THAMES WATER MAINS REPLACEMENT

In the vicinity of the Regent's Canal and Shepherdess Walk
(AMP5, District Metering Area Crouch Hill 29)

LONDON BOROUGHS OF HACKNEY AND ISLINGTON

AN ARCHAEOLOGICAL WATCHING BRIEF

August 2012

Thames Water

COMPASS ARCHAEOLOGY

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Abstract

An archaeological watching brief was undertaken between March 2011 and August 2012 during water mains renewal and replacement works in Thames Water District Metering Area Crouch-Hill 29 (London Boroughs of Hackney and Islington): around the Regent's Canal and Shepherdess Walk.

Archaeological monitoring was undertaken during contractor's groundworks and consisted of the inspection and recording of all open works accessible during monitoring visits.

Nothing of archaeological interest was revealed in these trenches, with most trenches and pits simply revealing modern road-surfaces overlying services and service fills / disturbed deposits, or relatively modern made-ground deposits.

A few brick walls (mainly cellar walls) and a soakaway were uncovered – these generally related to the 19th century development of the area, as indicated on historic maps. The remains of an early 20th century underground toilet were also uncovered in New North Road.

In a few trenches, stratified made-ground deposits were observed. Few finds were recorded, but these were generally 19th century pottery, reflecting the 19th century development of the area. Some indication of deposits associated with the creation of the canal basins were also observed in a few places.

Indications of earlier land-surfaces / plough-soils were also observed in some trenches. These presumably pre-date the later post-medieval development of the area, when it was predominantly open fields, etc (as depicted on Rocque's mid-18th century map).

Natural deposits (sandy-gravels and clay) were observed in a few places (Bletchley Street, Eagle Wharf Road, Shepherdess Walk, and Wharf Road), at between 0.8 and 1.4m beneath the modern ground-surface.

Nothing of archaeological significance was, therefore, observed in any of the trenches monitored in the area of Crouch-Hill 29 DMA.

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1 Introduction

1.1 This report details the results of an Archaeological Watching Brief carried out during water mains replacement works in the area around the Regent's Canal and Shepherdess Walk, in the London Boroughs of Hackney and Islington, between 9th March 2011 and 17th August 2012. The work was undertaken on behalf of Thames Water Utilities by their main contractor Clancy Docwra.

1.2 Archaeological monitoring was undertaken during contractors groundworks and formed a response to recommendations made by English Heritage for an archaeological watching brief. The decision to archaeologically monitor this area was made because of its industrial heritage with regard to the Regent's Canal.

1.3 The archaeological monitoring included an on-site photographic and written record. At a minimum a series of Trench Record sheets were completed for individual excavations or sections of open-cut trench, recording the nature of exposed deposits and details on any archaeological finds and features (including collection of datable finds/samples). Photographs, recording representative trench sections and general site locations, were also taken.

1.4 The archaeological work followed consultation with and advice from Kim Stabler and Adam Single of English Heritage.

The watching brief was commissioned by Optimise, on behalf of Thames Water.

2 Site Location and Geology (Figs 1 and 2)

The works took place in an area of Hackney and Islington that is north of the City Road. The DMA is broadly bounded by the Regent's Canal to the north, the New North Road to the east, City Road to the south and the City Road Basin to the west. The DMA falls within the London Boroughs of Hackney and Islington.

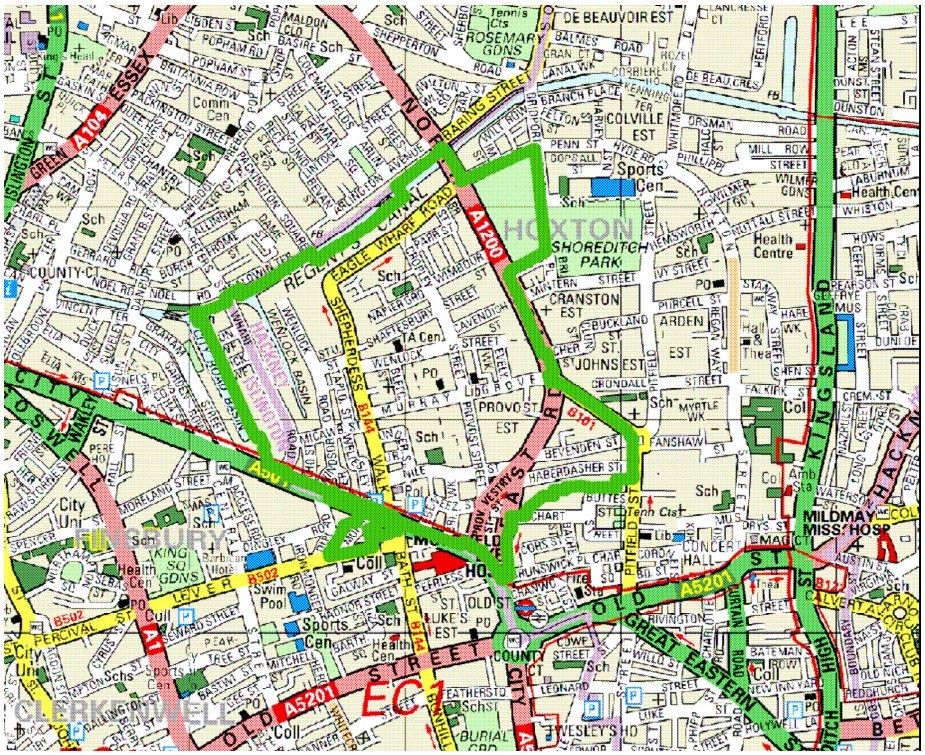

Fig. 1: A-Z Map, depicting the outline of Crouch-Hill 29 (the monitored area).

The British Geological Survey (North London, Sheet 256) shows that the whole of the DMA lies on Hackney Gravels (a post-diversionary Thames River Terrace Deposit).

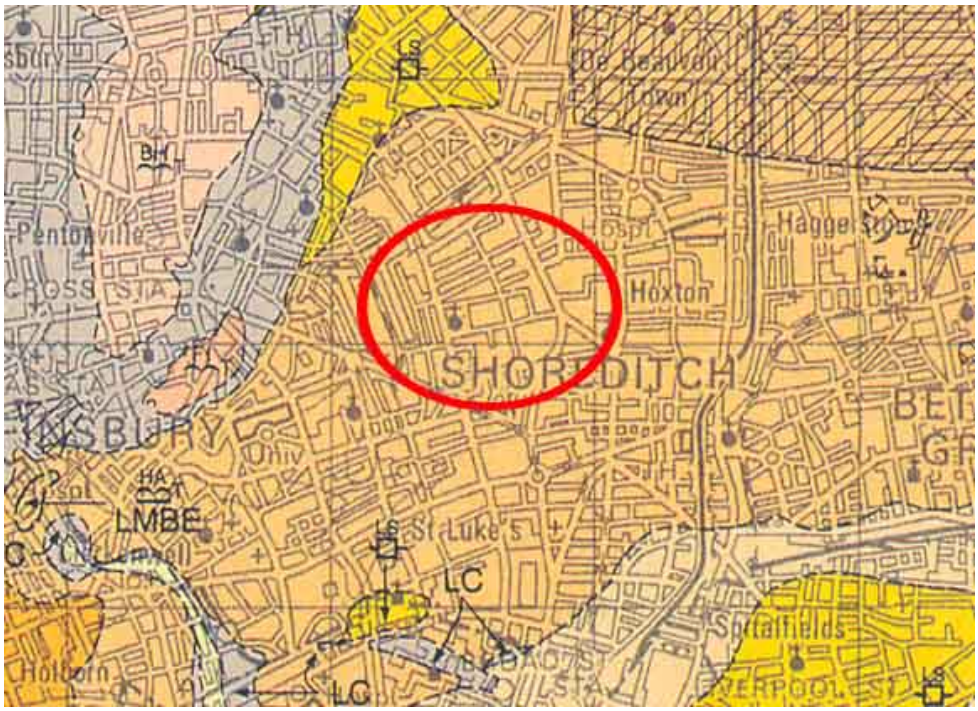

Fig. 2: British Geological Survey Map, with the DMA circled.

3 Archaeological and Historical Background

3.1 Prehistoric

Hackney and Islington have evidence of prehistoric material, however this specific area 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 probably from the Bronze Age (2,000 to 600 BC), particularly the later Bronze Age, although it seems unlikely that this activity would have been concentrated in the area of this DMA.

3.2 Roman - Medieval

There is little evidence for early (Roman, Saxon, or medieval) settlement or activity in this area. The only possible medieval activity in this area is a medieval manor house on Wenlock Street (HER Ref: MLO1463). Early maps, such as the Agas' *Civitas Londinium* map of 1562 (fig. 3), indicate that although development was beginning to radiate out beyond the City of London, there was, in general, little development this far north at this date and the area remained broadly open fields.

