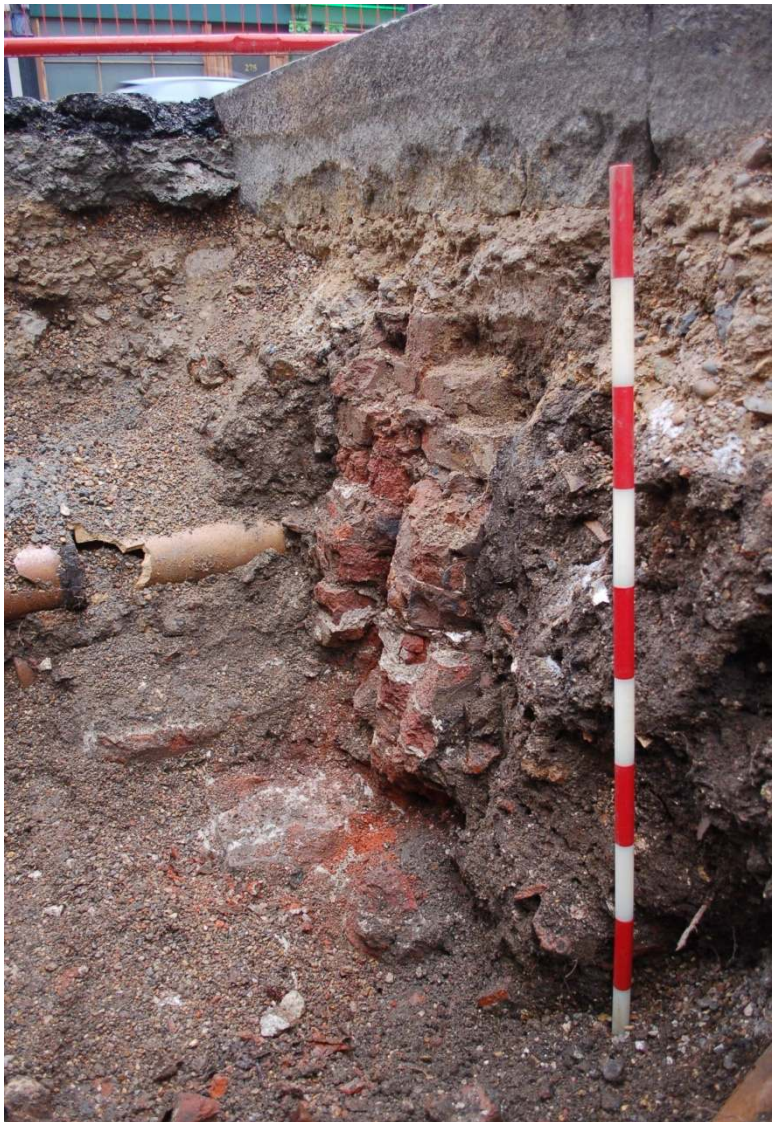
THAMES WATER VICTORIAN MAINS REPLACEMENT WORKS IN THE VICINITY OF CITY ROAD

LONDON BOROUGH OF ISLINGTON
(DMA CROUCH HILL 61)

AN ARCHAEOLOGICAL WATCHING BRIEF



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COMPASS ARCHAEOLOGY

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Abstract

This report details the results of an archaeological watching brief undertaken during Thames Water Victorian mains replacement works in the City Road area of the London Borough of Islington (DMA Crouch Hill 61). Archaeological monitoring was undertaken between 7th September 2009 and 12th April 2011. The area is approximately centred at NGR TQ 3200 8294.

Approximately 1.7km of trenching was observed within DMA Crouch Hill 61, in the City Road area of the London Borough of Islington. The majority of trenching exposed modern road layers overlying modern made-ground, service cuts and associated backfills. Sections of 19th century brick wall were exposed in trenching on Nelson Place, Central Street, City Garden Row and Pickard Street, including the remnants of coal-cellar walls belonging to the later 19th century properties constructed during the wide-scale residential development of the area. Upcast material from the excavation of these cellars and foundations was deposited as made-ground and exposed in a number of trenches. Areas of redeposited natural clays were exposed in trenching near the City Road Basin, and it is likely these were dumped during the excavations of the Basin and canals in the earlier 19th century.

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1. Introduction

1.1 This report details the results of an archaeological watching brief undertaken during Thames Water Victorian mains replacement works in the City Road area of the London Borough of Islington (DMA Crouch Hill 61). Monitoring was undertaken between 7th September 2009 and 12th April 2011. The area is approximately centred at NGR TQ 3200 8294 (see Figure 1 below).

1.2 Archaeological monitoring was undertaken in response to recommendations made by English Heritage; the area was targeted due to its proximity to the medieval and post-medieval settlement of Islington Village, and its industrial heritage with regard to Regent's Canal.

1.3 The archaeological watching brief took place during groundworks carried out by the main contractor – initially Clancy Docwra and subsequently Optimise – on behalf of Thames Water. On-site monitoring was undertaken by the staff of Compass Archaeology, and overall management of the archaeological project by Geoff Potter.

