

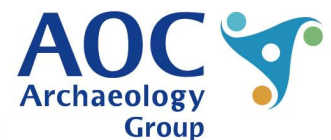
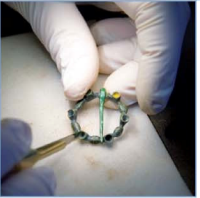
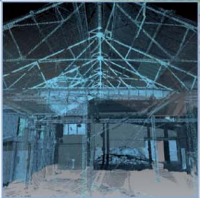
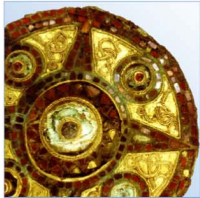
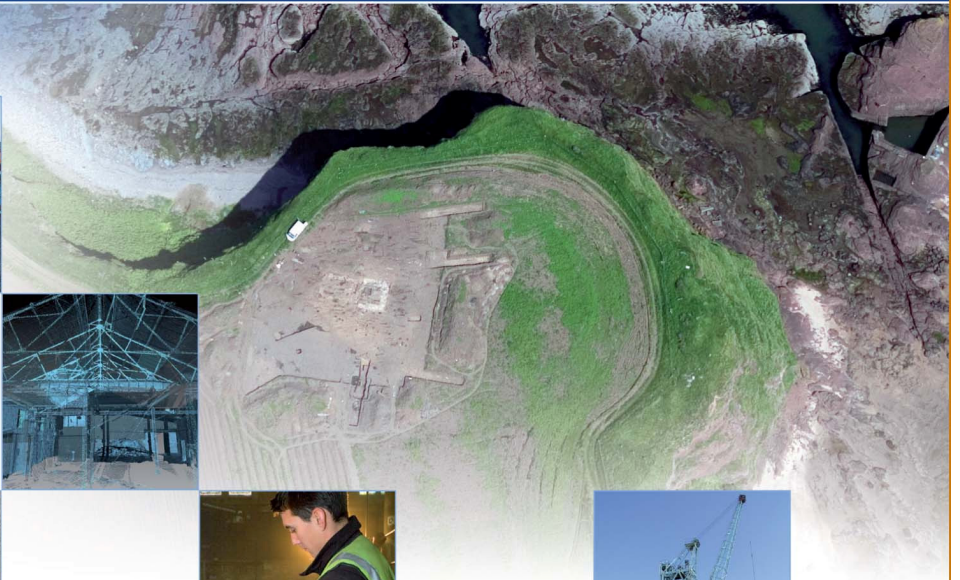
57-63 Wharfdale Road and the Printworks, Regents Quarter Area D, Kings Cross, London Borough of Islington A Historic Building Appraisal

Planning Consent : P090206 Condition No 45
National Grid Reference Number: TQ 3010 8331

AOC Project No: 30910

Site Code: WFD11

Date: March 2011



ARCHAEOLOGY

HERITAGE

CONSERVATION

**57 to 63 Wharfdale Road and the Printworks,
Regents Quarter Area D, Kings Cross, London Borough of Islington:
A Historic Building Appraisal**

On Behalf of:	The Regent Quarter Unit Trust C/O P&O Estates 160 Palace Street London SW15 5JQ
National Grid Reference (NGR):	TQ 3010 8331
AOC Project No:	30910
Date of Recording	21st March 2011
Prepared by:	Les Capon
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Date:	March 2011

This document has been prepared in accordance with AOC standard operating procedures.

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Summary

57-63, Wharfdale Road is an industrial building with decorative elements on its northern face that raise its architectural style above the mundane. The building's rear wall is of post-World War II date, a rebuild following demolition. Internally, the building is plain, apart from two offices that contain decorative partitions and fireplaces.

The Printworks Building to the rear is formed of two parallel girder roofs set over an open space between the surrounding properties.

Minor further recording to illustrate the details in the offices within 57-63 Wharfdale Road may be required, including a phased plan to show changes to the building. However, the final decision on the requirement for further work lies with Islington Council who take advice from Greater London Archaeological Advisory Service.

1 Introduction

- 1.1 This document presents the results of an appraisal of two Historic Buildings within Regents Quarter Block D, Kings Cross in the London Borough of Islington (Figure 1). These comprise 57-63 Wharfdale Road and a former Printworks to the rear. The appraisal involved a walkover survey and a digital photographic record in order to understand how much of the original fixtures and fittings were present, and what evidence for use, conversion and reorganisation of internal spaces survived.