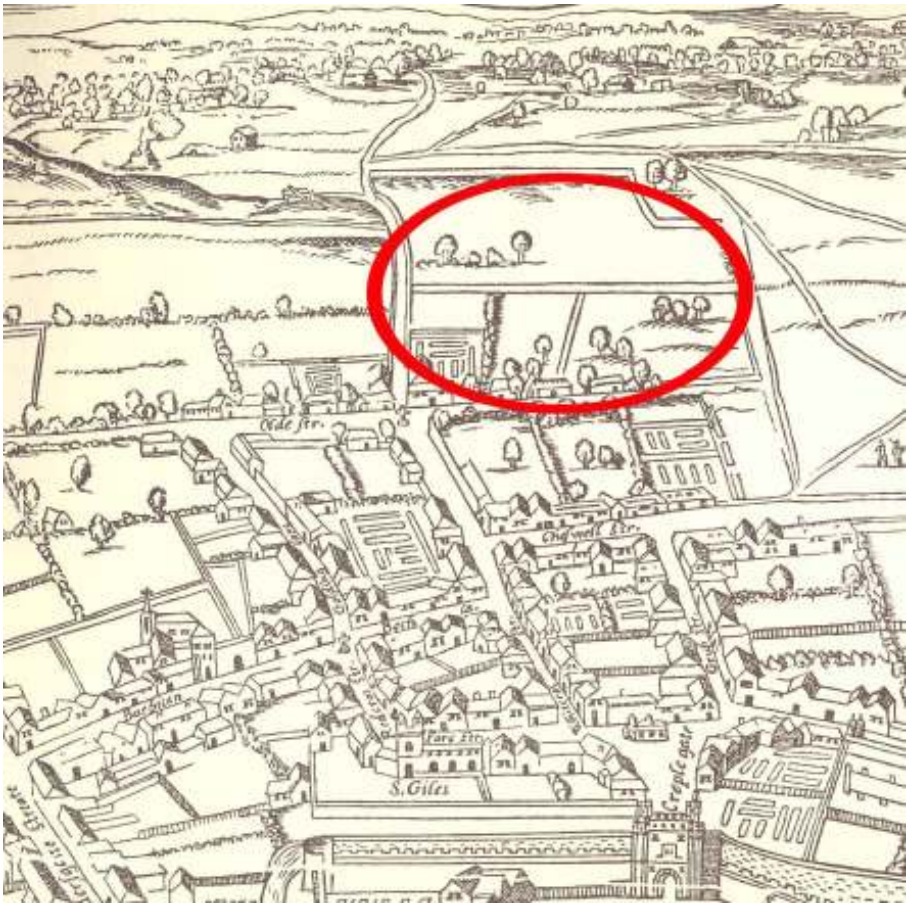

Fig. 3: 1562 Agas' Civitas Londinium Map, with DMA circled.

3.3 Post Medieval

Furthermore, little development appears to have taken place by the mid-18th century. John Rocque's map of 1746 shows the whole area as generally open land, particularly the northern part of the DMA. Some development just to the north of Old Street is visible (in the southern part of the DMA) – this took the form of a couple of buildings and roads. To the north, one or two paths / routes are visible (preceding the main roads that exist today), but within a mainly open area.

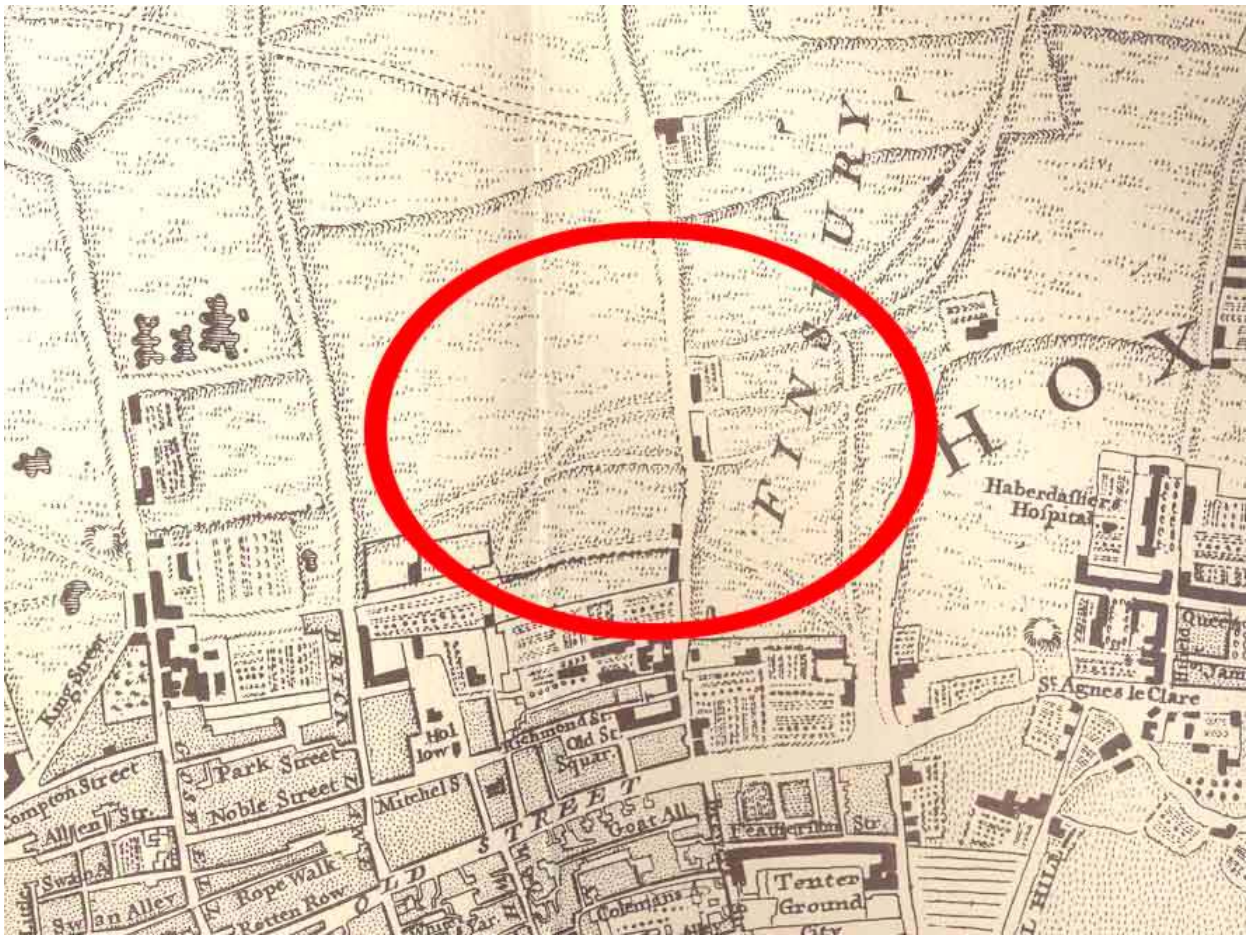

Fig. 4: Rocque's 1746 Map, with DMA circled.

By the time of Horwood's map of *c.*1799 (Faden's 1813 revision), further development had taken place. Most notably, this took the form of the construction of City Road (running along the southern boundary of the DMA). This was an eastern extension of the New Road, constructed in 1756 from Edgware Road and Paddington Canal Basin to the Angel, Islington. Development just to the north of this also took place, with some of the present roads (Shepherdess Walk, Nile Street, Haberdasher Street, *etc*) existing from this date. Much of the development in this area at this date takes the form of terraced housing, although one or two larger and more substantial structures are present within the boundaries of the DMA. This includes St Luke's Workhouse, the London Cavalry Riding House, and part of the Haberdashers

Alms Houses. A large part of the central area of this DMA falls within the land owned by Wenlock's Barn Prebendary, plus 'Drill Ground for the East India Volunteers Belonging to the Prebend of Wenlock's Barn', and the barn itself between them. This barn is possibly the successor of the medieval manor house. A large part of the northern part of this DMA remained open land.

Fig. 5: Faden's 1813 revision of Horwood's 1799 Map, with the southern part of the DMA outlined.

By the time of the First Edition 25inch OS Map (surveyed 1870, published 1872), the area had been entirely developed and the street layout was broadly as it is today. Noticeably, the City Road Basin (just to the west of the DMA), the Wenlock Basin (at the western end of the DMA), and the Regent's Canal (running along the northern boundary of the DMA), are present by this date. A discussion of their construction and history is included below. The construction of these led to substantial development (both residential and industrial in this area). This includes a number of industrial buildings around Wenlock Basin (a number of saw mills are mentioned, in particular). One or two of the larger buildings are visible on this map, including St Luke's Workhouse. In general, however, the majority of the DMA consists of residential development – mainly terraced houses. It should be noted that the roads at this date seem to be slightly narrower than they are today. Nonetheless, the basic street layout and design of the area has remained broadly similar from the later 19th century to the present day.

Fig. 6: 1870 First Editions 25inch OS Map, with the DMA outlined.

3.4 The Regent's Canal

Much of this area is characterised by the presence of the Regent's Canal and the numerous canal basins. 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.