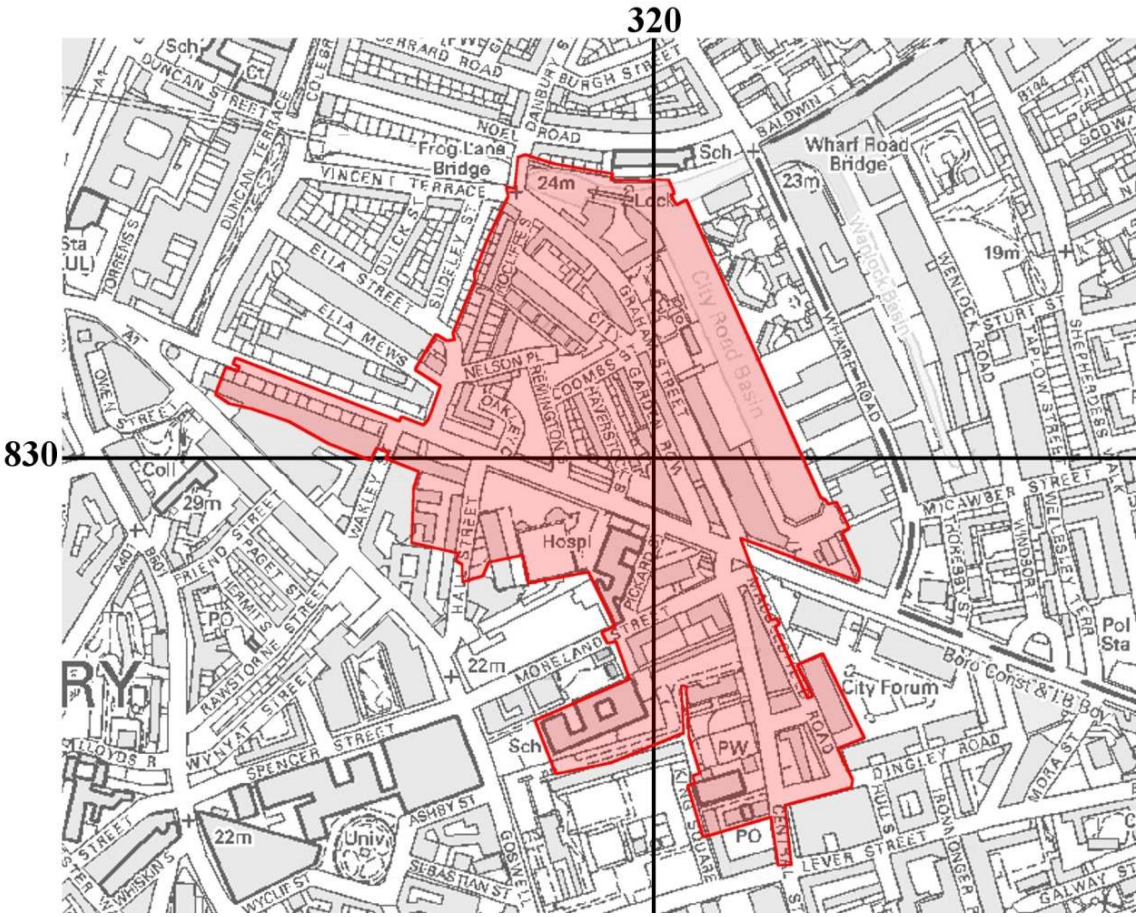

Figure 1: DMA Crouch Hill 61 in relation to the current Ordnance Survey 1:5000 map.

2. Site Location and Geology

2.1 The monitoring works took place in an area of Islington that flanks the City Road and is bounded by Duncan Terrace to the west, the Frog Lane Bridge to the north, the City Road Basin to the east and Lever Street to the south. The DMA falls within the London Borough of Islington (see Figure 1 above).

2.2 The British Geological Survey map (Sheet 256, North London, 1993) shows the area overlying Hackney Gravel (River Terrace Deposit). This is part of an extensive deposit, ending to the west approximately on the line of Wakley Street/Sudeley Street.

3. Archaeological and Historical Background

3.1 Early History: Prehistoric to Saxon

The London Borough of Islington has evidence of prehistoric and early archaeological material, however, this part of the borough is low lying and crossed by numerous water courses making it less suited to early settlement. The better drained gravel terraces and fertile river valleys would have been quite densely occupied with settlement evidence most probable from the Bronze Age (2,000 to 600 BC), particularly the later Bronze Age. The depth of made ground deposits in this part of the borough does also suggest that there is little potential for the discovery of early material in the generally shallow trenches of the VMR project (*c* 1.2m to 0.8m depth).

3.2 Medieval to early the 19th century

There is also evidence in this area for medieval and early post-medieval activity and this can best be summarised from cartographic evidence. Early maps, such as the Agas' *Civitas Londinium* map of 1562, shows that the development had not really spread this far north by the mid 16th century - but was beginning to radiate out beyond St Mary's nunnery, Smithfields and Charterhouse. The medieval road layout was well established and the culvetted course of the Fleet River is also shown on early plans. The Braun and Hogenberg map of 1572 shows most of the area beyond Clerkenwell as open fields only broken by the occasional road, pond or trackway. A similar pattern is still shown by the time of Faithorne and Newcourt's map of 1658, although London has intensively developed south of Clerkenwell and forms an urban sprall. A similar view is shown on Leake and Hollar's *An Exact Surveigh* of 1667, but with the Fleet marked Fleet Ditch.

3.3 John Rocque's map of 1746 shows the whole area still as open land extending as far north as *Water Works* and *The New River Head* in the Pentonville Road area, the DMA area (further north) is simply open ground with several large ponds marked in the general area later to become the City Basin of the Regent's Canal. Islington Village and Manor is shown northwest of the DMA. It appears that the area was generally open fields and marshland until the remodelling of the area for the formation of the Regent's Canal and City Basin. By the time of Horwood's map of *c*1799 a major redevelopment programme had taken place following the construction of the 'New Road' from the Edgware Road and Paddington Canal Basin to the Angel, Islington in 1756, this led to the rapid development of this part of London. The City Road was to become an extension of the New Road to the east. Some additional

information is also given by a Society for Diffusion of Useful Knowledge map of 1836, which shows the Regent's Canal laid out across the whole area and the major expansion which had taken place since formation of the New Road in 1756.

3.4 The Ordnance Survey series shows a similar series with the 25 inch 1st Edition, surveyed 1870, published 1872, showing the street layout broadly as it is today (see Figure 2 below). The map record shows that the major streets have been straightened out and widened in several locations. This means that some of the historic properties that may have originally fronted onto these streets are now possibly buried beneath the road and pavement line and therefore it is very possible that the main replacement works will have an impact on these deposits. The later 18th and 19th century foundations and cellars of these buildings may be exposed by the proposed works and will provide an opportunity to learn more of the residential, social, commercial and industrial history of this area. The watching brief may inform on the industrial nature of the area in relation to the nearby canal system.

3.5 The Regent's Canal

Much of this area is characterised by the presence of the City Road Basin element of the Regent's Canal. The canal provides a link from the Paddington arm of the Grand Union Canal, just north-west of Paddington Basin, in the west, to the Limehouse Basin and the River Thames in east London.

First proposed by Thomas Homer in 1802 as a link from the Paddington arm of the then Grand Junction Canal (opened in 1801) with the River Thames at Limehouse, the Regent's Canal was built after an Act of Parliament was passed in 1812. Noted architect and town planner John Nash was a director of the company; in 1811 he had produced a masterplan for the Prince Regent to redevelop a large area of central north London – as a result, the Regent's Canal was included in the scheme, running for part of its distance along the northern edge of Regent's Park.

As with many Nash projects, the detailed design was passed to one of his assistants, in this case James Morgan – appointed chief engineer of the canal company. Work began on 14 October 1812. The first section, Paddington to Camden Town, opened in 1816 and included a 251 metres (274 yd) long tunnel under Maida Hill east of an area now known as 'Little Venice' (a name devised by Robert Browning) and a much shorter tunnel, just 48 metres (52 yd) long, under Lisson Grove. The Camden to Limehouse section, including the 886 metres (969 yd) long Islington tunnel and the Regent's Canal Dock (used to transfer cargo from sea-faring vessels to canal barges – today known as Limehouse Basin), opened four years later on 1 August 1820. Various intermediate basins were also constructed (eg: Cumberland Basin to the east Regent's Park, Battlebridge Basin (close to King's Cross, London) and the City Road Basin).

