD. Above this were some modern electrical cables [3060], which ran across the centre of the Test Pit, and a narrow plastic pipe [3058], which ran along the face of wall [3061]. Both were aligned east to west. The cables and plastic pipe were sealed by a thin layer of Portland cement concrete, which formed the current ground surface at 23.78m aOD.

7 INTERPRETATION AND CONCLUSIONS

7.1 Introduction

7.1.1 The following description of the stratigraphy, details the main characteristics of each context and its position in the phased stratigraphic matrix (**Appendix 1**). Further information regarding the contexts can be found in **Appendix 2**.

7.2 Phase 1

7.2.1 The mid yellowish brown silty clay found in the base of all the Test Pits is likely to be the material that was redeposited in 1849 to 1850 to create a level platform for the new King's Cross Goods Station.

7.3 Phase 2

7.3.1 The north, west and south brick walls of the Goods Shed recorded in Test Pits 1, 2 and 3, respectively relate to the construction of the Shed in the 19th century. The Test Pits showed that first the foundation trenches were excavated and then they were filled with concrete. Stepped brick wall footings were then built upon the foundations and the construction cut was then backfilled. A drain found in Test Pit 3 also appears to date to this period.

7.4 Phase 3

7.4.1 Later alterations recorded in the Test Pits included the rails which passed through an archway (since blocked) into the Goods Shed (Test Pit 1); the cobbled surface of the West Handyside Canopy (Test Pit 2); the construction of the internal timber platform supported by brick sleeper walls (Test Pits 3 and 4); the concrete foundation plinth for one of the internal c.1872 circular cast iron columns (Test Pit 4); and the shallow foundations of the office block added to the south end of the Goods Shed in c.1872 (Test Pit 5). In all of the Test Pits, various pipes were encountered, including ceramic drains, cast iron hydraulic supply and exhaust pipes.

7.5 Phase 4

7.5.1 Late 20th century alterations recorded in the Test Pits included the cutting off of the rail and blocking of the entrance into the Goods Shed in Test Pit 1; modern electrical cables and a plastic pipe recorded in Test Pit 5 and recent levelling layers and surfaces in Test Pits 1, 4 and 5.

8 ACKNOWLEDGEMENTS

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- 8.2 The project was managed for Pre-Construct Archaeology Ltd by Helen Hawkins and Charlotte Matthews. Richard Archer carried out the watching brief and wrote this report. Jennifer Simonson produced the illustrations.

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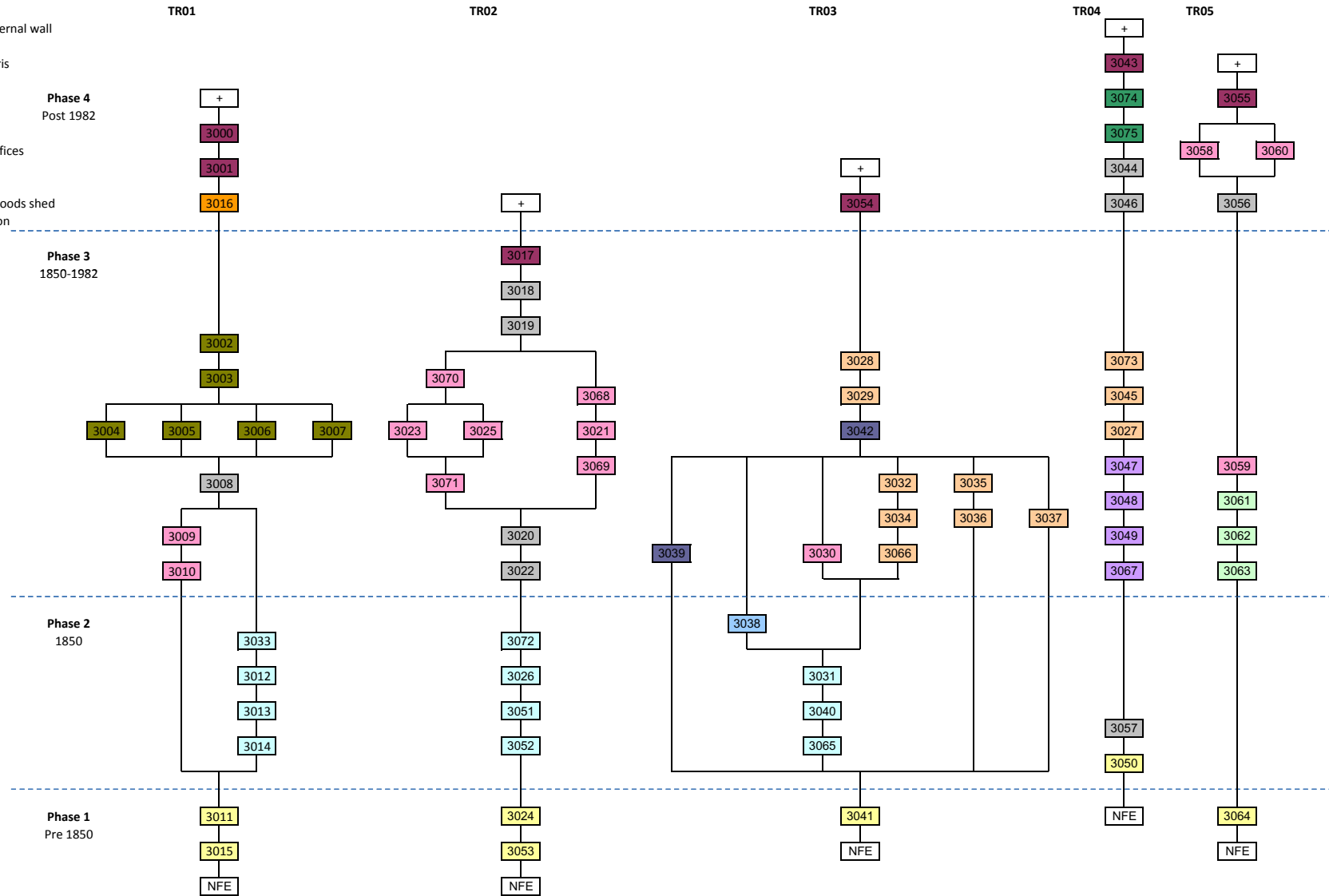
Plate 1: Test Pit 1 east facing section showing timber sleepers and rail