The Regent's Canal was 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, it 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 metre (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 and just to the west of this DMA, 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 transporting 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 Regent's Canal. Iron and steel for Birmingham, imported via Regent's 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 Regent's Canal Dock to shipping in 1969 was the last nail in the coffin[1].

4 Archaeological Research Questions

The research objectives of the archaeological watching brief as set out in the preliminary *Specification* (Compass Archaeology November 2010, Section 5), were as follows:

[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.

- 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 generally involved one archaeologist on site, as required, monitoring works and investigating and recording any archaeological remains. Close contact was maintained with the groundworks team to ensure a presence on site as and when necessary.

Where archaeological remains were exposed adequate time was given 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

Archaeological deposits and features were investigated and recorded in stratigraphic sequence and, where appropriate, finds dating evidence was recorded.

Archaeological deposits and features were recorded on *pro-forma* context or trench sheets, and/or drawn in plan. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. The fieldwork record was supplemented as appropriate by digital photography

6 Post Excavation Work

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

6.1 Finds and samples

Finds and samples were treated in accordance with the appropriate guidelines, including the Museum of London's *'Standards for the Preparation of Finds to be permanently retained by the Museum of London'*. Finds and artefacts were retained and bagged with unique numbers related to the context record for the purposes of identification, unstratified finds were not retained. Assessment of finds and samples was undertaken by appropriately qualified staff.

6.2 Report procedure

Copies of this report will be supplied to the client Clancy Docwra, Thames Water, English Heritage and the local studies library.

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.

8 The Archaeological Watching Brief

Discussion of the results of the watching brief will consider each street in turn (presented here in alphabetical order). A plan depicting the trenching monitored in each street, alongside a discussion of the stratigraphy and any finds / features uncovered in each trench, plus a few photographs, will be included. Where necessary, further discussion will consider the archaeological significance of the trenches. Any finds collected from unstratified and made ground deposits were assigned context numbers for the purpose of identifying individual finds provenance and for ease of specialist analysis.

8.1 Bevenden Street (Figs 7 to 9)

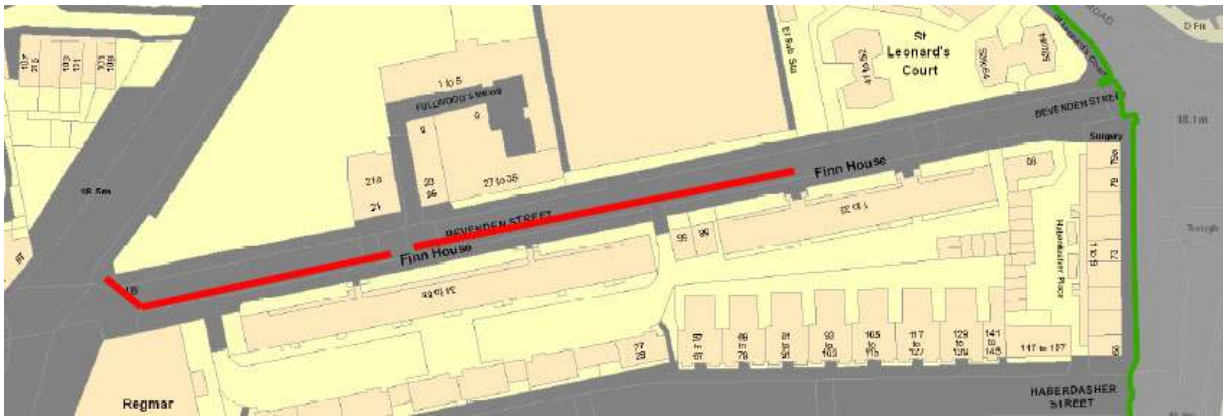

Fig. 7: Plan showing the trenching monitored in Bevenden Street.

56m of open-cut trenching was observed on the southern side of Bevenden Street (Figs 7 to 9), at the western end of the road running east from the junction with East Road (and to a depth of *c.*1.1m). The modern road-surface (tarmac over a stone / tarmac base *c.*0.4m thick) overlay mixed dumped / made-ground deposits (generally dark grey-brown compact sandy-silt, plus occasional service backfills. No archaeologically significant finds or features were observed.

A further 45m of open-cut trenching was observed on the southern side of Bevenden Street, running east from the trench seen previously, up to Finn House (to a depth of 1.1m beneath the modern ground-surface). The modern road-surface / kerbing (with a base of mixed concrete rubble and pink aggregates) overlay accumulated made-ground deposits. This was a dark grey silty-clay deposit (contexts 6 and 15) with frequent ceramic building material fragments, rounded pebbles, some orange – brown clay pockets, pottery, glass, and clay pipe. 19th century pottery (Post-medieval redware, English stoneware, Chinese porcelain, and Ironstone China – context 6, see Appendix II) were recovered from this deposit. Context 13 also refers to this deposit, and included two pieces of late 16th century post-medieval redware (see Appendix II), although these are probably residual. Furthermore, two pieces of pan-tile (contexts 6 and 15) were dated 1630-2000, and one piece of peg-tile (context 15) dated 1480-1800 were recovered from this deposit (see Appendix III). This made-ground deposit therefore appears to reflect

development in this area in the later post-medieval period. Such development in Bevenden Street is reflected in Faden's 1813 revision of Horwood's 1799 Map (fig.9), which depicts the line of 'Bevenden Street' (marked as 'Willow Walk') with some limited development around it – suggesting that this area was beginning to be developed in the early 19th century.

Fig. 8: Photograph of a section of the open-cut trenching on Bevenden Street, showing the modern road-surface overlying various made-ground deposits.

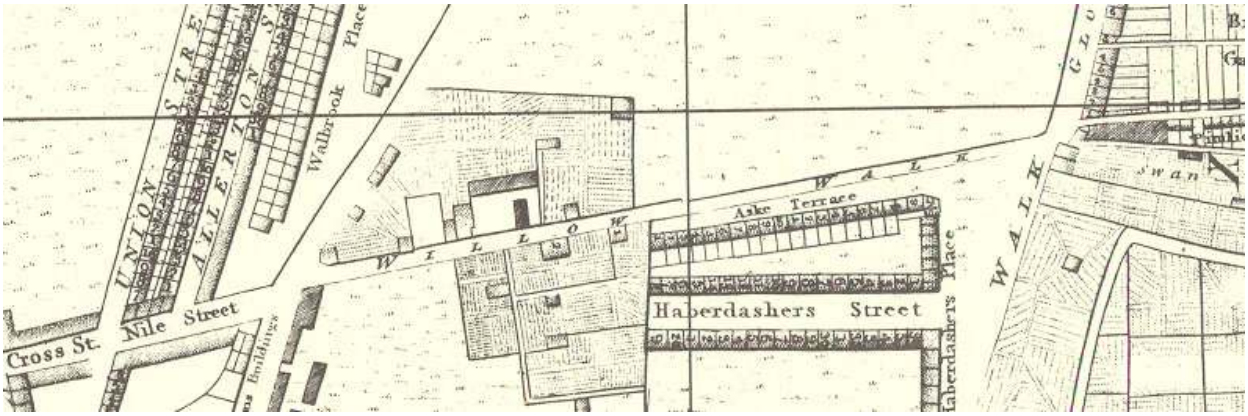

Fig. 9: Faden's 1813 revision of Horwood's 1799 Map, showing the line of Bevenden Street with the beginnings of development around it (marked as 'Willow Walk').

8.2 Bletchley Street (Figs 10 to 11)

Fig. 10: Plan showing the trenching monitored in Bletchley Street.

25m of open-cut trenching was observed on the eastern side of Bletchley Street, opposite Bletchley Court (0.4m in width and 1m in depth). The modern road-surface (tarmac and brick rubble) overlay the made-ground deposits (a dark brown-grey clay deposit, with frequent ceramic building material fragments). This overlay the natural deposits – a dark brown sterile clay, observed *c.*0.8m beneath the modern ground-surface.

A further 7m of open-cut trenching was observed on the eastern side of Bletchley Street, at the corner with Wenlock Street, and to a depth of *c.*1m beneath modern ground-surface. The modern tarmac and concrete road-surface overlay various made-ground and service backfill deposits (generally mid-brown-grey clay with ceramic building material fragments and clay deposits). No finds or features of archaeological significance were observed.

Fig. 11: Photograph of a section in the trenching on Bletchley Street, showing the modern road-surface over service backfill.