The City Road Basin, the nearest to the City of London, soon eclipsed the Paddington Basin in the amount of goods carried, principally coal and building materials. These were goods that were being shipped locally, in contrast to the canal's original purpose of transshipping imports to the Midlands. The opening of the London and Birmingham Railway in 1838 actually increased the tonnage of coal carried by the canal. However, by 1929, with the Midlands trade lost to the railways, and more deliveries made by road, the canal fell into a long decline. In 1927, the Regent's Canal

Company bought the Grand Junction Canal and the Warwick Canals, the merged entity coming into force on 1 January 1929 as the Grand Union Canal Company. A new carrying subsidiary was formed, the Grand Union Canal Carrying Co, with a fleet of 186 pairs of new narrow boats. A vigorous expansion policy was combined with a successful drive for new traffic much of which traversed the Regents Canal. Iron and steel for Birmingham, imported via Regents Canal Dock, was won from the railways by offering a quicker and cheaper service. Other traffic commodities included grain, raw materials for HP sauce, leather waste, last blocks, cresylic acid, zinc ashes, and even cheese. The decline of the 1920s had been reversed, and tonnage rose from 8999 tons in 1931 to 168,638 tons in 1941. In August 1938 the Cumberland Basin was dammed off and drained and in the next two years it was formally abandoned. The Regent's Canal was nationalised in 1948. By this time, the canal's importance for commercial traffic was dwindling, and by the late 1960s commercial vessels had almost ceased to operate, the lorry taking over the traffic not already lost to the railway in the 19th century, and closure of the Regents Canal Dock to shipping in 1969 was the last nail in the coffin[1].

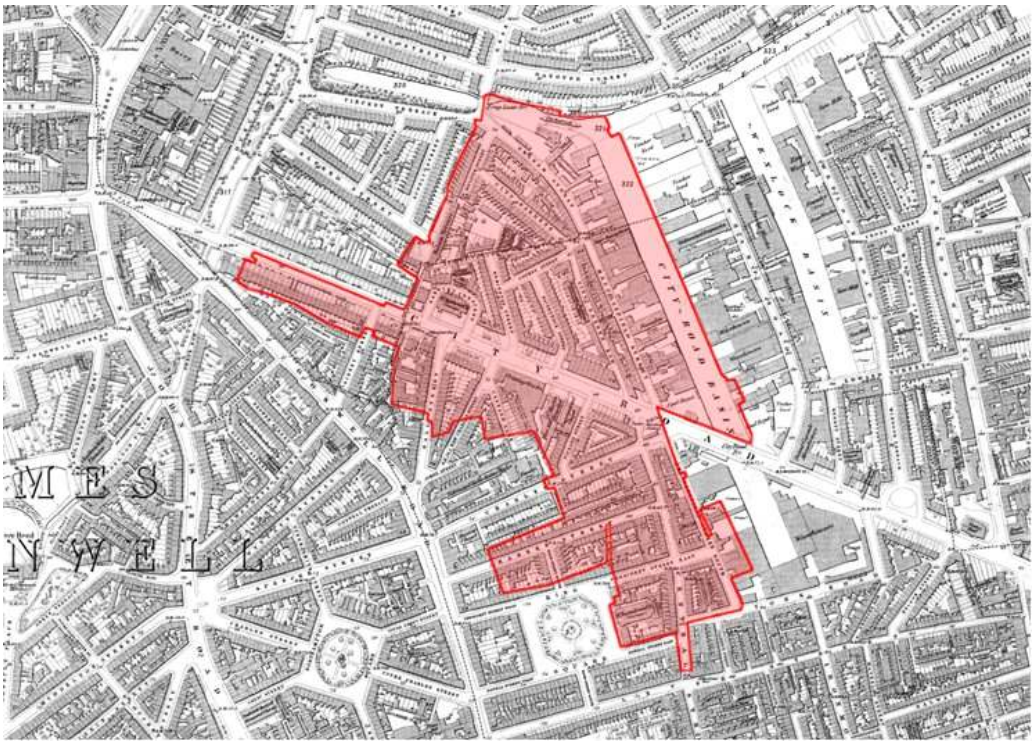

Figure 2: DMA Crouch Hill 61 in relation to the Ordnance Survey 25-inch 1st Edition map surveyed in 1870 and published 1872.

4. Archaeological Research Questions

The objectives of the archaeological watching brief included contributing to knowledge of the archaeology of the area through the recording of any remains exposed as a result of excavations in connection with the groundworks. Particular attention was made to the character, height below ground level, condition, date and

[1] Much of the data on the Regent's Canal is extracted here from a very concise summary of the history of the canal sourced on-line at Wikipedia, the Regent's Canal.

significance of the deposits. The fieldwork presented an opportunity to address the following general and specific research questions:

- Is there any evidence for prehistoric to medieval activity, and what is the nature of this?
- Is there any evidence for the line of the medieval roads or early settlement patterns in this area?
- What evidence is there for post-medieval activity in the area?
- What evidence is there for activity in relation to the canal and City Road Basin?
- Can the watching brief works inform on the residential, social, commercial and industrial history of the area?
- At what level do archaeological deposits survive in the highways across the area?
- Can the watching brief works inform on the site-specific research questions of local archaeological sites and archaeological priority areas?

5. The Archaeological Programme

5.1 Standards

The field and post-excavation work was carried out in accordance with current English Heritage guidelines (in particular, *Standards and Practice in Archaeological Fieldwork, Guidance Paper 3)* and to the standards of the Institute of Field Archaeologists *(Standard and Guidance for Archaeological Watching Briefs).* Overall management of the project was undertaken by a full member of the Institute.

The recording system followed the procedures set out in the Museum of London recording manual. By agreement with MoLA the recording and drawing sheets used were directly compatible with those developed by the museum.

5.2 Fieldwork

The archaeological watching brief took place during contractors' groundworks, and involved one archaeologist on site as required to monitor works and to investigate and record any archaeological remains. Close liaison was maintained with the groundworks team to ensure a presence on site as and when necessary.

Where archaeological remains were exposed adequate time was allowed for investigation and recording, although every effort was made not to disrupt the contractor's programme.

The Client and the representatives of English Heritage were kept advised of the progress of the fieldwork.

5.3 Methodology

Potential archaeological deposits and features were investigated and recorded in stratigraphic sequence, and where appropriate finds dating evidence and samples recovered.

Exposed deposits and features were recorded as appropriate on *pro-forma* context or trench sheets, and/or drawn in plan or section generally at a scale of 1:20. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. The fieldwork record was supplemented as appropriate by photography (35mm monochrome print/ digital).

6. Post-Excavation Work

The fieldwork was followed by off-site assessment and compilation of a report, and by ordering and deposition of the site archive.