2 Site Location

- 2.1 Regents Quarter Block D is the northernmost of four land-blocks to which the current development proposals relate. Block D is bounded to the south by Railway Street, to the west by York Way, to the north by Wharfdale Road, and to the east by Balfe Street. Block D is generally referred to as the Stable Block, and is centred on National Grid Reference (NGR) TQ 3010 8331. The property boundaries, particularly within the interior of the block, continue to reflect the early ownership boundaries and divide the block into four roughly equal quadrants. These originally conformed to a pattern of terraced properties on the street frontages, with more extensive plots, which eventually developed with large works buildings, to the rear.
- 2.2 Many buildings that reflect the development of Block D are extant. The authentic urban grain survives in the north-east and south-east quadrants, although the Railway Street frontage of the latter is now a vacant plot used for car parking. The public house on the corner of Wharfdale Road and the terrace of houses on Balfe Street are all occupied but are outside the scope of the current development proposals. The building in the interior of the south-east quadrant is occupied by tenants. The terrace fronting Wharfdale Road in the north-east quadrant is currently unoccupied, with openings blocked or boarded.
- 2.3 The south-west quadrant is occupied by the large premises of a still functioning dance studio, with a works building and a public house, whereas the dance school and works remain in the ownership of the Unit Trust the public house does not,. The north-west quadrant of the block retains much of the original pattern of development, with the exception of the works building at 57-63 Wharfdale Road, which extends from the frontage to the rear of the quadrant.

3 Planning Background

- 3.1 The local planning authority is Islington Borough Council. Archaeological advice to the borough is provided by Kim Stabler of Greater London's Archaeological Advisory Service (GLAAS).
- 3.2 This report has been prepared as an addition to the existing reports relating to the standing buildings owned by P&O Landholdings (AOC 2001, AOC 2002 and AOC 2003), which are the subject of applications made to the London Borough of Islington for planning, conservation area and listed building consents for the major redevelopment of three land-blocks in the King's Cross area.
- 3.3 This report follows the submittal of a Written Scheme of Investigation (WSI) detailing the methods and standards to which this historic building appraisal was carried out. This document was prepared in accordance with a scope of works agreed with Kim Stabler, GLAAS advisor to the London Borough of Islington. The work accords with current best archaeological practice and local and national standards and guidelines:
- English Heritage – Management of Archaeological Projects (EH 1991).
 - Institute for Archaeologists – Code of Conduct (IfA 2008c).

- English Heritage – Understanding Historic Buildings: A Guide to Good Recording Practice (EH 2006).
- Communities and Local Government - Planning Policy Statement (PPS) 5: Planning for the Historic Environment.

4 Historic Background

- 4.1 The general historic development of the specific area of King's Cross within which the development site is located has been discussed in a Baseline Report (AOC 2000). This report also set out the relevant planning policy framework, including government guidance, unitary development plan policies, and supplementary planning guidance in accordance with which any development proposals will be assessed. The baseline report also attempted to characterise the essential character and appearance of the part of the conservation area within which the application site lies, in order that the contribution made by each of the existing buildings can be assessed.
- 4.2 Greenwood's map of 1827 shows that no development had yet taken place within the area of block D by this date, though development at the south-west corner of Horsefall Basin to the north, and within the area of Block C to the south indicate the general trend of development within this area, even prior to the construction of the railway terminal. All development by this date was, however, based on Maiden Lane and the main road from Paddington (later Pentonville Road), with the east-west roads which later linked Maiden Lane and the newly constructed Caledonian Road yet to be built.
- 4.3 Lewis's parish map of 1841 shows the recent construction of Wharf Road (later Wharfdale Road) across the south end of Horsefall Basin, linking Maiden Lane with the relatively recently constructed Caledonian Road from Holloway. Surprisingly, the area immediately to the east of Horsefall Basin remained virtually undeveloped some 20 years after the construction of the canal and basin. In the immediate vicinity of the site, the 1841 map shows the creation of the north-south Albion Street (later Balfe Street), though the individual areas of Blocks B-D remain undefined, and the map continues to show the entire area of Block D as gardens or orchards.
- 4.4 A period of rapid development appears to have taken place within the following five years as by 1846 not only had the east-west roads through this area been created, but the majority of the street frontage of Block D had also been developed with terraced properties.
- 4.5 The ownership pattern within the block, as evidenced by a plan which accompanied the Great Northern Railways Deviation Bill, is interesting as it clearly indicates the physical division of the block into quadrants, and the ownership divisions into parcels of land generally comprising one eighth of the block. The exceptions to this were that Edward Buckingham owned the entire south-west quadrant, while William Broder owned half each of both the north-west and south-east quadrants. It is interesting to note that, in the later use of the properties within these parcels of ownership, a pattern emerges suggesting that there was a degree of continuity of ownership boundaries, and that particular tenants apparently turned to their existing landlord for further premises when their needs expanded (e.g. the case of Connolly, tyresmiths, who eventually occupied properties originally owned by William Broder in both north-west and south-east quadrants).
- 4.6 While the north-west quadrant appears to have been completely developed by 1846, large areas of building (or waste) ground remain in each of the other three quadrants.
- 4.7 However, development of the block appears to have been complete by 1862 with the completion of the terraces on the street frontage, and the creation of mews complexes in the interior of the three remaining quadrants; Buckingham Mews being clearly marked.