8.3 Bracklyn Street (Fig 12)

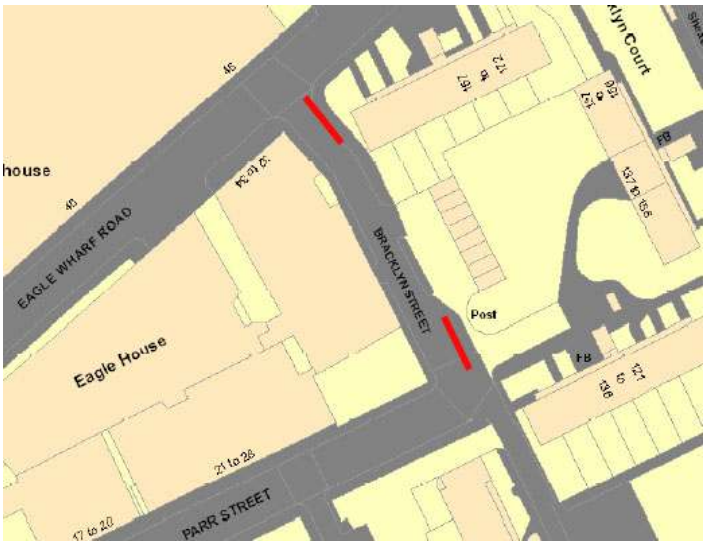

Fig. 12: Plan showing the trenching monitored in Bracklyn Street.

Two sections of open-cut trenching on the eastern side of Bracklyn Street, one at the far northern end (at the junction with Eagle Wharf Road) and measuring approximately 6.5m in length, and one at the southern end (at the junction with Parr Street) and measuring *c.*4m in length, were observed. The modern road-surface (tarmac and concrete, 0.4m in thickness) was observed over service fills, to a depth of *c.*0.9m (limit of excavation). No finds or features of archaeological significance were observed.

8.4 Cavendish Street (Figs 13 to 14)

Fig. 13: Plan showing the trenching monitored on Cavendish Street.

A pit (2m x 1.5m, by 1.3m in depth) was observed at the western end of Cavendish Street, at the junction with Cropley Street. The modern road-surface (tarmac over concrete, 0.35m in thickness) overlay 0.95m of service

backfills (grey-purple gravels) within service trenches. No significant archaeological finds or features were observed.

Fig. 14: Photograph of the pit in Cavendish Street, showing the modern road-surface overlying service backfills.

8.5 City Road (Figs 15 to 19)

Fig. 15: Plan showing the trenching monitored on City Road.

Two small pits (*c.*2m x 0.5m, and dug to a depth of up to 1m) were observed on the northern side of City Road, between Thoresby Street and Wharf Road. The modern road-surface of tarmac and concrete (0.6m) overlay made-ground

deposits and service trench backfill (grey-pink aggregates) – *c.*0.4m in depth. No finds or features of archaeological significance were observed.

*c.*10m of open-cut trenching was observed on the northern side of City Road, running west from the junction with Thoresby Street, to the depth of *c.*0.95m beneath the modern ground-surface. The tarmac and concrete road-surface (0.45m thick) overlay service trench backfill (with concrete lumps in) and dark brown silty-clay, with occasional fragments of ceramic building material. No finds or features of archaeological significance were observed.

21m of open-cut trenching was observed on the northern side of City Road, along the western curve of the entrance to Windsor Terrace, to a depth of 1.2m beneath the modern ground-surface. The modern tarmac and concrete road-surface (0.41m in thickness) overlay a compact mid brown clayey silt (context 2), with bits of ceramic building material, oyster shell, animal bone, and 19th century pottery. One pan tile fragment was recovered from this deposit, dated 1630-2000 (see Appendix III). Pottery recovered from this deposit consisted of one fragment of English tin-glazed ware, one fragment of black basalt ware, four fragments of Creamware, and two fragments of Ironstone China, giving a combined 19th century date, plus a fragment of clay-pipe stem (see Appendix II and IV). This reflects the 19th century development of this area, depicted on the 1813 Horwood Map (fig. 17).

Fig. 16: Photograph of a section of the open-cut trenching on City Road, showing the modern road-surface over a clayey-silt deposit.

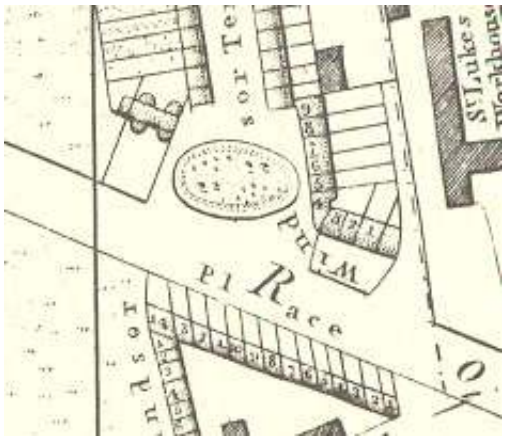

Fig. 17: Faden's 1813 revision of Horwood's 1799 Map, showing Windsor Terrace.

50m of open-cut trenching (up to 1.1m deep) was observed along the northern side of City Road, running from Micawber Court to Shepherdess Walk. The existing road-surface (tarmac and concrete, 0.45m thick) overlay a pipe trench and made-ground deposits (a homogeneous dark grey clay-silt deposit with occasional stones and ceramic building material fragments). No finds or features of archaeological significance were observed.

Fig. 18: Photograph of the trenching along City Road, looking east.

c.24m of open-cut trenching was observed on the northern side of City Road, running east from the junction with Provost Street, and to a depth of *c.*1m. 0.37m of modern road-surface (tarmac over a bed of crushed tar and hardcore) overlay service backfills, with no significant archaeological finds or features observed.

A further 30m of open-cut trenching was observed on the northern side of City Road, continuing east from the trench seen previously up to the junction with East Road. This was dug to approximately 1.2m beneath ground-surface. A modern road-surface (tarmac over concrete, 0.4m thick) overlay a number of services with associated service backfills (stoney, MOT type 1, sandy, etc), within a general mixed loose grey-brown silty-sand. No archaeologically significant finds or features were observed.

Fig. 19: Photograph of the trenching along City Road, looking east.

8.6 Cropley Street (Figs 20 to 25)

Fig. 20: Plan showing the trenching monitored on Cropley Street.

Three pits on Cropley Street (one on the western side just south of Wenlock Street; one on the eastern side opposite the junction with Cavendish Street; and one on the eastern side just north of this) were observed – all were *c.*0.95m in depth. The modern tarmac road surface over concrete bedding, with service cuts / backfill, was observed to a depth of 0.32m beneath the road-surface. This overlay a made-ground deposit: a strong brown-orange clay-silt, with frequent pebbles and ceramic building material fragments (continuing beyond the limit of excavation). No finds or features of archaeological significance were recorded.

Fig. 21: Photograph of one of the pits on Cropley Street, showing the modern road-surface overlying service backfill and made-ground deposits.

Two more pits, on the western side of Cropley Street at the junction with Shaftesbury Street, were observed (both measured approximately 8m by 0.5m, to *c.*1m in depth). The modern tarmac and concrete road-surface (0.36m thick) overlay numerous services and service backfill (mid grey-brown silty-sand with pebbles, ceramic building fragments, etc). No archaeologically significant finds, features, or deposits, were observed.

Fig. 22: Photograph of one of the pits on Cropley Street.

Two trenches on the north-western side of Cropley Street, between Napier Grove and Forston Street, and to a depth of 0.9m, were observed. The existing road-surface (tarmac over earlier cobbles, *c.*0.25m thick) was observed overlying a mixed brown – grey clay-silts (made-ground / dumping), plus service backfills (light grey sandy-silt). No finds or features of archaeological significance were observed.

Fig. 23: Photograph of the trenching on Cropley Street, showing the modern road-surface overlying made-ground deposits.

A 50m stretch of open-cut trenching was observed on the western side of Cropley Street, running north from the junction with Forston Street to the junction with Parr Street, and excavated to *c.*1m beneath modern ground-surface. The modern road-surface (tarmac over concrete, 0.3m thick) overlay a series of made-ground layers. These were an orange-brown stoney-silt (50mm thick), over a black silty deposit (50mm thick), over a mortar deposit (100mm thick), over a dark brown silty-sand with ceramic building material and pebbles in (0.3m and continuing beyond the limit of excavation). Cropley Street is depicted on the First Edition OS Map, however is depicted as open ground on maps before this date – a 'Drill Ground for East India Company Volunteers' on the 1813 Map, for example.

Fig. 24: Photograph of a section in the trenching along Cropley Street, showing the various different made-ground layers.

A further 12m of open-cut trenching was observed on the eastern side of Cropley Street, at the far northern end, running north from Parr Street up to Eagle Wharf Road, and excavated to approximately 0.8m beneath ground-surface. The modern road-surface (0.3m of tarmac and concrete) overlay made-ground deposits (a mid-dark brown silty-sand with chunks of brick rubble and mortar in). There was some indication of layers within this – i.e. a yellow sandy layer, a mortar layer, etc, however this was not as clear as that in the previous section of trenching.

Fig. 25: Photograph of a section in the trenching on Cropley Street, showing the modern road-surface overlying made-ground deposits.

8.7 Eagle Wharf Road (Figs 26 to 31)

Fig. 26: Plan showing the trenching monitored on Eagle Wharf Road.