6.1 Finds and Samples

There were no retained finds or samples from the watching brief, with the exception of brick samples from two areas (Appendix III). These were discarded following assessment by appropriately qualified staff.

6.2 Report Procedure

Copies of this report will be supplied to the Client, English Heritage and the local planning authority and the local studies library.

The level of reporting is dependent upon the results of fieldwork. However, this report includes details of any archaeological remains or finds, an interpretation of the deposits investigated and a site plan located to the Ordnance Survey grid. A short summary of the fieldwork is appended using the OASIS Data Collection Form, and in paragraph form suitable for publication within the 'excavation round-up' of the *London Archaeologist*.

7. The Site Archive

The records from the archaeological project will be ordered in line with MoL *Guidelines for the Preparation of Archaeological Archives* and will be deposited in the Museum of London Archaeological Archive. The integrity of the site archive should be maintained, and the landowner will be urged to donate any archaeological finds to the Museum.

8. The Archaeological Watching Brief

Archaeological monitoring was undertaken across 16 streets in the DMA Crouch Hill 61 area, between 7th September 2009 and 12th April 2011. The results of the archaeological watching brief are presented below, organised by street and should be read in conjunction with the following table summarising the results, and Figure 3 (below) showing the extent of monitoring within the DMA.

Street	Total (m)	Results
Central Street	107m	Section of 19th century brickwork exposed in section, cut by modern services and backfills; made-ground deposits and basement backfill.

City Garden Row	261m	Modern road layers and services; section of 19th century brickwork; redeposited natural possibly from City Road Basin and Regents Canal excavations, buried soils c.19th century.
City Road	238m	Mainly road and pavement layers over modern service deposits, one area of 19th century buried soil and redeposited natural silty clay.
Coombs Street	12.5	Pits and trenches exposed modern road layers service deposits and possible makeup deposits relating to 19th century buildings and construction of the City Road Basin.
Dingley Street	100.5m	Modern road layers overlying service cuts and backfills, area of possible demolition material relating to former 19th century buildings.
Graham Street	258m	Modern road layers overlying service deposits and made-ground – possible makeup deposits relating to early 19th construction of the City Road Basin.
Haverstock Road	101m	Modern road layers overlying up-cast from cellar excavations.
Macclesfield Road	134m	Modern road layers overlying rubble made-ground and 19th buried soils.
Moreland Street	53m	Modern road layers overlying service deposits modern made-ground.
Nelson Place	71.6m	Modern road layers and services; small section of brick wall probably relating to earlier 19th century buildings demolished before realigning of Nelson Place and construction of modern properties to north and south.
Nelson Terrace	31m	Modern road layers overlying service deposits and made-ground relating to 19th century cellar construction.
Oakley Crescent	52m	Road layers overlying mixed rubble made-ground, service trenches and up-cast from cellars.
Pickard Street	8.5m	Small section of 19th century brick wall surviving in section, cut by modern service cuts and backfills.
President Street	50m	Modern road layers overlying mixed made-ground, probable ground makeup following demolition of 19th century buildings.
Remington Street	102m	Modern road layers overlying up-cast deposits from adjacent 19th century cellars.
Rocliffe Street	63m	Modern road layers and service deposits overlying probable up-cast from Canal and City Road Basin excavations.

In total some 1.7km of open trenching was observed within the area of DMA Crouch Hill 61, located over 16 streets. The majority of trenches exposed modern road layers overlying modern service cuts and backfills. Areas of 19th century made-ground were observed and deposits relating to the wide-scale residential development of the 19th century, including coal-cellar excavations and subsequent up-cast. In the northern area of the DMA possible redeposited natural clays and made-ground were observed which may reflect up-cast material and subsequent ground make-up associated with the earlier 19th century construction of the City Road Basin and Regent's Canal.

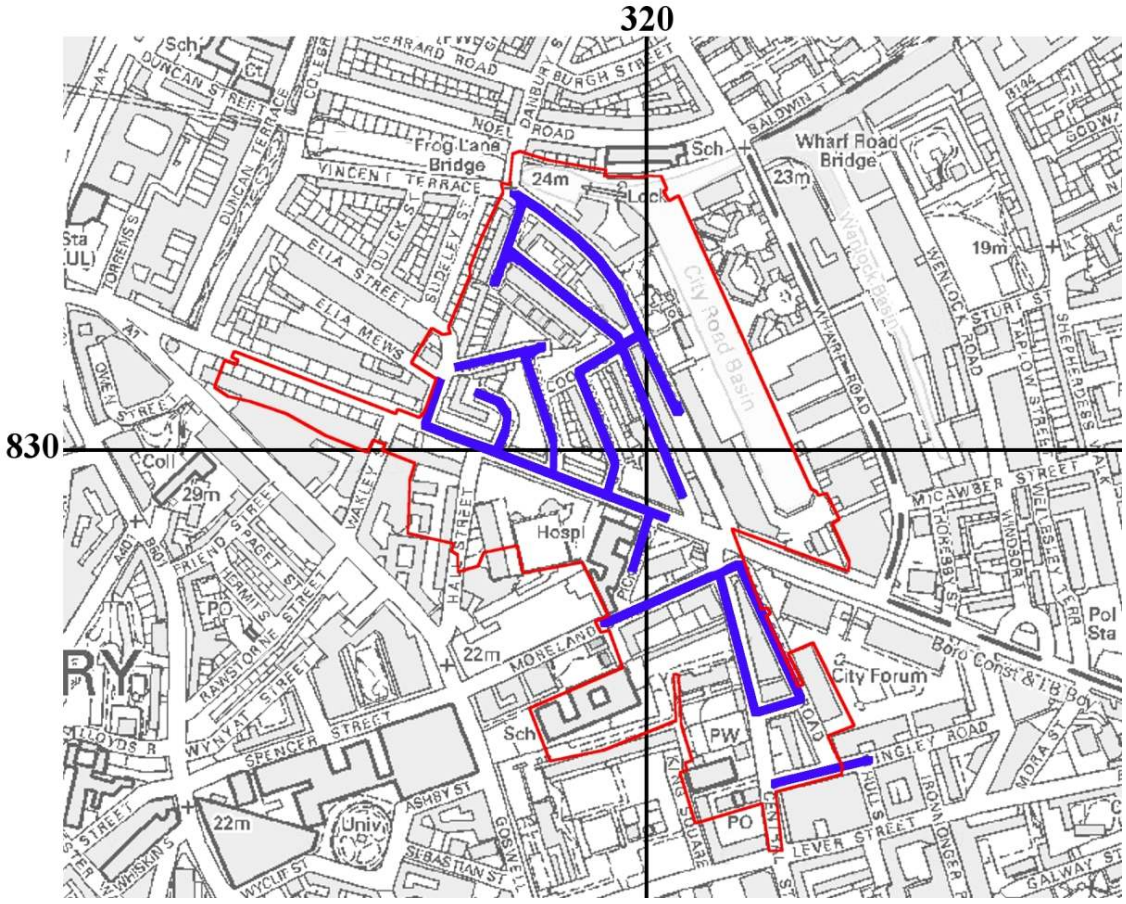

Figure 3: Extent of archaeological monitoring in DMA Crouch Hill 61, showing the location of monitored groundworks across 16 streets, based on the Ordnance Survey 1:500 map.