Plate 2: Test Pit 2 view from the west showing stepped foundation of the Midland Goods Shed

APPENDIX 1: MATRIX

- Surfaces
- Infill of arch in external wall
- Modern feature
- Accumulated debris
- Rails
- Levelling
- Platforms
- Pipes and cables
- External wall of offices
- Cast iron column
- Grated drain inlet
- External walls of goods shed
- Ground preparation



APPENDIX 3: OASIS FORM

OASIS ID: preconst1-67546

Project details

Project name	Archaeological Watching Brief at the Midland Goods Shed, King's Cross, London
Short description of the project	<p>Pre-Construct Archaeology Ltd was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief of five geotechnical test pits inside and close to the Midland Goods Shed, King's Cross Central, London, centred on OS NGR TQ 3024 8356. Although the Shed is not listed, it lies within a Conservation Area. It is a large mid 19th century two-storey brick building that partly stands on the footprint of an 1850 single-storey carriage shed, some fabric of which appears to survive within the extant building. The single-storey shed was designed by the architect Lewis Cubitt. A major regeneration development scheme has been proposed for the King's Cross area. Outline planning consent has been agreed for the refurbishment and reuse of the Midland Goods Shed. The watching brief forms part of a wider programme of archaeological and recording work taking place as part of the King's Cross Central development. It was carried out from 6th to 13th February 2009. A silty clay found in the base of all the Test Pits was interpreted as material that was redeposited in 1849 to 1850 to create a level platform for the new King's Cross Goods Station. The brick walls of the Goods Shed were recorded in some of the Test Pits. Later alterations recorded in the Test Pits included rails, a cobbled surface, the internal timber platform and the foundations of the office block added to the Goods Shed in c.1872. No artefacts were recovered during the watching brief.</p>
Project dates	Start: 06-02-2009 End: 13-02-2009
Previous/future work	Yes / Yes
Any associated project reference codes	KXM08 - Sitecode
Type of project	Field evaluation
Site status	Conservation Area
Current Land use	Industry and Commerce 4 - Storage and warehousing
Monument type	RAILWAY GOODS SHED Post Medieval
Significant Finds	NONE None
Methods & techniques	'Survey/Recording Of Fabric/Structure','Test Pits'
Development type	Building refurbishment/repairs/restoration
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)

Project location

Country England

Site location	GREATER LONDON CAMDEN CAMDEN Midland Goods Shed, King's Cross, London
Postcode	N1C4UZ
Study area	2386.00 Square metres
Site coordinates	TQ 3024 8356 51.5354059462 -0.121974853181 51 32 07 N 000 07 19 W Point
Height OD / Depth	Min: 21.18m Max: 25.16m

Project creators

Name of Organisation	Pre-Construct Archaeology Ltd
Project brief originator	IHCM
Project design originator	Helen Clough
Project director/manager	Charlotte Matthews
Project supervisor	Richard Archer
Type of sponsor/funding body	Developer
Name of sponsor/funding body	King's Cross Central General Partner Ltd

Project archives

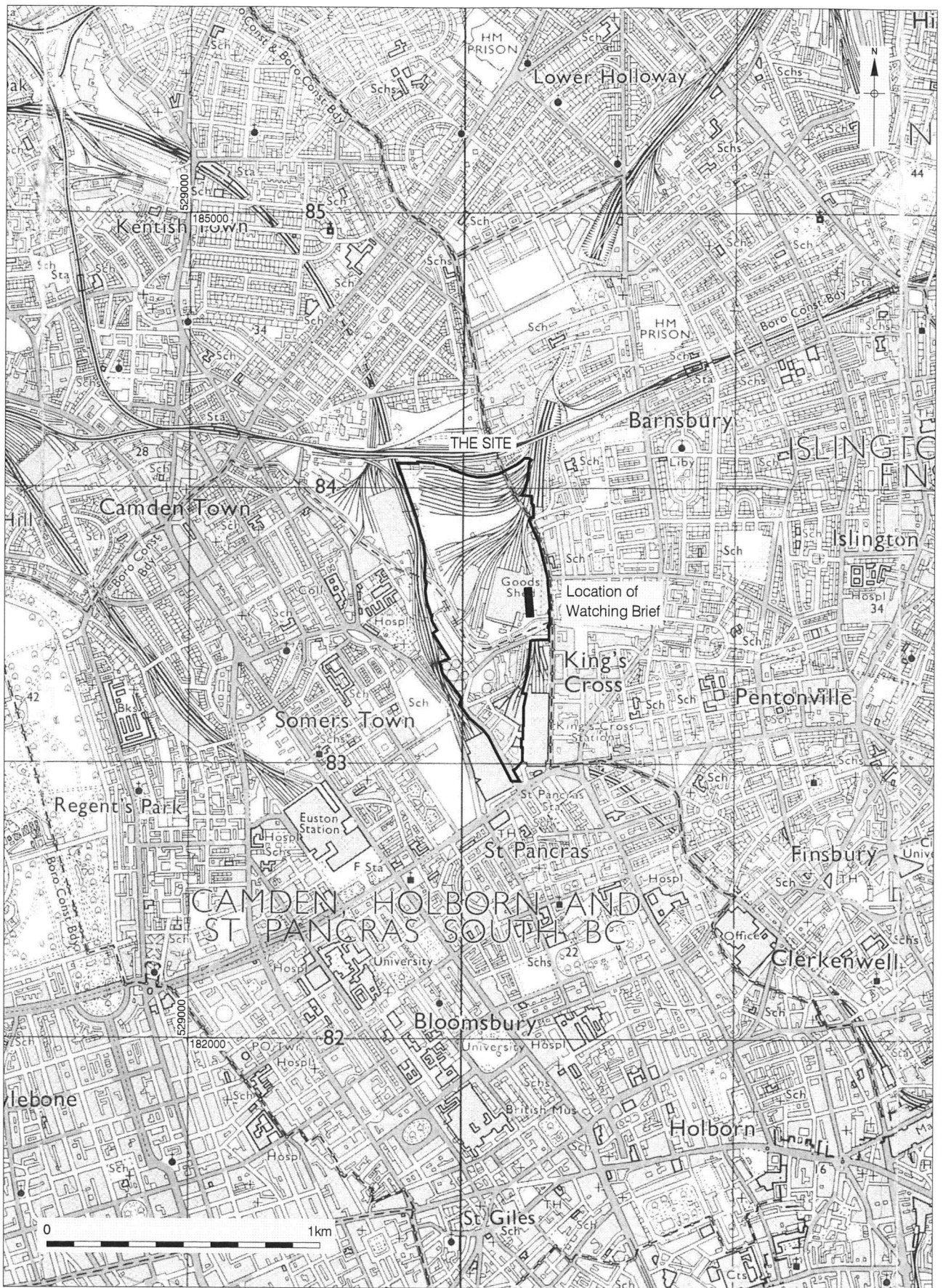
Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	KXM08
Digital Contents	'Stratigraphic'
Digital Media available	'Images raster / digital photography','Text'
Paper Archive recipient	LAARC
Paper Archive ID	KXM08
Paper Contents	'Survey'
Paper Media available	'Context sheet','Report'