Five pits were observed along the northern side of Eagle Wharf Road, running east from the junction with Shepherdess Walk up to outside Holborn Studios. These were of various shapes and sizes, and all dug to between 1.27 and 1.62m in depth. The modern tarmac and concrete road surface overlay various layers and dumps of silty-clays and sandy-silts. Two pieces of 19th century Ironstone China were recovered from one of these pits (context 5 – see

Appendix II). The ground was heavily disturbed, with many deep iron caste and ceramic pipe services.

Fig. 27: Photograph of one of the pits on Eagle Wharf Road, showing the modern road-surface overlying disturbed service backfill.

Two more pits were observed on the northern side of Eagle Wharf Road, a continuation east of those seen previously (up to opposite No.17). The modern tarmac and concrete road-surface (0.45m thick) overlay services and service backfill, in the eastern-most pit. A series of stratified deposits were, however, observed in the northern section of the western pit. These included a mixed grey-brown silty-sand, with mortar, pebbles, slate, and ceramic building material in (from 0.45m beneath ground-surface, for a thickness of 0.55m); over a brick rubble layer (0.1m thick); over a mixed light grey silty-sand with lots of mortar and some pebbles and ceramic building material flecks (0.2m thick); over a dark brown / black silty wet deposit with pebbles and pottery (0.2m thick). The pot within this brown / black silty wet deposit (context 9) was dated to the 19th century, and consisted of Ironstone China (see Appendix II). These are a series of made-ground (post-medieval) deposits. The area of Eagle Wharf Road was open until the 19th century, and such made-ground deposits were presumably associated with this 19th century development. They overlay the natural deposits – yellow sandy gravels observed 1.4m beneath modern ground-surface.

Fig. 28: Photograph of one of the pits on Eagle Wharf Road, showing the stratified layers of made-ground deposits.

Five more pits were observed on the northern side of Eagle Wharf Road, continuing east up to the entrance to Access Storage. These varied in size and shape, and were excavated to between 1.1m and 1.7m beneath modern ground-surface. The modern road-surface (tarmac over concrete – 0.45m thick) overlay a large watermain running through the base of most of the pits, generally truncating much of the archaeology. Some stratigraphy of layers was, however, seen in pit 3 – and to varying degrees in other pits. This included a compact red / brown / black silty deposit (0.15m thick); over a thin mortar layer (50mm thick); over a red-brown silty-sand deposit with mortar, ceramic building material, and charcoal flecking (10mm thick); over a stoney-rubbly-mortar deposit (0.3m thick); over a mid-brown silty-sand deposit with pebbles (80mm thick); over a brick rubble / mortar layer (0.1m thick); over a mid-light brown silty-sand layer continuing beyond the limit of excavation (0.l5m +). These are all post-medieval made-ground deposits – similar to those seen in other pits along Eagle Wharf Road – and reflect the build-up of land and earlier activity in this area.

Fig. 29: Photograph of a section in one of the pits on Eagle Wharf Road, showing the modern road-surface over made-ground deposits, with some indication of different layers / stratigraphy within this.

Three more pits were observed along the northern side of Eagle Wharf Road, continuing east from those seen previously, and up to opposite the junction with Cropley Street (all excavated to *c.*1.3m beneath ground-surface). The modern road-surface (tarmac over concrete – 0.5m thick) overlay the large watermain running through the base of the pits, with some indication of the layers seen in previous pits (i.e. brick rubble areas, mortary areas, etc) – but all heavily disturbed.

Fig. 30: Photograph of one of the pits on Eagle Wharf Road, showing the disturbed service backfills (left side of image) and layers of made-ground deposits (right side of image).

One 10m stretch of open-cut trenching was observed along the northern side of Eagle Wharf Road, opposite the junction with Cropley Street (excavated to a depth of 1.05m beneath ground-surface). The modern ground-surface (tarmac over concrete) overlay a largely homogeneous mixed backfill / disturbed made ground deposits, surrounding numerous services. No archaeological finds or features were observed, or any indication of the stratified made-ground deposits seen in some of the other pits along Eagle Wharf Road.

Four more pits were observed on the northern side of Eagle Wharf Road, between Cropley Street and Bracklyn Street. These were of various shapes and sizes, and generally excavated to *c.*1m beneath ground-surface. The modern road-surface (tarmac over road-base) overlay a large watermain with service backfill. There was also some indication of made-ground deposits, with patches of ceramic building material, mortar, and pebbles – although this was not clearly stratified as it was in other pits.

Four further pits were observed on the northern side of Eagle Wharf Road, to the east of Bracklyn Street, around the entrance to Mortimer Wheeler House. All of these pits were approximately 1m – 1.2m in depth. The modern road-surface overlay service trench backfill, over a lense of crushed pottery in an ashy sand concreted mass (context 7). This was dated to the 19th century (see Appendix II), and consisted of Post-medieval redware, English stoneware, English yellow-glazed earthenware, and Ironstone China. This appeared at approximately 0.72m beneath the modern ground-surface, was *c.*80mm thick, and also contained glass, sand, concrete, ceramic building material, clay pipe, etc. This overlay a dark humic fine silty soil deposit (probably the early 19th century ground-surface – possibly a buried garden soil before the residential development of this area).

Fig. 31: Photograph of one of the pits on Eagle Wharf Road, showing the lense of crushed pottery (towards the base of the trench) overlying the dark silty-soil deposit.

8.8 East Road (Figs 32 to 34)

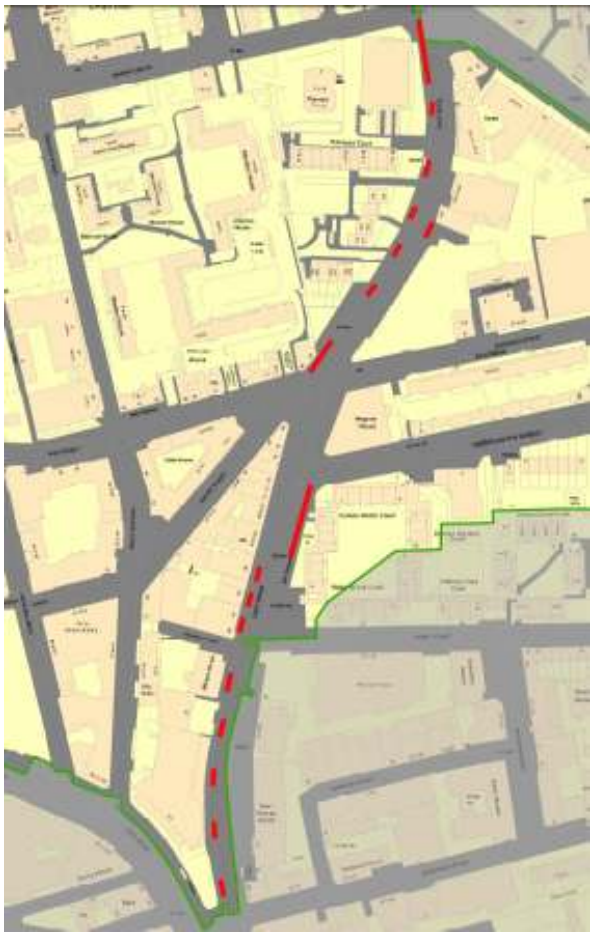

Fig. 32: Plan of the trenching monitored on East Road.

Five test pits along the western carriageway of East Road, at its southern end between City Road and Silbury Street, were observed. These were of various shapes and sizes (from 0.8m^2 to *c.*3m^2), but were all generally *c.*1m in depth. The modern tarmac and concrete road-surface (0.5m in depth) overlay a number of services and service-backfills, with no finds or features of archaeological significance observed.

Three further pits along the western carriageway of East Road, north of Silbury Street, and measuring between 1.5m and 7.5m, by 0.75m – 2.3m, and approximately 1.3m in depth, were observed. Modern tarmac and concrete road-surface overlay services and service-backfills, within a general mid-brown silty-sand matrix (with pebbles and CBM). No finds or features of archaeological significance were observed.

15m of open-cut trenching on the eastern side of East Road, just south of Haberdasher Street, and down to a depth of 1m, were observed. The modern paving-slabs overlay concrete; over modern brick rubble (yellow stock bricks and bricks stamped 'Electricity'). No finds or features of archaeological significance were observed.

One 5m-long pit was observed on the western side of East Road, just north of the junction with Nile Street, and to a depth of 1.35m. The modern tarmac and concrete road-surface overlay the made-ground deposit: a dark grey-brown clay deposit, with frequent ceramic building material and concrete fragments. No finds or features of archaeological significance were observed.

Five more pits were observed on the western side of East Road, between Bevenden Street and Murray Grove – these varied in size but were all dug to approximately 1.2m in depth. The modern tarmac and concrete road-surface overlay the made-ground deposit: a mid grey-brown clay with ceramic building material and concrete fragments. No finds or features of archaeological significance were observed.

Fig. 33: Photograph of a section in one of the pits on East Road, showing the modern road-surface over the mid grey-brown clay made-ground deposit.