8.1 Central Street

Approximately 107m of open-cut trenching was observed along Central Street, running from the junction with Moreland Street south to the junction with President Street (see Figure 3) and running adjacent to the western kerb. The majority of the trenching exposed the existing tarmac road surface overlying concrete hardcore to an average depth of 0.4m. Modern service cuts and backfills and modern made-ground layers were observed to the remaining depth of excavation in the northern end of the trenching, to *c.* 1.1m below the existing road surface. In the southern end of the trench, approximately outside the Central Street Bar, and opposite the junction with President Street, a small section of brick-wall was exposed in the east side of the trench. The bricks were typical 19th century yellow London stock bricks laid in alternating courses of stretchers and headers, and surviving to a maximum height of six courses (0.6m). The exposed wall in the west-facing section appeared to be an internal face (aligned north-south), with an east-west return to the south. The exposed brickwork is likely to be the surviving front wall of a coal-cellar belonging to one of the properties fronting Central Street in the latter half of the 19th century, subsequently demolished.

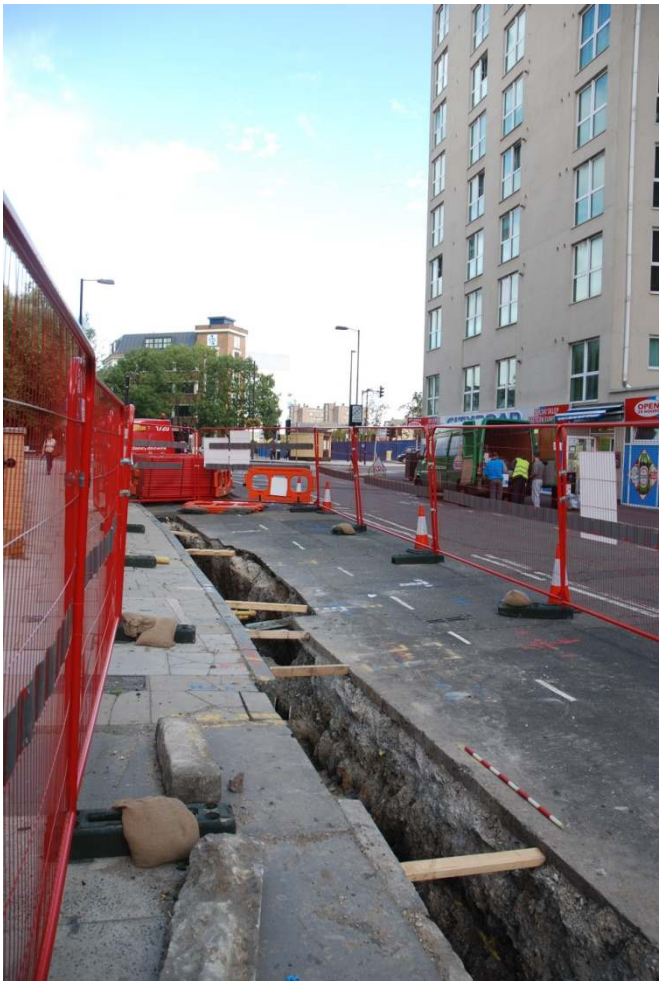

Figure 4: General view of trenching on Central Street, looking north to the junction with Moreland Street (1m scale).

Figure 5: Cellar wall in the west facing section of trenching on Central Street , cut by a modern service and backfill (1m scale).

Figure 6: Trenching on Central Street showing the east-west return of a brick cellar wall, view south (0.5m scales).

8.2 City Garden Row

Approximately 261m of City Garden Row was monitored, running south from the junction with Rocliffe Street towards City Road. The existing tarmac road surface was observed overlying varying depths of concrete and crushed stone hard-core. Trenching immediately south of the Coombs Road junction exposed an earlier road surface of concrete cobble directly overlain by the existing tarmac. Various modern services and associated backfills were observed across the trenching and launch pits, to an average depth of 0.9m below the existing road surface. Orange-brown clay was observed near the Coombs Street junction at c.0.9m depth, and at a similar depth immediately north of the City Road junction – the clay is likely to be redeposited natural, possibly dumped as ground-makeup following the early 19th excavations of the City Road Basin (c.1820) to the east. Further deposits of made-ground were observed along City Garden Row, consisting of mid-dark brown-grey silty clay with brick, gravel and charcoal inclusions, underlying modern road layers. These deposits are likely to represent ground makeup either as part of the major canal and Basin excavations to the west, or during the residential developments of the later 19th century – prior to this wide-scale development, the area was part of the City Gardens (pleasure gardens) for which this street is named. A launch pit immediately north of the Coombs Street junction exposed a small section of brickwork at a depth of 0.85m, surviving as a single course, six bricks wide laid as headers. The bricks had no adhering mortar and no visible frog being flat on all faces. The bricks are likely to be of earlier 19th century date, and may represent the surviving section of feature relating to the City Gardens, prior to the residential of the area and subsequent ground makeup.

Figure 7: West facing section of trenching on City Garden Row immediately south of the Rocliffe Street junction, showing 19th century buried made-ground deposits overlain by modern made-ground and road layers (1m scale).

Figure 8: Single course of 19th century brick-work exposed in trenching immediately north of Coombs Street (1m scale).

Figure 9: Trenching on the east side of City Garden Row c.35m north of the City Road junction, showing cut and backfill of the Victorian water main (1m scale).

8.3 City Road

Approximately 238m of City Road were monitored between the junction with Nelson Terrace running east to the junction with City Garden Row. All trenching exposed modern road layers or paving overlying modern service cuts and associated backfills, to an average depth of 1.05m below the existing ground level. No archaeological finds or features were observed during monitoring on City Road.

Figure 10: Trenching on City Road, to the east of Nelson Terrace (left) and to the east of Haverstock Street (right), showing modern road and paving over service deposits.

8.4 Coombs Street

Two sections of trenching totalling 12.5m were observed on Coombs Street between the junctions with Haverstock Street (east) and Graham Street (west). Both trenches exposed the existing tarmac road surface overlying compacted rubble hardcore to a maximum of 0.5m depth. Mixed modern service deposits and made-ground were observed to the remaining depth at a maximum of 1.15m below the existing road surface. No archaeological finds or features were observed during the course of the monitoring on Coombs Street.