- 4.8 Detail of the new building is seen more clearly on the 1871 OS map. The creation of Trematon Mews in the north-east quadrant had necessitated the reduction in length of the gardens of what became Nos. 47-55 Wharfdale Road. The works in the south-east quadrant were obviously planned from the outset as access through the terrace on Albion Street had been designed into the earlier terrace.
- 4.9 The functions of the individual buildings thus created are shown on the Goad plan of 1891. This shows a clear hierarchy in function between the terraced properties fronting the various streets of the block, with all the properties on Maiden Lane comprising shops, restaurants or public houses, while those on the other frontages, with very few exceptions, being individual dwellings or tenements.
- 4.10 The large premises in the interior of the north-east quadrant of the block comprised the bottle warehouses of Davey and Moore. This grouping of single and two-storey buildings included stables and glass blowing works around a large yard.
- 4.11 Albion Yard to the south also provided a number of stables, some on two floors, others with dwellings above. Evidence from the trade directories suggest that these were occupied by a mix of trades at any one time.
- 4.12 A comprehensive programme of redevelopment, mainly confined to the larger works/mews premises within the interior of the block, appears to have taken place between the turn of the century and 1920, with Buckingham Mews being the notable survivor.
- 4.13 This phase of re-development saw the pattern of small scale buildings around large yards give way to a more dense urban grain, with new premises occupying the majority of their available plot. This would undoubtedly have been a result of the pressure on development in this prime location on the immediate periphery of the city centre, so well served with major transport infrastructure, and within a thriving light industrial/commercial environment. The new premises constructed within the interiors of the north-west, north-east and south-east quadrants are fundamentally the buildings which survive to this day.
- 4.14 Buckingham Mews survived until the second half of the 1930's when it became part of the engineering works which also occupied the interior of the south-east quadrant. These works were further expanded into the property at 57-63 Wharfdale Road in the early 1940s.
- 4.15 More recent re-development within the block include the replacement of the tenements on the western half of Railway Street and the terrace on the southern half of York Way with the large building currently used as a dance studio, and the demolition of the terrace of houses on the eastern half of Railway Street, leaving a vacant plot which remains to this day.

57 – 63 Wharfdale Road

- 4.16 The plot of land now occupied by Nos. 57-63 Wharfdale Road comprises the eastern half of the north-west quadrant of Block D. It was owned, in 1846, by William Broder, and at this time comprised a terrace of four properties on the frontage, with a central arched gateway into a large rear yard, with a workshop building against the southern property boundary. The plan notes that the workshop and yard were tenanted to Stephen Stevens, a wheelwright.
- 4.17 By 1871 further buildings had been constructed along the west and east sides of the yard.
- 4.18 The 1891 Goad plan shows that the main workshop building and the two later buildings were all of two storeys, but that they were, at this time, vacant. It also shows that the dwellings on the frontage were also of two storeys.

- 4.19 The date of construction of the existing building on the site is shown in a terracotta panel in the centre of the façade as 1901, and the Post Office directory for this year shows it to be part of the premises of W & T Connolly, who also occupied the adjacent Nos. 65-67 Wharfdale Road, and the Albion Yard in the south-east quadrant of the block.
- 4.20 The new building first appears in the cartographic record in 1916, where it is shown to occupy the entire plot of the earlier terrace, workshop and yard. However, by 1939 the Goad plan identifies the use of the building as a rock wool blanket factory at ground floor level, with a clock factory above.
- 4.21 By 1942 the ground floor of the building had been taken over by F J Edwards Ltd., Engineers, who were also, by 1939, occupying the large works buildings in both the south-west and south-east quadrants of the block. The clock factory appears to have continued to operate from the first floor.