*c.*15m of open-cut trenching was then observed on the western side of East Road, running into Murray Grove (dug to a depth of 1.15m). The modern tarmac and concrete road-surface (*c.*0.4m in thickness) overlay up to 0.75m of made-ground (clay / gravel / rubble). This overlay the natural deposits – a mid-dark grey brown clay. No finds or features of archaeological significance were observed.

Another pit (2.7m x 1.27m, by 1.4m in depth), was observed on the eastern side of East Road, outside the service entrance opposite the Fairbank Estate. The modern road-surface (0.4m of tarmac and concrete) overlay service backfill (mid grey-brown silty sand) associated with the large water-main observed in the southern section. No archaeologically significant finds or features were observed.

Fig. 34: Photograph of the northern-most pit on East Road, showing the modern road-surface overlying service backfill.

8.9 Evelyn Walk (Figs 35 to 36)

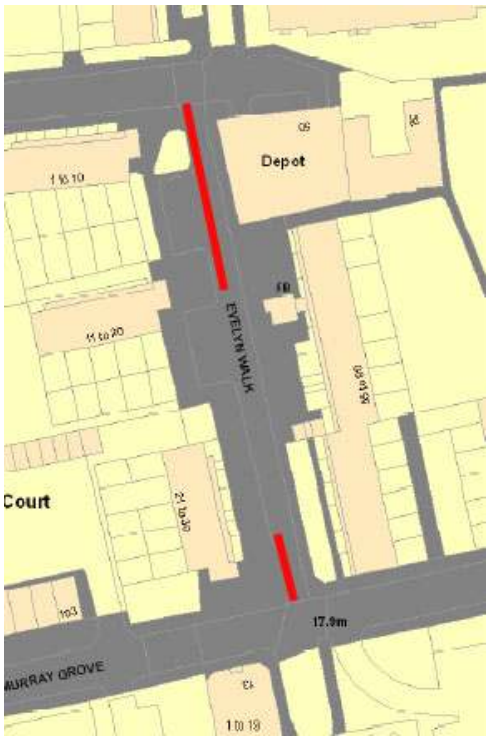

Fig. 35: Plan of the trenching monitored on Evelyn Walk.

A *c.*5m long pit was observed at the southern end of Evelyn Walk, at the junction with Murray Grove (*c.*1.3m in depth). The modern road-surface (tarmac and concrete bedding, up to 0.9m in thickness) overlay between 0.4 and 0.8m of silty-clay service-backfill (within service trenches). No archaeologically significant finds or features were observed.

53m of open-cut trenching was also observed along the western side of Evelyn Walk, running north from the junction with Murray Grove, and dug to a depth of *c*.0.79m beneath the modern ground-surface. The modern road-surface (tarmac) overlay a mid-brown sandy-silt made ground deposit (with moderate brick inclusions) for 0.43m. This overlay various other made-ground layers – a yellow-brown coarse sandy gravel *c*.0.14m thick; over a grey clayey-silt deposit with frequent gravel inclusions for *c*.0.15m; over a compact layer of silty-clay with orange brick (continuing beyond the limit of excavation). No archaeologically significant finds or features were observed.

Fig. 36: Photograph of a section in the trenching along Evelyn Walk, showing the various different made-ground layers.

8.10 Haberdasher Street (Figs 37 to 41)

Fig. 37: Plan of the trenching monitored on Haberdasher Street.

A series of pits (seven in total) were observed along the northern side of Haberdasher Street, running east from the junction with East Road up to outside No.17 Haberdasher Street. These were a mix of sizes, however generally measured approximately 1.5m by 1.4m by 1.2m in depth. The modern road-surface (tarmac over concrete) overlay a mixed subsoil (mid-dark brown silty-sand with pebbles, ceramic building material fragments, charcoal specks, and brick rubble, etc). One piece of Chinese porcelain and two pieces of Ironstone China, dated to the 19th century (context 8, see Appendix II) were recovered from this subsoil. This reflects the early 19th century development of Haberdasher Street, as depicted on Horwood's 1813 Map (fig. 39).

Fig. 38: Photograph of a section in a pit in Haberdasher Street, showing the modern road-surface overlying a mixed subsoil.

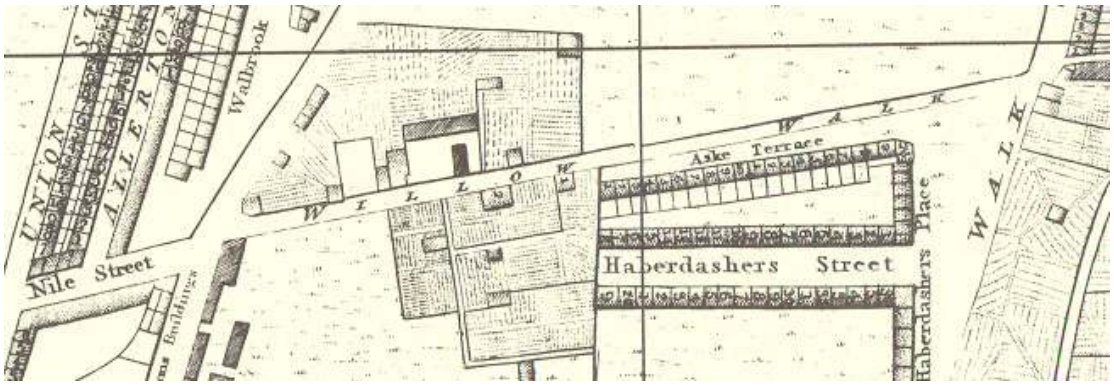

Fig. 39: Faden's 1813 revision of Horwood's 1799 Map, showing the beginnings of Haberdasher Street (in the east).

Another three pits were seen on the northern side of Haberdasher Street on a different date, east of those seen previously, approximately between No.23 and No.67 Haberdasher Street. The modern road-surface, tarmac over concrete, overlay a massive main and backfill associated with this (a heavily disturbed mid-grey-brown silty-sand with brick rubble and pebbles in). No finds or features of archaeological significance were observed.

On another occasion, another five pits were observed on the northern side of Haberdasher Street, east of those seen before, up to approximately outside No.103. The modern road-surface (tarmac over concrete) overlay the mid-brown silty-sand made ground, with bits of brick rubble in. No finds or features of archaeological significance were observed.

Fig. 40: Photograph of some of the pits on Haberdasher Street, looking west.

A further seven pits were observed along Haberdasher Street (east of those seen previously) – from approximately outside No.105 to outside No.145. These measured, in general, *c*.0.5m in width and *c*.1.4m in depth. The modern tarmac and concrete road-surface overlay a dark grey-brown firm clay deposit, with frequent ceramic building material and brick fragments (the subsoil). No finds or features of archaeological significance were observed.

One larger open-cut trench (*c.*16m in length) was observed on the northern side of Haberdasher Street, at its far western end, right up to the junction with East Road. The modern tarmac and concrete road-surface overlay a large number of services and service backfill (mixed mid-brown silty-sand with pebbles, mortar, and ceramic building material in). No finds or features of archaeological significance were observed.

Fig. 41: Photograph of the trenching at the far western end of Haberdasher Street, looking onto East Road.

8.11 Micawber Street (Fig 42)

Fig. 42: Plan showing the trenching monitored on Micawber Street.

One trench was observed on the northern side of Micawber Street, at the eastern end, running west from the junction with Shepherdess Walk for a distance of *c.*12m, and excavated down to a maximum of 0.95m beneath ground-surface. The modern tarmac and concrete road-surface overlay heavily disturbed deposits – disturbed by the multiple services – such that there were patches of MOT Type 1 material; gravelly-loam mix; clay patches; sandy patches, etc. No archaeologically significant finds or features were observed.

Two further pits were observed at the western end of Micawber Street, on the northern side of the street, between the junction with Wharf Road and Thoresby Street. These measured 4.5m and 6.5m in length, and were excavated to *c.*0.85m in depth. The modern tarmac and concrete road-surface (300mm thick) overlay a mixed mid-dark brown clayey-silt with frequent gravel. No archaeologically significant finds or features were uncovered.

8.12 Murray Grove (Figs 43 to 46)

Fig. 43: Plan showing the trenching monitored on Murray Grove.

c.76m of open-cut trenching was observed on the southern side of Murray Grove, at its western end (running east from *c.*10m east of the junction with Shepherdess Road up to the junction with Bletchley Street). A modern road-surface (tarmac over concrete), for 0.4m in thickness, overlay mixed made-ground deposits down to the limit of excavation (*c*.0.7m beneath modern ground-surface). This was a dirty mixed silty soil, speckled with brick, clay, and concrete. No finds or features of archaeological significance were observed.

A further 40m of open-cut trenching was observed in the central part of Murray Grove, running across the junction with Britannia Walk. This revealed a modern tarmac and lean-mix road-surface; overlying a compact mid-brown-grey silty-sand with pebbles and occasional flecks of ceramic building material. This had the general appearance of relatively modern made-ground. No finds or features of archaeological significance were observed.

Fig. 44: Photograph of trenching along Murray Grove, looking south-east.