8.5 Dingley Street

Approximately 100.5m of trenching was observed on Dingley Street between the junctions with Central Street to the west and Hull Street to the east. The existing tarmac road surface was exposed in section, overlying concrete hardcore and crushed stone make-up to between 0.3m and 0.5m depth. Trenching across the Macclesfield Road junction exposed a mid-grey/brown sandy clay with brick inclusions at a thickness of 0.3m, overlying a darker band of the same composition to the remaining depth of excavation at 1.1m. The lower deposit is likely to be a buried soil relating to the 19th residential development of the area, this is overlain by material probably reflecting the later demolition of the buildings and subsequent ground makeup. No significant archaeological finds or features were observed on Dingley Street.

Figure 11: South facing section of trenching on Dingley Road showing buried soils and ground makeup (1m scale).

8.6 Graham Street

Approximately 258m of Graham Street were monitored from the junction with Vincent Terrace running south. Trenching exposed modern road layers and services to an average depth of 0.6m, overlying further modern made-ground to a maximum depth of 0.9m. No archaeological finds or features were observed within trenching on Graham Street.

Figure 12: Trenching on Graham Street, looking north to the junction with Coombs Street (1m scale).

8.7 Haverstock Road

Approximately 101m of trenching was observed on Haverstock Street, constituting the full length of the street between the junctions with City Road and Coombs Street. Thin tarmac layers or paving were observed with sand bedding to a depth of 0.2m, overlying a thick dark-brown grey sandy clay with brick and gravel inclusions to the full depth of excavation at 1.4m. This deposit represents up-cast material from the construction of coal cellars belonging to the Victorian properties on either side of Haverstock Road.

Figure 13: Section of trenching on Haverstock Road showing up-cast deposits from coal-cellar construction (1m scale).

8.8 Macclesfield Road

Approximately 134m of trenching was observed on Macclesfield Road running south from the junction with Moreland Street to President Street. Tarmac and concrete hardcore were exposed to 0.5m thickness, overlying service backfills to c.0.7m. A buried soil horizon was exposed at the base of excavations at a thickness of 0.3m. The buried soil consisted of dark-brown silt and clay with occasional brick and mortar flecking and gravel inclusions. The deposit is likely to reflect occupation of the area in the 19th century – Macclesfield Road was laid out on its current orientation by 1844 and was lined with contemporary buildings until they were demolished in the 20th century.

Figure 14: West facing section of trenching on Macclesfield Road showing modern road layers overlying 19th century buried soil.

8.9 Moreland Street

Approximately 53m of trenching was observed on Moreland St, west of the junction with Central Street. The existing modern road layers were exposed overlying concrete hardcore to a depth of 0.3m. Modern service deposits and made-ground were exposed to the remaining depth of excavation at 0.7m below the existing ground level. No archaeological finds or features were observed during trenching on Moreland Street.

Figure 15: General view of trenching on Moreland Street looking northeast towards the junction with Central Street.

Figure 16: South facing section of trenching on Moreland Street showing modern road layers over made-ground (1m scale).

8.10 Nelson Place

Approximately 71.6m of trenching was observed on Nelson Place running east from the junction with Nelson Terrace. Shallow tarmac and concrete were exposed to a depth of 0.1m, overlying service backfills in the majority of trenching. A section of trenching between Boreas Walk and Remington Street exposed a small stretch of brick wall surviving to a height of 1 course, and exposed 0.4m below the existing road surface. The wall was overlain with rubble backfill and exposed to a length of 3m in the north facing section. The wall is likely to be a cellar wall of a former 19th century property fronting Nelson Place before it was widened to the north in the later 19th/20th century.

Figure 17: South facing section of trenching on Nelson Place showing mixed made-ground and rubble layers (1m scale).

Figure 18: Trenching to the west of Remington Street on Nelson Place, showing section of brick wall in the north facing section (0.5m scale).

Figure 19: Small section of brick wall in trenching on Nelson Place (0.5m scale).

8.11 Nelson Terrace

A single 31m trench was monitored on Nelson Terrace running north from the junction with City Road. The trench exposed modern road layers overlying modern made-ground and service backfills to a depth of 0.5m, no archaeological finds or features were observed.

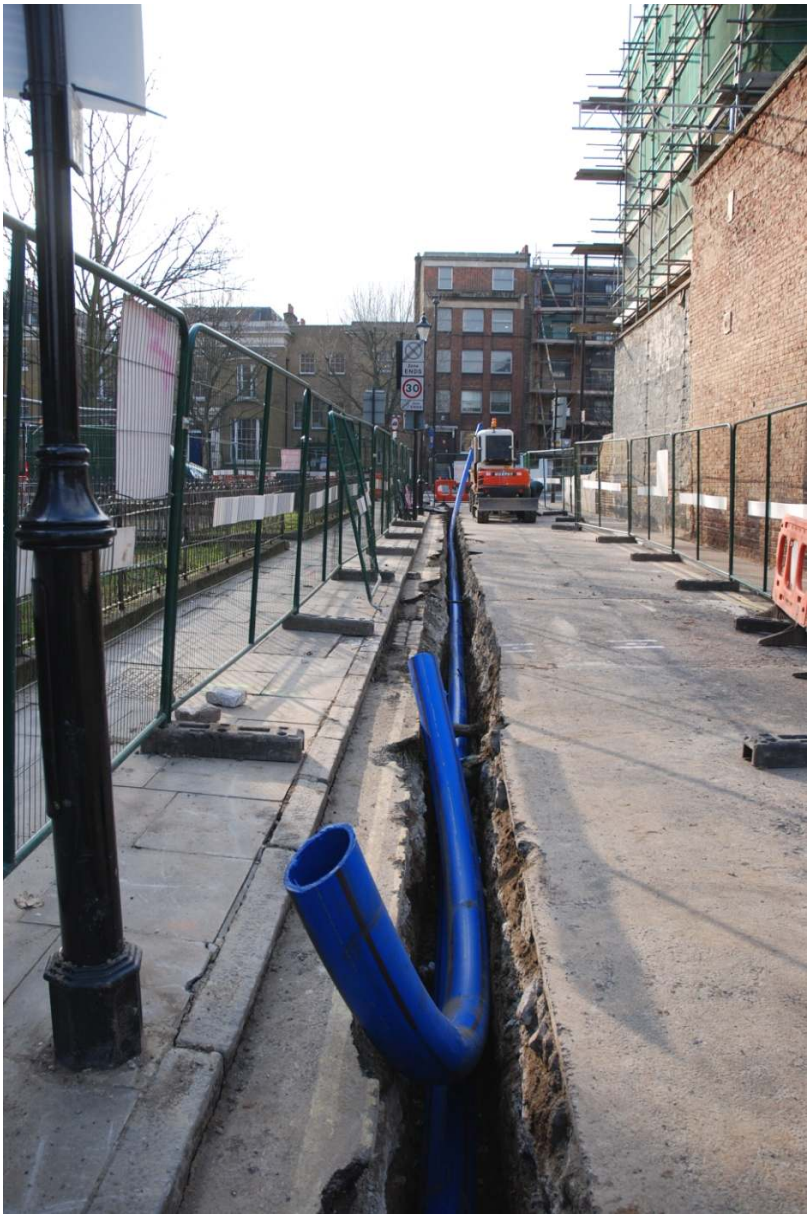

Figure 20: Trenching on Nelson Terrace looking south to the junction with City Road.