**Project
bibliography 1**

Publication type	Grey literature (unpublished document/manuscript)
Title	An Archaeological Watching Brief at the Midland Goods Shed, King's Cross Central, London Borough of Camden
Author(s)/Editor(s)	Archer, R.
Date	2009
Issuer or publisher	Pre-Construct Archaeology Ltd
Place of issue or publication	London
Description	A4 report
<hr/>	
Entered by	Archivist (archive@pre-construct.com)
Entered on	17 November 2009

APPENDIX 2: CONTEXT DESCRIPTIONS

Site	Context	Trench No.	Plan	Section	Type	Description	Phase	Photos No.
KXM08	3000	TP01	TP01	S.01	Layer	Modern asphalt surface	Phase 4	KXM08 D1
KXM08	3001	TP01	TP01	S.01	Layer	Modern concrete surface	Phase 4	KXM08 D1
KXM08	3002	TP01	TP01	S.01	Layer	Clinker layer	Phase 3	KXM08 D1
KXM08	3003	TP01	TP01	S.01	Rail	Metal rail and associated chairs	Phase 3	KXM08 D1
KXM08	3004	TP01	TP01	S.01	Timber	Timber sleeper for rail [3003]	Phase 3	KXM08 D1
KXM08	3005	TP01	TP01	S.01	Timber	Timber sleeper for rail [3003]	Phase 3	KXM08 D1
KXM08	3006	TP01	TP01	S.01	Timber	Timber sleeper for rail [3003]	Phase 3	KXM08 D1
KXM08	3007	TP01	TP01	S.01	Timber	Timber sleeper for rail [3003]	Phase 3	KXM08 D1
KXM08	3008	TP01	TP01	S.01	Layer	Brick crush layer	Phase 3	KXM08 D1
KXM08	3009	TP01	-	S.01	Fill	Remnants of fill around excavated pipe [3010]	Phase 3	KXM08 D1
KXM08	3010	TP01	-	S.01	Services	N-S aligned ceramic pipe	Phase 3	KXM08 D1
KXM08	3011	TP01	-	S.01	Layer	Dark, greyish brown clay layer	Phase 1	KXM08 D1
KXM08	3012	TP01	TP01	S.01	Masonry	Extant exterior wall of goods shed, within cut [3014]	Phase 2	KXM08 D1
KXM08	3013	TP01	TP01	S.01	Fill	Poured concrete foundation for wall [3012], within cut [3014]	Phase 2	KXM08 D1
KXM08	3014	TP01	TP01	S.01	Cut	Construction cut for wall [3012] and poured concrete foundation [3013]	Phase 2	KXM08 D1
KXM08	3015	TP01	TP01	S.01	Layer	Mid, yellowish brown clay layer	Phase 1	KXM08 D1
KXM08	3016	TP01	-	-	Masonry	Extant infill of arch in wall [3012]	Phase 4	KXM08 D1
KXM08	3017	TP02	-	S.02	Layer	Cobbled surface	Phase 3	KXM08 D1
KXM08	3018	TP02	TP02	S.02	Layer	Levelling layer for cobbled surface [3017]	Phase 3	KXM08 D1
KXM08	3019	TP02	-	S.02	Layer	Brick crush layer	Phase 3	KXM08 D1
KXM08	3020	TP02	-	S.02	Layer	Mid, yellowish brown clay layer	Phase 3	KXM08 D1
KXM08	3021	TP02	TP02	S.02	Services	N-S aligned metal pipe, within cut [3069]	Phase 3	KXM08 D1
KXM08	3022	TP02	-	S.02	Layer	Brick crush layer	Phase 3	KXM08 D1
KXM08	3023	TP02	TP02	S.02	Services	N-S aligned metal pipe, within cut [3071]	Phase 3	KXM08 D1
KXM08	3024	TP02	-	S.02	Layer	Dark, greyish brown clay layer	Phase 1	KXM08 D1
KXM08	3025	TP02	TP02	S.02	Services	N-S aligned metal pipe, within cut [3071]	Phase 3	KXM08 D1
KXM08	3026	TP02	TP02	S.02	Masonry	Extant exterior wall of goods shed, within cut [3052]	Phase 2	KXM08 D1
KXM08	3027	TP04	TP04	S.04	Cut	Construction cut for wall [3045]	Phase 3	KXM08 D1
KXM08	3028	TP03	-	S.03	Timber	Timber planking of suspended floor	Phase 3	KXM08 D1
KXM08	3029	TP03	TP03	S.03	Timber	Timber joists and beams supporting [3028]	Phase 3	KXM08 D1
KXM08	3030	TP03	TP03	S.03	Services	E-W aligned metal pipe	Phase 3	KXM08 D1
KXM08	3031	TP03	TP03	S.03	Masonry	Extant exterior wall of goods shed, within cut [3065]	Phase 2	KXM08 D1
KXM08	3032	TP03	TP03	-	Masonry	N-S aligned sleeper wall supporting [3029], within cut [3066]	Phase 3	KXM08 D1
KXM08	3033	TP01	-	S.01	Fill	Backfill of construction cut [3014] for wall [3012]	Phase 2	KXM08 D1
KXM08	3034	TP03	TP03	-	Fill	Poured concrete foundation for wall [3032], within cut [3066]	Phase 3	KXM08 D1