A further 60m of open-cut trenching was observed along the southern side of Murray Grove, running east from the junction with Cropley Street. The modern road-surface (tarmac over a black gravel-loam mix) overlay a large service running along the base of the trench (plus associated service backfill). This was within a general mid-brown silty-sand matrix, with frequent pebble, chalk, and ceramic building material inclusions. No finds or features of archaeological significance were observed.

Fig. 45: Photograph of trenching along Murray Grove, looking south-west.

A further 35m of open-cut trenching along the southern side of Murray Grove, running across the junction with Evelyn Walk, was observed. This measured 35m in length, 0.65m in width, and 1m in depth. The modern road-surface (tarmac over a ballast / gravel road make-up) overlay a mixed mid-light brown silty sand, with pebbles, ceramic building material fragments, chalk, charcoal specks, and brick rubble chunks, in. A large gas-main was also observed in the eastern part of this trench, with service backfill on top of this. No finds or features of archaeological significance were observed.

Fig. 46: Photograph of section in trenching along Murray Grove, showing the modern road-surface overlying mixed silty-sand subsoil.

8.13 Napier Grove (Fig 47)

Fig. 47: Plan showing the trenching monitored on Napier Grove.

Two launch pits (*c.*1m^2, and excavated to a depth of *c.*0.8m), one at the eastern and one at the western ends of Napier Grove, were observed. The modern road-surface (tarmac over concrete) overlay modern services and service backfill, with no archaeologically significant finds or features.

25m of open-cut trenching was also observed on the northern side of Napier Grove, running up to the western end of the road. The modern road-surface (tarmac over stone / loam road make-up) was observed for a thickness of 0.2m; overlying various layers of made-ground. This included a mid-brown-grey silty-sand, with frequent pebbles and ceramic building material inclusions; overlying a yellow-brown clay with pieces of brick in (down to 0.75m beneath the modern ground-surface); overlying a blacker soil (with brick in) down to the limit of excavation at 0.9m.

8.14 New North Road (Figs 48 to 55)

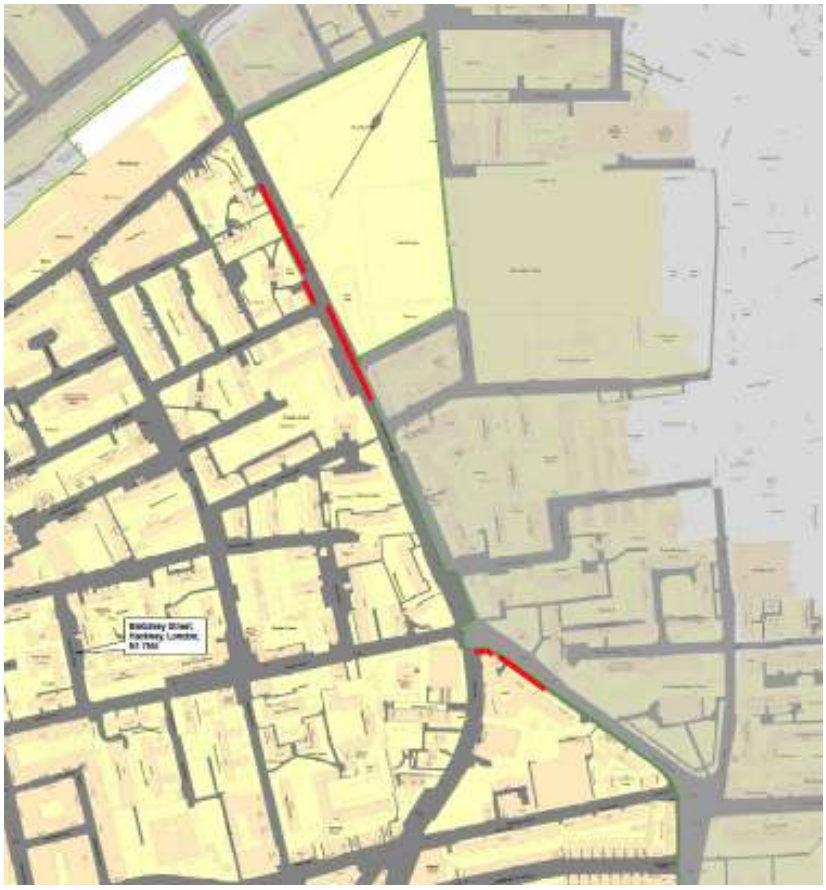

Fig. 48: Plan showing the trenching monitored on New North Road.

Approximately 35m of open-cut trenching was observed on the south-west carriageway of New North Road, just to the south of the junction with East Road, to a depth of 0.95m. The modern tarmac and concrete road-surface, over crushed lime mortar levelling deposits (0.5m thick in total), overlay a dark grey clay-silt deposit (a made-ground deposit), with bits of ceramic building material and gravels in, continuing to beyond the limit of excavation. Within this were two mid-18th century pieces of Chinese porcelain (context 12, see Appendix II). These are presumably residual, as there is no indication of the presence of this part of New North Road before the First Edition 25inch OS Map.

Fig. 49: Photograph of the trenching on New North Road.

The remains of a 20th century underground toilet was observed and recorded in a trench at the far western end of New North Road, at the junction with East Road and Murray Grove (figs.50-51). This took the form of a large underground room, with a double vaulted ceiling supported by a criss-cross lattice of iron girders of various sizes, covered in white light reflective bricks (fig.50). The room measured approximately 12m in observed length (east-west) running into the northern section at the western end of the trench. The brick samples taken were dated 1870-1950 (context 10 – see Appendix III), and were glazed white bricks, with a stamped frog reading 'FARNLEY. IRO NEAR […..]'. These bricks were, therefore, manufactured by the Farnley Iron Company (Fireclay Works) Ltd, based in Leeds, and who manufactured glazed bricks. It is believed that these are the remains of an underground toilet, probably pre-war. One piece of Ironstone China, dated to the 19th century, was also recovered from this deposit (context 10, see Appendix II).

Fig. 50: Photograph of the underground toilet observed on New North Road. The vaulted ceiling, plus white-glazed bricks, are clearly visible.

Fig. 51: Photograph of the trenching on New North Road, with the iron girders (supporting the underground toilet's roof) visible.

67m of open-cut trenching was observed on the south-western kerb of New North Road, between Mintern Street and Wimbourne Street, and to a depth of *c.*0.95m. The existing road-surface (tarmac over gravel, MOT type 1 material, and concrete) was observed for *c.*0.55m, overlying a dark grey-brown made-ground deposit, including pebbles and ceramic building material. No archaeologically significant deposits were observed.

Fig. 52: Photograph of a section in the trenching along New North Road, showing the modern road-surface overlying the made-ground deposit.

A further 10m of trenching was observed on the south-western side of New North Road, just north of the junction with Wimbourne Street, and excavated to a maximum depth of 1.3m. The modern tarmac over concrete road-surface (0.5m thick) overlay a loose mortar / brick rubble deposit (relatively modern). This overlay a series of made-ground deposits, some with pottery in. The uppermost was a mid-light brown silty-sand with occasional patches of yellow clay (0.75m beneath modern ground-surface). Within this (context 4) was mid-18th century pottery – English tin-glazed ware and English yellow-glazed earthenware (see Appendix II). This overlay a compact red-purple deposit with lots of ceramic building material, and some pottery dated to the 19th century (context 14 – Border Ware, English tin-glazed ware, Staffordshire white salt-glazed stoneware, and Ironstone China – see Appendix II), in (0.9m beneath ground-surface). This overlay a darker brown-black silty deposit with lots of ceramic building material in (from 1.05m beneath ground-surface, and continuing beyond the limit of excavation). These various made-ground deposits reflect the general post-medieval development of the area. This northern section of New North Road is depicted on Horwood's 1813 map (fig.54), such that some of these made-ground deposits may relate to this earlier stretch of road.

Fig. 53: Photograph of a section in the trenching along New North Road, showing the various layers of made-ground layers.

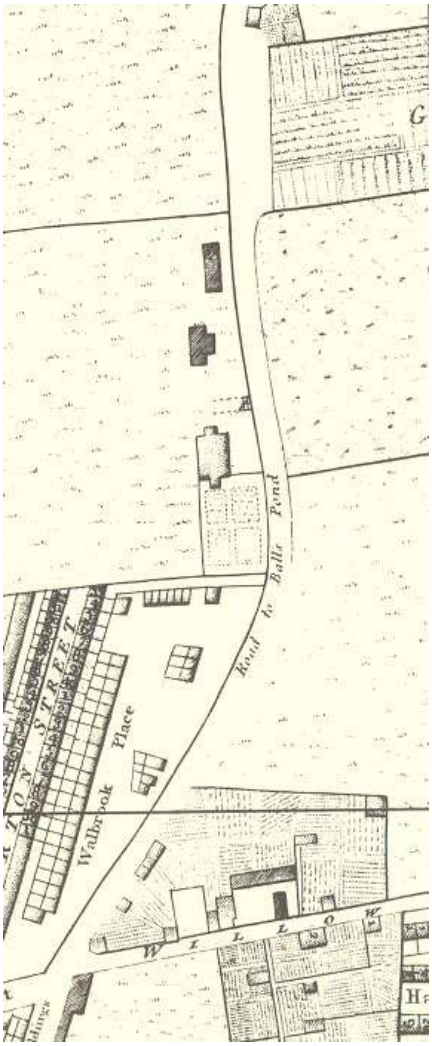

Fig. 54: Faden's 1813 revision of Horwood's 1799 Map, showing New North Road.