8.12 Oakley Crescent

Approximately 52m of trenching were observed on Oakley Crescent from the junction with City Road. Shallow tarmac was exposed overlying a layer of rubble hardcore to a depth of 0.4m. Mixed service deposits and up-cast from cellar excavations was observed to the remaining depth at 1.2m below the existing ground level. No archaeological finds or features were observed.

Figure 21: Trenching on Oakley Crescent looking north from the junction with City Road (1m scale).

8.13 Pickard Street

An 8.5m trench was monitored was Pickard Street, running south from the junction with City Road. Paving and concrete hardcore were observed to a depth of 0.44m overlying mixed made-ground layers to a depth of 1.2m below the existing ground surface. A section of purple/red brick wall with lime mortar was exposed in section and orientated east-west, surviving to a height of 0.9m and cut by services and trenching. The wall is likely to be of 19th century date, possible part of a coal cellar belonging to a property fronting City Road, and subsequently demolished. Surrounding deposits included brick rubble, likely to represent demolition of the Victorian buildings in the area.

Figure 22: West facing section of trenching on Pickard Street, showing a section of 19th century brick wall (1m scale).

8.14 President Street

Approximately 50m of trenching was observed on President Street, running the full length of the street between the junctions with Central Street (west) and Macclesfield Road (east). Trenching exposed tarmac and concrete hardcore to a depth of 0.45m, overlying modern road-makeup layers and service deposits to a maximum depth of 1.1m.

Figure 23: North facing section of trenching on President Street (1m scale).

8.15 Remington Street

Approximately 102m of Remington Street was monitored, along the full length of the street between the junction with City Road (south) and Nelson Place (north). Tarmac over bitumen rubble was exposed to 0.2m, overlying modern brick rubble hardcore (0.1m) and a mid-brown/grey silty clay soil with frequent brick flecking for a further 0.25m. These modern deposits overlay a thin lense of crushed brick above a layer of heavily flecked brown/grey deposit with frequent brick and concrete at a thickness of 0.35m. The remaining depth of excavation exposed a looser brown/grey deposit with fewer inclusions. The deposits beneath the modern road and hardcore layers are thought to be up-cast dumped following excavation of coal cellars belonging to properties lining Remington St in the 19th century.

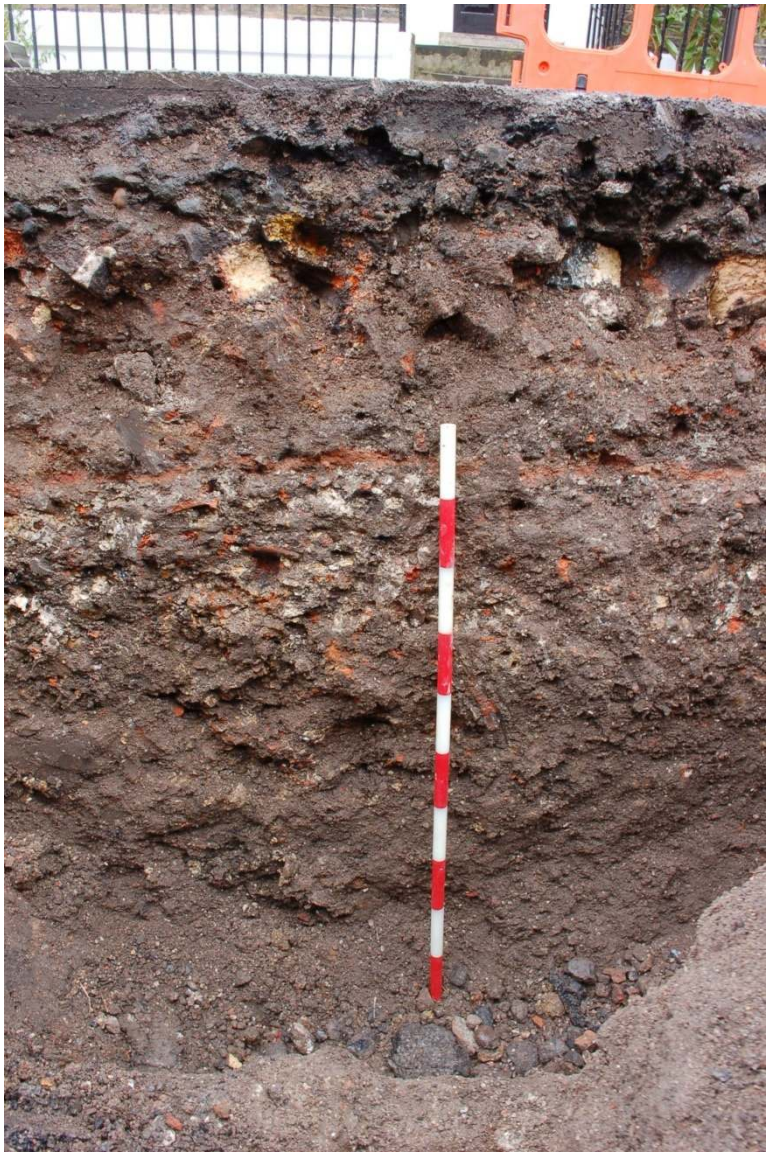

Figure 24: West facing section of trenching on Remington Street (1m scale).

8.16 Rocliffe Street

Approximately 63m of trenching was observed on Rocliffe Street running south from the junction with Graham Street. Tarmac was exposed overlying concrete and mixed sandy rubble to 0.4m below the existing ground surface. Dark grey-black silty clays were exposed for the remaining depth of excavation, in places up to 2m below the existing ground surface. These deposits may relate to the excavations of the City Road Basin and nearby canals, or alternatively they may be redeposited alluvial deposits from the dock area, possibly dredged from the canals. No datable material was recovered from the deposits, and no further archaeological finds or features were recorded.