KXM08	3035	TP03	-	-	Timber	Timber support post for beam of [3029], repair to [3036]	Phase 3	KXM08 D1
KXM08	3036	TP03	-	-	Masonry	Masonry support post for beam of [3029]	Phase 3	KXM08 D1
KXM08	3037	TP03	-	-	Masonry	Masonry support post for beam of [3029]	Phase 3	KXM08 D1
KXM08	3038	TP03	TP03	S.03	Services	Grated drain inlet	Phase 2	KXM08 D1
KXM08	3039	TP03	-	-	Timber	Loose timber sleeper	Phase 3	KXM08 D1
KXM08	3040	TP03	TP03	S.03	Fill	Poured concrete foundation for wall [3031], within cut [3065]	Phase 2	KXM08 D1
KXM08	3041	TP03	TP03	-	Layer	Mid, yellowish brown clay layer	Phase 1	KXM08 D1
KXM08	3042	TP03	-	-	Layer	Accumulated debris beneath suspended floor	Phase 3	KXM08 D1
KXM08	3043	TP04	-	S.04	Layer	Modern concrete surface	Phase 4	KXM08 D1
KXM08	3044	TP04	TP04	S.04	Layer	Modern levelling for surface [3043]	Phase 4	KXM08 D1
KXM08	3045	TP04	TP04	S.04	Masonry	N-S aligned sleeper wall, within cut [3027]	Phase 3	KXM08 D1
KXM08	3046	TP04	TP04	S.04	Layer	Brick rubble layer	Phase 4	KXM08 D1
KXM08	3047	TP04	TP04	S.04	Column	Cast iron column, within cut [3067]	Phase 3	KXM08 D1
KXM08	3048	TP04	TP04	S.04	Fill	Poured concrete foundation plinth for column [3047], within cut [3067]	Phase 3	KXM08 D1
KXM08	3049	TP04	TP04	S.04	Services	N-S aligned metal pipe	Phase 3	KXM08 D1
KXM08	3050	TP04	TP04	-	Layer	Mid, yellowish brown clay layer	Phase 2	KXM08 D1
KXM08	3051	TP02	TP02	S.02	Fill	Poured concrete foundation for wall [3026], within cut [3052]	Phase 2	KXM08 D1
KXM08	3052	TP02	TP02	S.02	Cut	Construction cut for wall [3026] and poured concrete foundation [3051]	Phase 2	KXM08 D1
KXM08	3053	TP02	TP02	S.02	Layer	Mid, yellowish brown clay layer	Phase 1	KXM08 D1
KXM08	3054	TP03	-	-	Layer	Modern concrete surface	Phase 4	KXM08 D1
KXM08	3055	TP05	TP05	S.05	Layer	Modern concrete surface	Phase 4	KXM08 D1
KXM08	3056	TP05	TP05	S.05	Layer	Modern levelling for surface [3055]	Phase 4	KXM08 D1
KXM08	3057	TP04	TP04	-	Layer	Levelling layer	Phase 2	KXM08 D1
KXM08	3058	TP05	TP05	S.05	Services	E-W aligned plastic pipe	Phase 4	KXM08 D1
KXM08	3059	TP05	TP05	S.05	Services	N-S aligned metal pipe	Phase 3	KXM08 D1
KXM08	3060	TP05	TP05	-	Services	E-W aligned cables	Phase 4	KXM08 D1
KXM08	3061	TP05	TP05	S.05	Masonry	Extant exterior wall of offices, within cut [3063]	Phase 3	KXM08 D1
KXM08	3062	TP05	-	S.05	Fill	Poured concrete foundation, within cut [3063]	Phase 3	KXM08 D1
KXM08	3063	TP05	TP05	S.05	Cut	Construction cut for wall [3061] and poured concrete foundation [3062]	Phase 3	KXM08 D1
KXM08	3064	TP05	TP05	S.05	Layer	Mid, yellowish brown clay layer	Phase 1	KXM08 D1
KXM08	3065	TP03	TP03	-	Cut	Construction cut for wall [3031] and poured concrete foundation [3040]	Phase 2	KXM08 D1
KXM08	3066	TP03	TP03	-	Cut	Construction cut for wall [3032] and poured concrete foundation [3034]	Phase 3	KXM08 D1
KXM08	3067	TP04	TP04	-	Cut	Construction cut for column [3047] and poured concrete foundation [3048]	Phase 3	KXM08 D1
KXM08	3068	TP02	-	S.02	Fill	Backfill of construction cut [3069] for pipe [3021]	Phase 3	KXM08 D1
KXM08	3069	TP02	-	S.02	Cut	Construction cut for pipe [3021]	Phase 3	KXM08 D1
KXM08	3070	TP02	-	S.02	Fill	Backfill of construction cut [3071] for pipes [3023] and [3025]	Phase 3	KXM08 D1
KXM08	3071	TP02	-	S.02	Cut	Construction cut for pipes [3023] and [3025]	Phase 3	KXM08 D1
KXM08	3072	TP02	-	S.02	Fill	Backfill of construction cut [3052] for wall [3026]	Phase 2	KXM08 D1
KXM08	3073	TP03	TP04	S.04	Fill	Backfill of construction cut [3027] for wall [3045]	Phase 3	KXM08 D1
KXM08	3074	TP04	-	S.04	Fill	Fill of cut [3075]	Phase 4	KXM08 D1
KXM08	3075	TP04	-	S.04	Cut	Modern cut to examine pillar base	Phase 4	KXM08 D1