5 Aims of the Investigation

- 5.1 The aims of the building appraisal were defined as being:
- To assess the built heritage significance of 57-63 Wharfdale Road and the Printworks (Figure 2)
 - Determine the presence of any interior features, fixtures and fittings or built form that merits more detailed recording.
 - Record to Level 1 RCHM photographic survey the exterior and interior of the two buildings.
 - To make available to interested parties the results of the investigation.
 - The final aim is to make public the results of the investigation, subject to any confidentiality restrictions.

6 Scope of Works and Strategy

- 6.1 The recording and reporting conform with current best archaeological practice and local and national standards and guidelines:
- English Heritage – Management of Archaeological Projects (EH 1991).
 - Institute for Archaeologists – Code of Conduct (IfA 2008c).
 - Museum of London – Archaeological Site Manual (Third Edition) (MoL 1994).
 - RCHME – HBR Levels (RCHME 2006)
 - United Kingdom Institute for Conservation – Conservation Guidelines No.2 (UKIC 1983).
 - United Kingdom Institute for Conservation – Guidance for Archaeological Conservation Practice (UKIC 1990).
- 6.2 A unique site code for the project was obtained from the Museum of London (WFD 11) and is used as the site identifier for all records produced.
- 6.3 The historic building appraisal was undertaken by Les Capon, Project Officer under the overall direction of Alan Ford, Project Manager.
- 6.4 The historic building appraisal was monitored by Kim Stabler, Archaeological Advisor to the London Borough of Islington.

7 Historic Building Record

57-63 Wharfdale Road

- 7.1 57-63 Wharfdale Road is a red brick warehouse building of three storeys, including a basement. There is a pair of extra gables at roof level, flanking a central pediment with a terracotta panel displaying the date 1901. The building is a good example of the decorative properties of red brick and terracotta to provide a building with architectural merit instead of a bland façade. The structure has a slightly irregular five bay frontage facing north on to Wharfdale Road. There is a principal vehicular doorway in the front wall, with pedestrian access to one side. The vehicle door has two doors with an inset pedestrian access; these are formed of planks with a wide bottom rail attached to a wooden frame with angled braces. An unusual feature is a group of iron bars attached over the planks and bottom rail, but these are probably signs of repair rather than design.
- 7.2 A third door to the west now only provides access to the first floor. Three large metal framed windows on the ground floor provide light to a pair of offices and a store, and these have steel lintels and stone sills.
- 7.3 The first floor has four large metal-framed casement windows, all with steel lintels and stone sills; a fifth opening is a hoist door in poor condition, with the remains of I-beams projecting north from it, suggesting a hoist floor had once been present.
- 7.4 The façade is surmounted by a low parapet wall with a gable at each end with a metal framed window in each. One contains stairs to the roof, the other a water tank, A third central gable with the date plaque is built in a similar way, with elements of classical order, including a plain brick architrave and a pediment with stone coping. The terracotta date stamp in the frieze of the central gable is stylised with floral motif to the corners. The gable is flanked by stone pilasters.



Plate 1: 57-63 Wharfdale Road: North Elevation

- 7.5 The rear of the building is constructed of less regular, paler bricks, not in keeping with the high quality materials of the front. However, the rear staircase is partially enclosed in red bricks, strongly suggesting that the rear of the building has been rebuilt, possibly following wartime bomb damage.



Plate 2: Rear View of Building Showing Repair.

- 7.6 The vehicular access at the front of the building has a stone cobbled surface. This surface leads into a central loading bay in the body of the building, which is a warehouse space measuring 21m by 19m. A staircase in the southeast corner of the room provides access to the first floor and roof. The floor is lit by a lightwell from the roof, with a glazed canopy.