9. Archaeological Research Questions

The objectives of the archaeological watching brief included contributing to knowledge of the archaeology of the area through the recording of any remains exposed as a result of excavations in connection with the groundworks. Particular attention was made to the character, height below ground level, condition, date and significance of the deposits. The fieldwork presented an opportunity to address the following general and specific research questions:

- Is there any evidence for prehistoric to medieval activity, and what is the nature of this? *No evidence for prehistoric or medieval activity was recorded.*
- Is there any evidence for the line of the medieval roads or early settlement patterns in this area? *No evidence for medieval roads or settlements was recorded.*
- What evidence is there for post-medieval activity in the area? *Several sections of surviving brick cellar walls were recorded, belonging to properties constructed in the later 19th century during the widescale residential development of the area. Deposits relating to the demolition of these structures were recorded in several areas, along with up-cast material from cellar excavations.*
- What evidence is there for activity in relation to the canal and City Road Basin? *Several recorded deposits suggested ground-makeup using redeposited up-cast from the excavations of the City Road Basin and canals.*
- Can the watching brief works inform on the residential, social, commercial and industrial history of the area? *Evidence for the residential development in the latter half of the 19th century was recorded, along with evidence for modern developments and demolition of the Victorian buildings. Much of the area appears to have been made-up, possibly with material excavated from the City Road Basin and canal.*
- At what level do archaeological deposits survive in the highways across the area? *Modern road layers were recorded to an average depth of 0.5m, modern service deposits were recorded to the maximum excavation limit (average of 1.5m) in many areas. Only deposits of 19th century date were observed, surviving at an average height of 0.6m below the existing ground level.*
- Can the watching brief works inform on the site-specific research questions of local archaeological sites and archaeological priority areas? *No.*

10. Summary and Conclusions

10.1 Approximately 1.7km of trenching was observed within DMA Crouch Hill 61, in the City Road area of the London Borough of Islington. The majority of trenching exposed modern road layers overlying modern made-ground, service cuts and associated backfills. Sections of 19th century brick wall were exposed in trenching on Nelson Place, Central Street, City Garden Row and Pickard Street, the remnants of coal-cellar walls belonging to the later 19th century properties constructed during the wide-scale residential development of the area. Up-cast material from the excavation of these cellars was deposited as made-ground and exposed in a number of trenches. Areas of redeposited natural clays were exposed in trenching near the City Road Basin, it is likely these were dumped following the excavations of the Basin and canals in the earlier 19th century.

10.2 Archaeological deposits and features were restricted to post-medieval, 19th century remains. No archaeological finds or features pre-dating the 19th century were observed, and overall nothing of significance was recorded.

11. Bibliography

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APPENDIX I: OASIS Data Collection Form

OASIS ID: compassa1-101197

Project details

Project name	Thames Water Victorian mains replacement works in the vicinity of City Road, London Borough of Islington (DMA CH61)
Short description of the project	Approximately 1.7km of trenching was observed within DMA Crouch Hill 61, in the City Road area of the London Borough of Islington. The majority of trenching exposed modern road layers overlying modern made-ground, service cuts and associated backfills. Sections of 19th century brick wall were exposed in trenching on Nelson Place, Central Street, City Garden Row and Pickard Street, the remnants of coal-cellar walls belonging to the later 19th century properties constructed during the wide-scale residential development of the area. Up-cast material from the excavation of these cellars was deposited as made-ground and exposed in a number of trenches. Areas of redeposited natural clays were exposed in trenching near the City Road Basin, it is likely these were dumped following the excavations of the Basin and canals in the earlier 19th century.
Project dates	Start: 07-09-2009 End: 12-04-2011
Previous/future work	No / No
Any associated project codes	TZS09 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Residential 1 - General Residential
Monument type	WALL Post Medieval
Monument type	DEPOSIT Post Medieval
Significant Finds	N/A None
Investigation type	'Watching Brief'
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON ISLINGTON ISLINGTON Thames Water Victorian mains replacement works in the vicinity of City Road, London Borough of Islington (DMA Crouch Hill 61).
Postcode	EC1
Study area	1.70 Kilometres
Site coordinates	TQ 3200 8294 51.5294240361 -0.09684354236180 51 31 45 N 000 05 48 W Point

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	English Heritage/Department of Environment
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter

Project supervisor	Rosie Cummings
Type of sponsor /funding body	Water utility/company
Name of sponsor /funding body	Thames Water Utilities
Project archives	
Physical Archive Exists?	No
Digital Archive recipient	Museum of London archive
Digital Contents	'none'
Digital Media available	'Images raster / digital photography','Spreadsheets','Text'
Paper Archive recipient	Museum of London Archive
Paper Contents	'none'
Paper Media available	'Notebook - Excavation',' Research',' General Notes','Plan','Report','Unpublished Text'
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Thames Water Victorian Mains Replacement Works in the vicinity of City Road, London Borough of Islington (DMA Crouch Hill 61): An Archaeological Watching Brief
Author(s)/Editor(s)	Cummings, R
Date	2011
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark St, London SE1 1RQ
Description	33-page spiral bound report
Entered by	Rosie Cummings (mail@compassarchaeology.co.uk)
Entered on	17 May 2011

APPENDIX II: London Archaeologist Summary

Site Address:	Thames Water Victorian mains replacement works in the vicinity of City Road, London Borough of Islington (DMA Crouch Hill 61).
Project type:	Watching brief
Dates of Fieldwork:	7th September 2009 to 12th April 2011
Site Code:	TZS09
Supervisor:	Rosie Cummings
NGR:	TQ 3200 8294
Funding Body:	Thames Water Utilities Ltd

Approximately 1.7km of trenching was observed within DMA Crouch Hill 61, in the City Road area of the London Borough of Islington. The majority of trenching exposed modern road layers overlying modern made-ground, service cuts and associated backfills. Sections of 19th century brick wall were exposed in trenching on Nelson Place, Central Street, City Garden Row and Pickard Street, the remnants of coal-cellar walls belonging to the later 19th century properties constructed during the wide-scale residential development of the area. Up-cast material from the excavation of these cellars was deposited as made-ground and exposed in a number of trenches. Areas of redeposited natural clays were exposed in trenching near the City Road Basin, it is likely these were dumped following the excavations of the Basin and canals in the earlier 19th century.

APPENDIX III: Brick Assessment

Brick samples were recovered from cellar walls exposed in Nelson Place and City Garden Row; the samples were discarded following assessment.

Street	Description	Dimensions (mm) (LxWxD)	Date
Nelson Place	Dark red/purple hard fabric, ceramic orange inclusions, gravel, mortar and shell. Chalk/lime grey/white mortar with frequent gravel.	220x100x60	19th century
City Garden Row	Light red/orange hard fabric, fine with occasional gravel inclusions. Rounded edges, unfrogged, no adhering mortar.	223x110x43	19th century