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Figure 1
Site Location
1:20,000 at A4

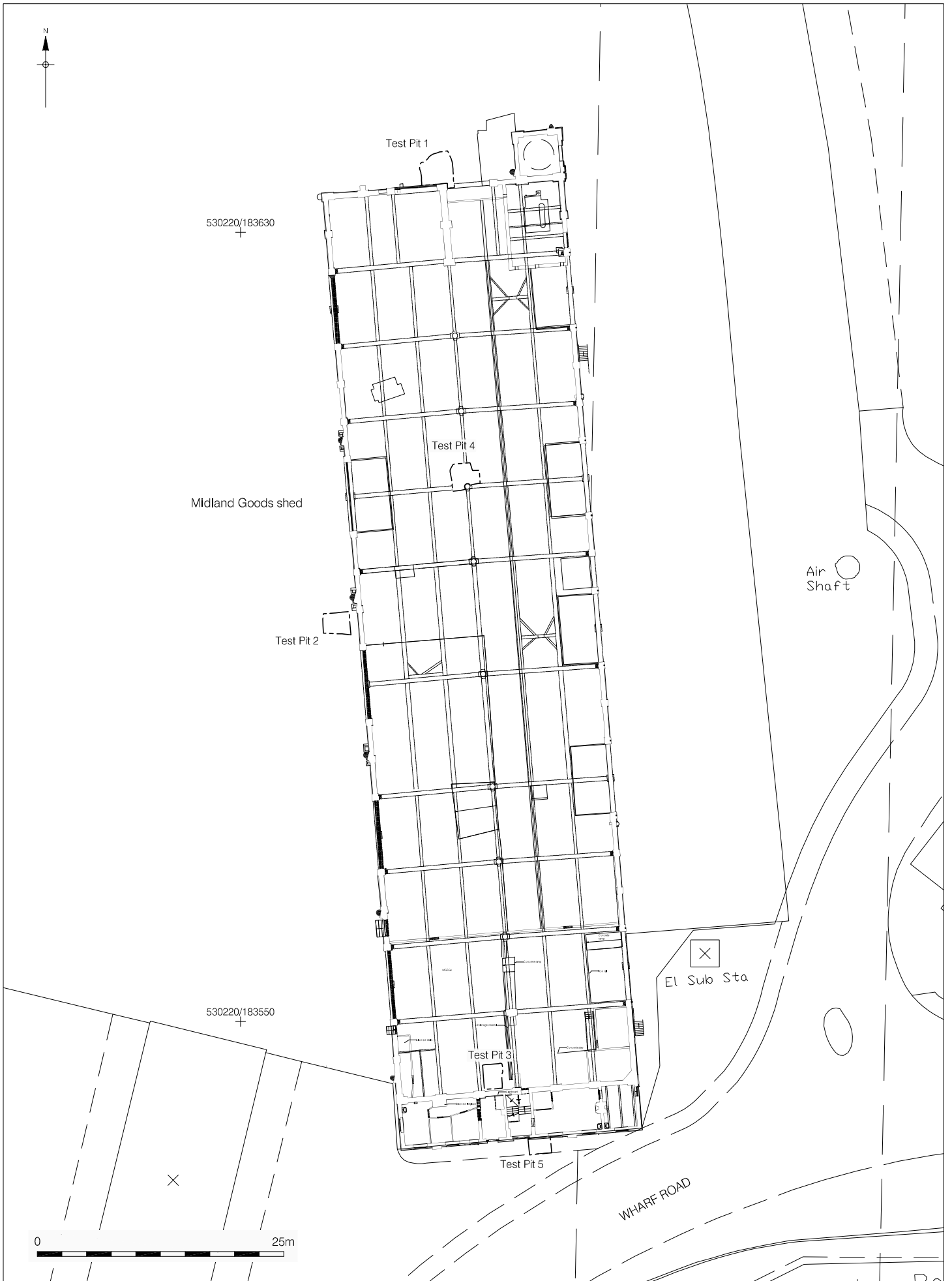