Plate 3: Overview of Warehouse Space, Looking East

- 7.7 To the right of the door are a group of functional rooms including a two smaller store rooms, a group of lavatories and wash basins, and the northwestern staircase. A door to the staircase from the ground floor is now blocked: it is now accessed only from the front. This group of rooms are plain, with no architectural details. Light is provided to this side of the warehouse by a lightwell which drops to the western basement. Stairs to the eastern basement are located next to the loading bay. Two doors in the south wall lead to the adjacent printworks building, and there also appears to be a wide opening, now blocked, in the south wall.
- 7.8 To the right of the double doors are a pair of offices and a reception area, which were once furnished to moderately high level, as befitting rooms for clients rather than storerooms. The reception room has been partitioned, to form corridor access. Both offices feature architectural details not apparent in the rest of the building: they have herringbone-patterned parquet floors, bead-moulded skirting, a high level picture rail with a wide frieze and complex moulded cornice above. The steel beams that

form the frame of the building are boxed in with panelling in both of these rooms, and there is panelling to dado height on the southern of the two. Both rooms have chimneystacks rising up the eastern wall, with original surrounds. The surrounds have an incised moulding rising from rectangular plinths, and are surmounted by a plain frieze with moulded flat cornice above in the Tuscan style.



Plate 4: Fireplace in Office

- 7.9 The walls between the offices are lightweight, but original. These are characterised by panelling to dado height, with semi-glazed doors and a dentil courses below a wooden-framed fanlight. The doors are probably original features, but only exist as one painted over (Plate 5), and one off its hinges, the glazing broken. The original glazing bars show a segmental arch in a square frame and a central mullion.



Plate 5: Detail of Partition in Office

- 7.10 The first floor is accessed from either staircase, or a lift rising up the centre of the building that no longer functions. Both stairs are separated from the working space by a pair of doors, both with original hinges and bolts. The first floor is mostly one open space, well lit by rows of metal-framed windows at the north and south, and by a central lightwell with glazed canopy. The inner walls of the

lightwell are brick, with metal windows of a type common to the north wall. These have bull-nosed brick sills internally, and segmental-arched lintels. In comparison, the rear (south) wall contains wider windows with squared reveals, which may be of later date.



Plate 6: Original Windows



Plate 7: Later Windows in Rebuilt Wall

- 7.11 One small room is partitioned off, to the west, possibly for use as an office, there is also a small group of partitions for lavatories. The floor is formed, for the most part, of concrete panels. Apart from the windows, there are few architectural details of historic interest. The radiators are modern additions. There are no skirting boards or architraves, and the walls are painted brick without plaster, as befitting a working space.
- 7.12 One other feature on the first floor illustrates the working of this warehouse building; these comprise the doors, which would have once opened onto a hoist, at the front, slightly west of centre. The doors are in poor condition, and are boarded up on the inside. They appear to be constructed in similar fashion to the double doors on the ground floor, with boards over a wooden frame, supported by angled struts. A short metal panel protects against falls, and may be an original fitting. Externally, the hoist doors resemble stable door-types, with a total of four hinges each. Two short lengths of protruding I-beam suggest there may have been a short external platform.
- 7.13 The roof is flat with a low parapet wall. It features three brick structures: two stairwells open onto the roof, and there is one building housing a water tank. These are in generally good repair, except for the northwest stair.



Plate 8: View of Roof Looking North

- 7.14 The basement of the building is present in two parts: one basement to the west of the vehicular access, and one to the east. The basement to the west was more accessible, with a complete stair, and generally free of dumped materials, whilst the eastern basement's stair was incomplete and potentially hazardous underfoot.
- 7.15 The basements are similar in plan. The stairs lead down to a main room with smaller storage areas beyond. To the north of both main areas is a thick wall, the footings of the main front wall above, with a corridor lying beyond, and three storage chambers with arched ceilings beyond, which therefore lie under the street. This use of space beyond the footprint of the building is not uncommon in buildings of this date. These basements in general have no features of architectural interest and seem to have been simply used as store rooms.

Printworks Building

- 7.16 The building on the site known as the Printworks comprises a single open space with a girder-framed roof, accessed from Railway Street; the building is accessed through a short covered passageway with a metal turntable at the entrance. The Printworks lies in the centre of the site, with buildings on all sides, and can only be observed externally from the upper storeys of these adjacent properties.
- 7.17 The building is fully open in plan, except for a small lavatory and wash basin to the west. The building measures approximately 30m by 15m, and is oriented east-west. The walls of the building show few features, although some detail may be hidden behind modern finishes. The main access is from Railway Street, although there are also two stairs leading from two doors on the north side: these lead from the warehouse building at 57-63 Wharfdale Street.
- 7.18 The most visible part of the buildings construction is its roof, which is a double pitched roof, formed of girders in two sections comprising a single build; that to the north is wider. The girder frame is typical of a form in use since the 1920s. The valley between the roofs is formed of steel beams with the makers name in relief: 'DORMAN LONG & CO, MIDDLESBROUGH, ENGLAND', who were the principal manufacturer of I-beams for much of the 20th century. The valley also carries rain water from the roof through pipes adjacent to the upright beams.
- 7.19 The girders of the roof do not spring from buttresses, instead, they are attached to the exterior walls of the adjacent properties, indicating that the building may not have been constructed as an individual structure, but is the result of a covered yard space. It may be noted that the wider section of the roof has a hipped western end.