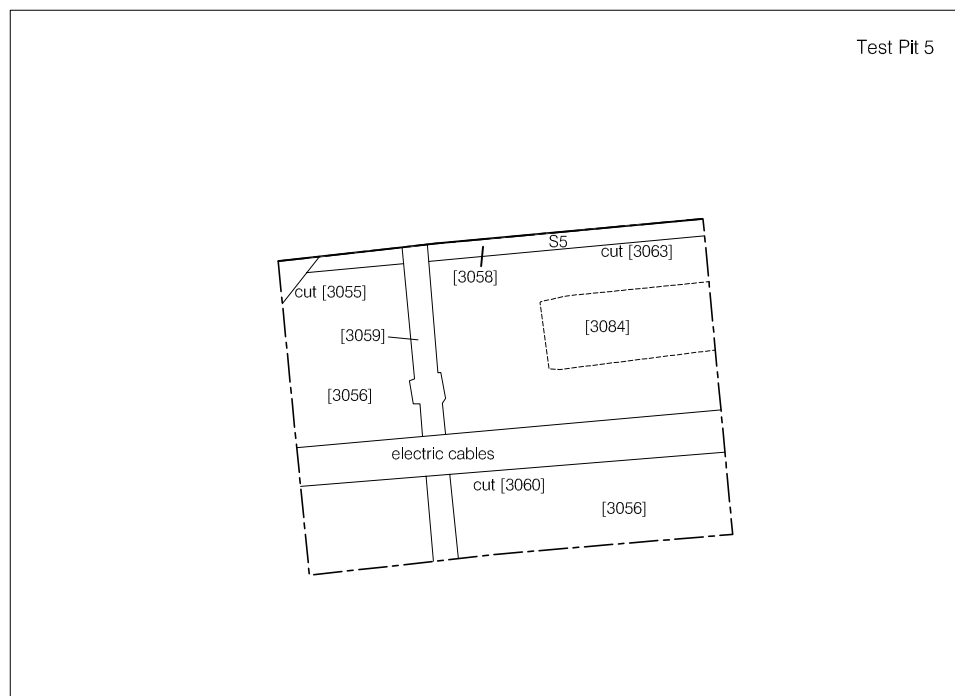
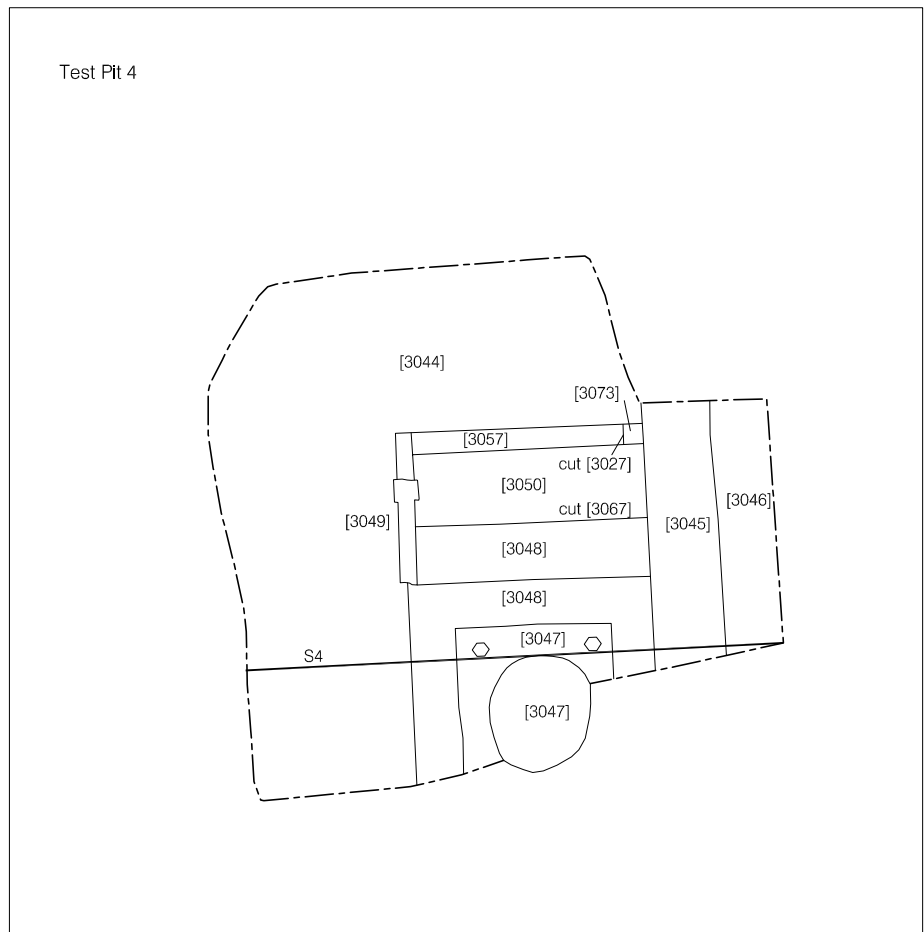
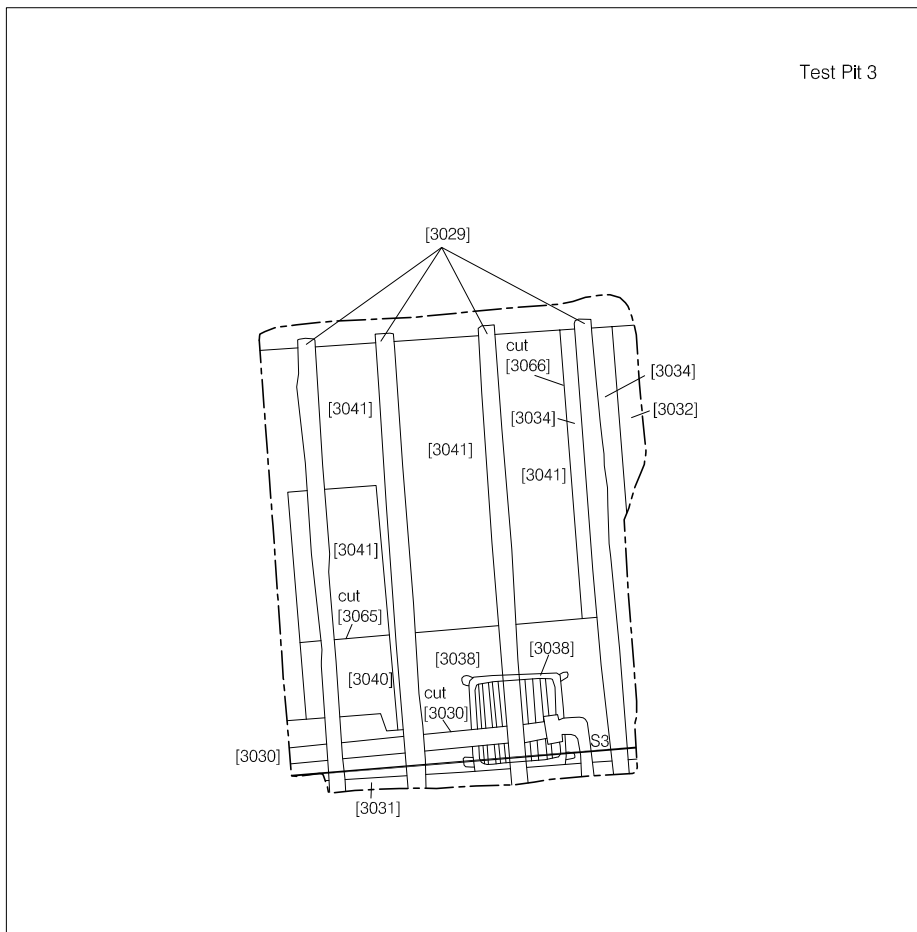
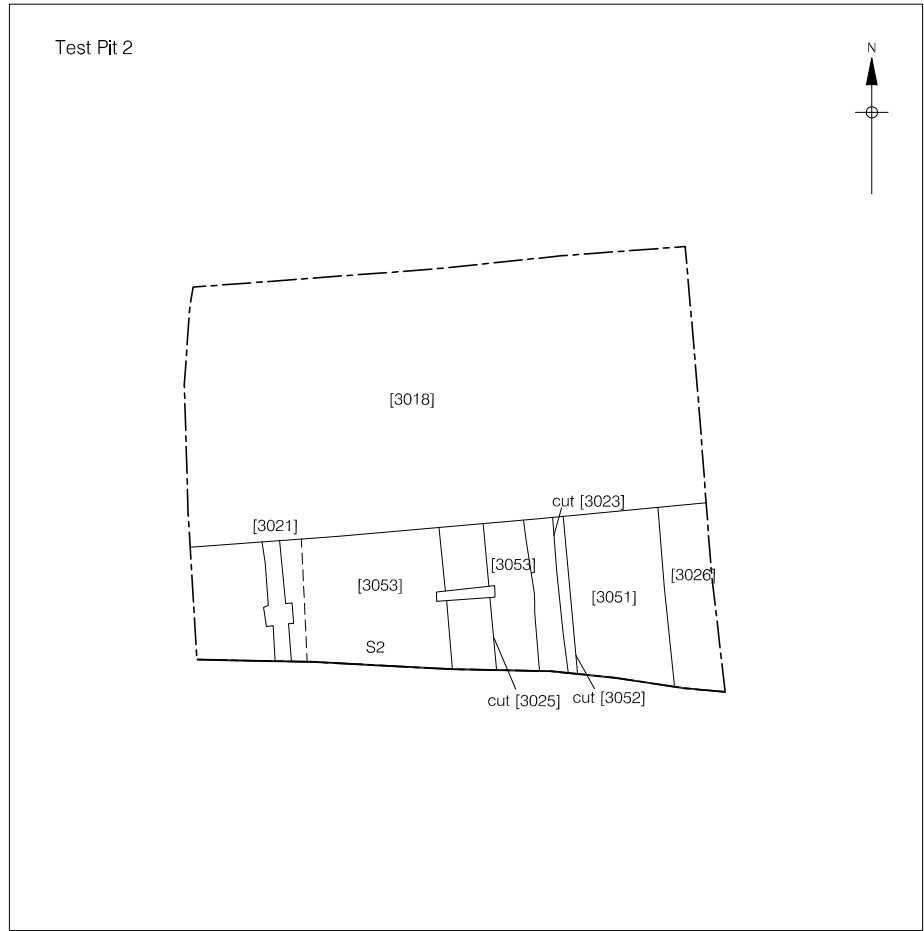
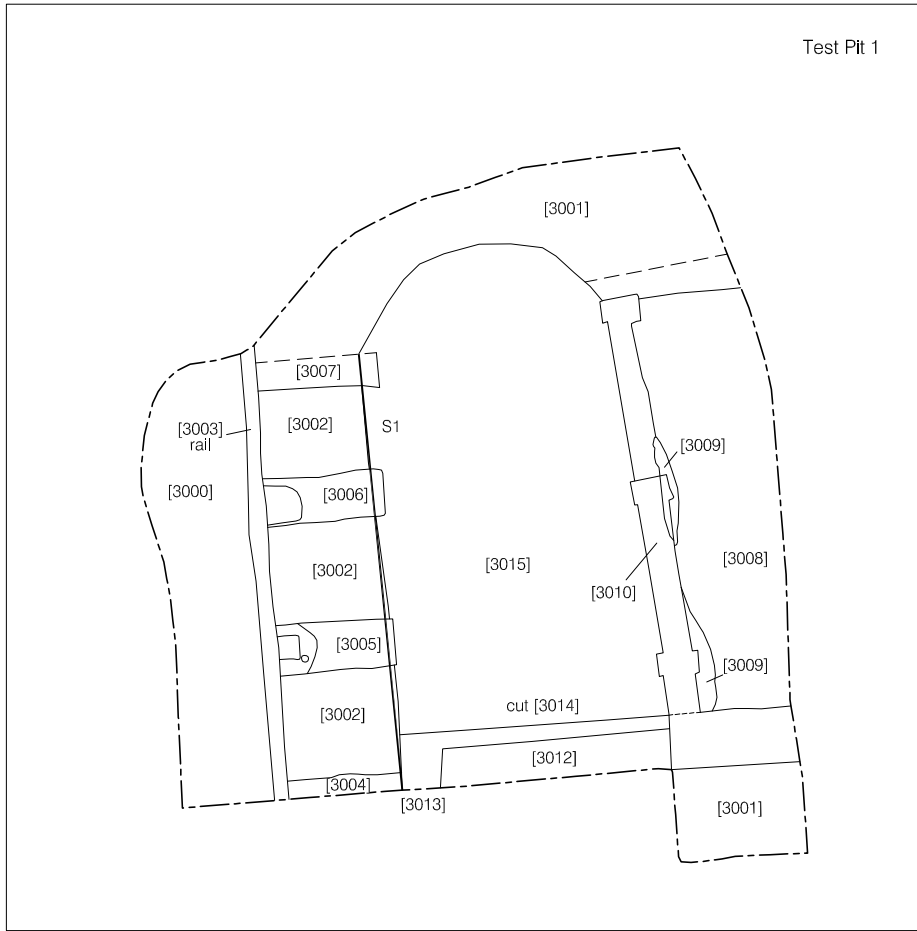
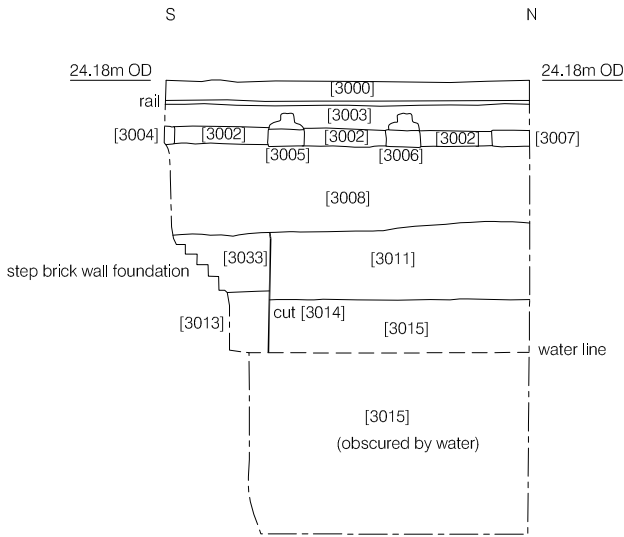
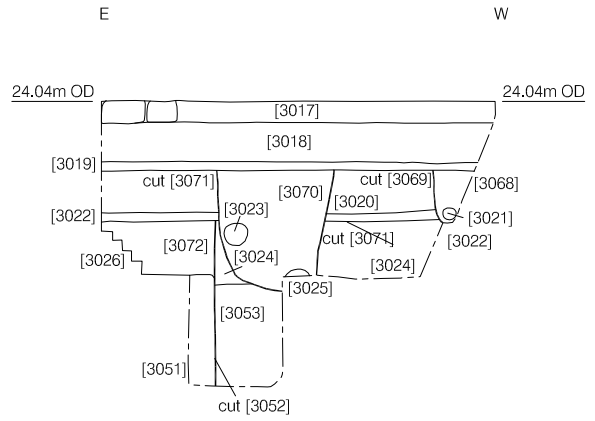