Plate 9: View of Girder Frame, Southern Section Looking West



Plate 10: View of Girder Frame, Northern Section, Looking West

- 7.20 The company using the Printworks space is a car dealership, with offices in an adjacent building which overflies the entrance. The offices are plain functional spaces, with architectural details that do not seem to be of great age. This may be the result of refurbishment and rebuilding of the south face onto Railway Street. The fittings include parquet floors and sycamore panelling, and the door frames are generally simply moulded. The windows have metal frames, and are plain.
- 7.21 The majority of the building is of yellow stock bricks, but the face onto Railway Street is of brown brick that does not have an aspect suggesting a pre-World War II date. The facing material is joined very cleanly, so this may be evidence that the visible east-facing side wall is contemporary.



Plate 11: External View of Building on Railway Street, Looking Northwest.

8 Conclusions and Potential for Further Work.

- 8.1 The two buildings appraised during this assessment are of different date and character. The larger of the two properties, 57-63 Wharfdale Road, is an atypical example of a warehouse type building with offices for the public face and visitors, and entirely functional spaces behind. There are several elements to the property which raise it above the purely functional. These are the use of brick and terracotta to create a not unattractive frontage, specifically by the use of classical elements at roof level, and the insertion of a terracotta date panel on the front wall. Internally, the office spaces appear to contain original fittings: fireplaces, skirting, cornices and picture rails appear to be intact, as are early partitions.
- 8.2 Not all of the warehouse building is original; the first floor rear wall is a post – World War II repair, and the ground floor may have also suffered extensive damage.
- 8.3 Some further minor recording could be undertaken on 57 – 63 Wharfdale Road:
- A cross-section through the building, to illustrate the changes of room heights and floor levels.
 - An additional photographic record on Black and White Film, to produce a stable, non-digital photographic archive, of principal spaces and elevations.

- A drawn record of the original fireplaces, and other fittings in the offices
 - A drawn record of the hoist doors.
- 8.4 The printworks building is of simple girder construction, that appears to be built on party walls. The building is neither rare nor unusual. No further work is recommended on this building.
- 8.5 Copies of the Report will be issued to GLAAS, the Islington Borough Planning Authority, the client, and the Local Studies Library on the understanding that it will become a public document after an appropriate period of time.
- 8.6 Publication of the results shall be via the OASIS form. This form shall be submitted and an electronic copy of the report deposited with the Archaeological Data Service (ADS).

Archive Preparation

- 8.7 Following completion of each stage or the full extent of the fieldwork (as appropriate) the site archive will be prepared in the format agreed with LAARC. The excavation archive will be security copied and a copy deposited with the National Archaeological Record (NAR).
- 8.8 The site archive will comprise all artefacts, environmental samples and written and drawn records. It is to be consolidated after completion of the whole project, with records and finds collated and ordered as a permanent record. The archive will be prepared in accordance with *Guidelines for the preparation of excavation archives for long-term storage (UKIC 1990)*. On completion of the project the developer/landowner will discuss arrangements for the archive to be deposited with LAARC

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Appendices

Appendix A – OASIS Form

OASIS ID: aocarcha1-95011

Project details

Project name	Regents Quarter Area D - Kings Cross
Short description of the project	57-63, Wharfdale Road as an industrial building with decorative elements on its northern face that raise its architectural style above the mundane. Its rear wall is of Post-World War II date, a rebuild following demolition. Internally, the building is plain, apart from two offices that contain decorative partitions and fireplaces. The Printworks Building to the rear is formed of two parallel girder roofs set over an open space between the surrounding properties.
Project dates	Start: 02-03-2011 End: 21-03-2011
Previous/future work	Yes / Not known
Any associated project reference codes	30910 - Contracting Unit No.
Any associated project reference codes	WFD 11 - Sitecode
Type of project	Building Recording
Site status	Conservation Area
Current Land use	Industry and Commerce 4 - Storage and warehousing
Monument type	BUILDING Post Medieval
Significant Finds	NONE None
Methods & techniques	'Survey/Recording Of Fabric/Structure'
Prompt	Direction from Local Planning Authority - PPG15