Figure 2
 Test Pit Location
 1:500 at A4

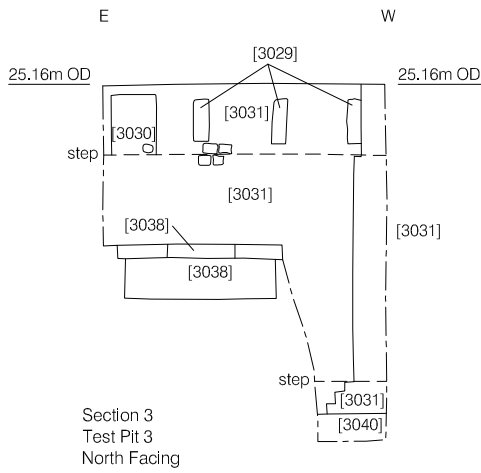




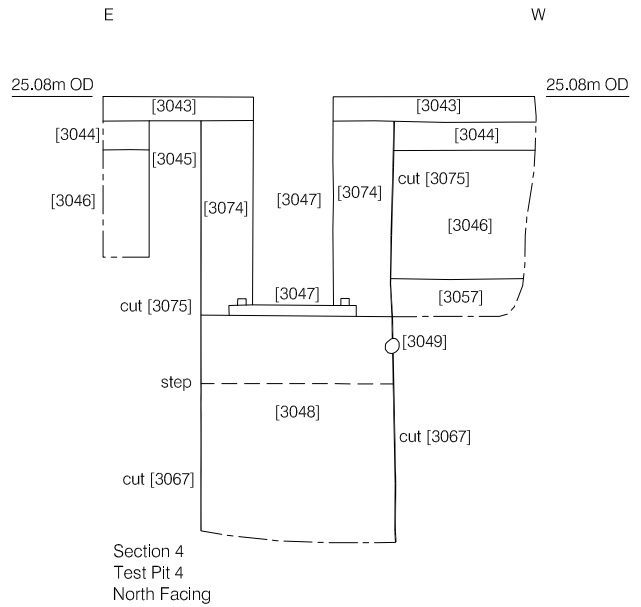
Section 1
Test Pit 1
East Facing



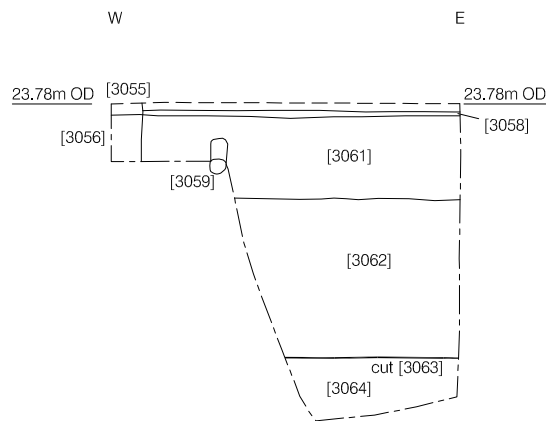
Section 2
Test Pit 2
North Facing



Section 3
Test Pit 3
North Facing



Section 4
Test Pit 4
North Facing



Section 5
Test Pit 5
South Facing

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