Project location

Country	England
Site location	GREATER LONDON ISLINGTON Regents Quarter Area D, Kings Cross
Postcode	N1
Study area	1800.00 Square metres
Site coordinates	TQ 3010 8331 51.5331913933 -0.124084845131 51 31 59 N 000 07 26 W Point

Project creators

Name of Organisation	AOC Archaeology
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	AOC Archaeology
Project director/manager	Alan Ford
Project supervisor	Les Capon
Type of sponsor/funding body	Contractor
Name of sponsor/funding body	P&O Estates

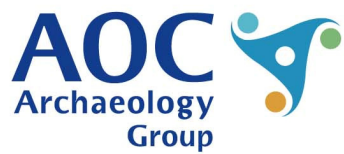
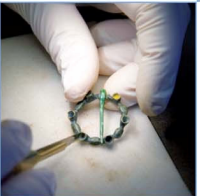
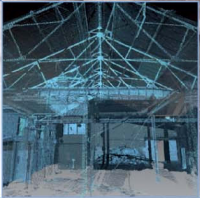
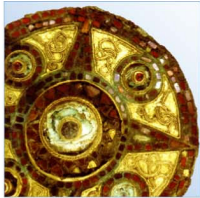
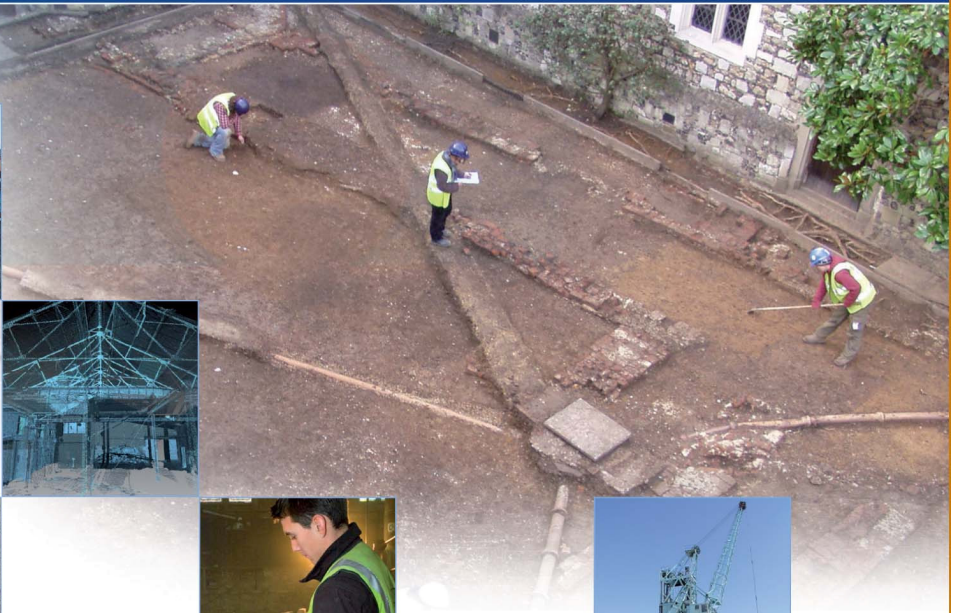
Project archives

Physical Archive Exists?	No
Physical Archive recipient	n/a
Digital Archive recipient	Museum of London
Digital Archive ID	WFD 11

Digital Contents	'Survey'
Digital Media available	'Images raster / digital photography'
Digital Archive notes	held at AOC until transfer
Paper Archive recipient	Museum of London
Paper Archive ID	WFD 11
Paper Contents	'Survey'
Paper Media available	'Plan','Report'
Paper Archive notes	held at AOC until transfer

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	57 - 63 Wharfdale Road and The Printworks, Regents Quarter Area D, Kings Cross, London Borough of Islington: A Historic Building Appraisal
Author(s)/Editor(s)	Capon, L.
Date	2011
Issuer or publisher	AOC Archaeology
Place of issue or publication	London
Description	23 pages A4, 12 plates, 2 figures.
Entered by	les capon (les.capon@aocarchaeology.com)
Entered on	22 March 2011



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