A further 60m of open-cut trenching was observed on the south-western side of New North Road, north of Wimbourne Street and running north from the trench seen previously (to a depth of 0.75m). The modern road-surface (0.5m) overlay a mid-brown silty-clay subsoil, with red brick fragments in. No archaeologically significant finds or features were noted.

Fig. 55: General photograph of the trenching on New North Road, looking south.

8.15 Nile Street (Figs 56 to 59)

Fig. 56: Plan showing trenching monitored on Nile Street.

Circa 70m of open-cut trenching (approximately 0.6m in width and 1m in depth) was observed in the centre of Nile Street, running east from the junction with Shepherdess Walk to the junction with Westland Place. The modern road-surface (tarmac over concrete and various road make-up layers) overlay a number of services and associated service backfill. In some places, however, particularly in the northern section, a mid-dark-brown silty-sand deposit, with occasional ceramic building material fragments, pebbles, and mortar patches, was observed, stretching to the limit of excavation. This was a made-ground deposit.

Fig. 57: Photograph of northern section in trench on Nile Street.

A further 35m of open-cut trenching was observed on the southern side of Nile Street, running from the corner of Westland Place up to Britannia Walk (0.8m in width and 1m in depth). Tarmac and concrete overlay two made-ground deposits – a thin layer of yellow-brown silty-sand with large rounded pebbles, over a black / brown silt containing occasional ceramic building material fragments and gravel inclusions.

Another 10m of trenching (0.45m wide and 0.9m deep) was observed outside No.40 Nile Street. The modern road-surface (tarmac, concrete, lenses of gravels and crushed soils) overlay a section of yellow stock brick wall – probably part of 19th century cellar structures.

A further 22m of open-cut trenching was observed on the southern side of Nile Street running west of the junction with Provost Street (0.5m wide and 1m deep). The modern road surface overlay a fragment of a yellow stock brick concave basement end. This, combined with the fragment of yellow stock brick wall observed in the previous trench, suggests that Nile Street has been widened since the 19th century. Comparison with the First Edition OS Map (fig.58), furthermore, shows a number of terraced houses apparently stretching out into the road in the part of Nile Street between Britannia Walk and Provost Street – it is possible that the yellow stock brick walls observed in the trenches were part of these.

Fig. 58: First Edition OS Map, showing Nile Street, and with the area between Britannia Walk and Provost Street circled.

The final stretch of open-cut trenching observed along Nile Street ran east from the junction of Provost Street for 25m, up to No.65 Nile Street, and was 0.55m in width and 1m in depth. The modern road-surface (tarmac over a tar-concrete road-base) overlay disturbed deposits, disturbed by services (with associated sandy backfills), MOT Type 1 material, etc. In some places, a relatively homogeneous mid – light brown sandy-silt deposit was observed, with ceramic building material fragments and pebbles in. Nothing of archaeological significance was observed here.

Fig. 59: Photograph of trenching on Nile Street, looking east.

8.16 Parr Street (Fig 60)

Fig. 60: Plan showing trenching monitored on Parr Street.

Three pits on the northern side of Parr Street, in the area between Bracklyn Street and Cropley Street, and measuring between 1.7m and 2.6m x *c.*1.2m, by *c.*1.3m in depth, were observed. The modern tarmac and concrete road-surface overlay a mass of services (and service backfill), within a mid-dark brown silty-sand matrix. No finds or features of archaeological significance were observed.

8.17 Pitfield Street (Fig 61)

Fig. 61: Plan showing trenching monitored on Pitfield Street.

28m of open-cut trenching was observed on the western side of Pitfield Street, running between Brevenden Street and Haberdasher Street (to a depth of 0.9m). A variety of modern road-surfaces for *c.*0.4m (tarmac over concrete; paving slabs over concrete) overlay a previous road-base (tarmac and concrete) for *c.*0.42m. Under this was service backfill (a mid grey-brown silty-sand with occasional pebbles) associated with the gas service observed running along the base of this trench. This meant that no finds or features of archaeological significance were observed.

Another *c.*25m of open-cut trenching was observed on the western side of Pitfield Street, running south from the junction with Haberdasher Street, and dug to a depth of 0.87m. The modern tarmac and concrete road-surface (thickness of 0.35m) overlay a mid grey-brown clayey-silt (made-ground deposits). No finds or features of archaeological significance were observed.

8.18 Provost Street (Figs 62 to 66)

Fig. 62: Plan showing trenching monitored on Provost Street.

36m of open-cut trenching was observed along the western side of Provost Street, at the southern end (running north from the junction with City Road), and dug to a depth of *c.*0.95m. The modern road-surface (tarmac over concrete, thickness of 0.43m) overlay a dark grey / black compact silty deposit with scattered ceramic building material fragments, pebbles, loose mortar, and occasional chalk fragments (0.4m thick). This overlay a lighter mid-brown looser gravel and silty-sand. Both of these were made-ground deposits, with no archaeological significance.

A brick wall base, observed towards the southern end of the trench, was obliquely aligned to the western section, and disappeared to the south beyond the limit of excavation. This measured 0.36m in width (total width), 4.8m in length (and continuing into both sections), and 0.7m was exposed in height (10 courses), with the top *c.*0.5m beneath modern ground-surface and it continued beyond the limit of excavation. It consisted of red brick (plus the occasional yellow stock brick) set within a fine / hard cement mortar, and in a rough English bond. The southern end of Provost Street, surrounded by buildings, is depicted on Horwood's 1813 Map (fig. 64). It appears far narrower here, such that the brick wall base observed in this trench could be part of one of the 19th century buildings on the western side of the road.

Fig. 63: Photograph of the brick wall base observed towards the southern end of Provost Street.

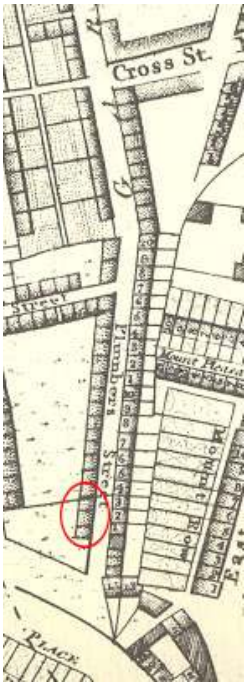

Fig. 64: Faden's 1813 revision of Horwood's 1799 Map, showing Provost Street surrounded by buildings – the buildings of which the brick wall base may have been part of are circled.

A further 17.5m of open-cut trenching on the western side of Provost Street, running north from the trench seen previously, and dug to a depth of *c.*1m beneath modern ground-surface, was observed. The existing road-surface (tarmac and concrete, 0.5m thick) overlay made-ground deposits (a dark grey silty-clay with small gravels and frequent ceramic building material fragments, *c.*0.5m thick) was observed. No finds or features of archaeological significance were observed.

A further 25m of open-cut trenching was observed on the western side of Provost Street, running north from the junction with Ebenezer Street (to a depth of 0.85m beneath the modern ground-surface). The modern tarmac and concrete road-surface (0.42m thick) overlay service backfill (dark grey clayey silt with frequent ceramic building material inclusions, pebbles, and pottery). The pipe trench was visible along the base of the trench, and contained one piece of 19th century Ironstone China (context 16, see Appendix II). No archaeologically significant finds and features were observed.

The final stretch of open-cut trenching along Provost Street was observed along the western side of Provost Street, running up to Nile Street. This measured 38.5m in length, by 0.48m in width, by 0.92m in depth. The modern tarmac and concrete road-surface overlay a yellow-brown sandy gravel and mid-grey silty-clay, with pebbles and ceramic building material fragments. This made-ground deposit was also truncated by service trenches of varying depths. One piece of 19th century Ironstone China was recovered from the made-ground deposit (context 1 - see Appendix II)

Thirteen pits were also observed in the northern part of Provost Street, between Nile Street and Murray Grove. These were of various shapes and sizes, but all dug to a depth of approximately 1.1m beneath the modern ground-surface. The modern tarmac and concrete road-base (0.46m thick) overlay mixed dumps of dark-grey silty-clay with fragments of ceramic building material, stones, and patches of orange-brown gravelly-clays. This was a mix of made-ground deposits and service backfills (most of the pits follow the route of the existing mains pipe). No finds or features of archaeological significance were observed.

Fig. 65: Photograph of one of the pits in the northern part of Provost Street, showing the modern road-surface over mixed made-ground deposits.

Fig. 66: Photograph of an archaeologist recording one of the pits on Provost Street (looking north).

8.19 Shaftsbury Street (Figs 67 to 68)

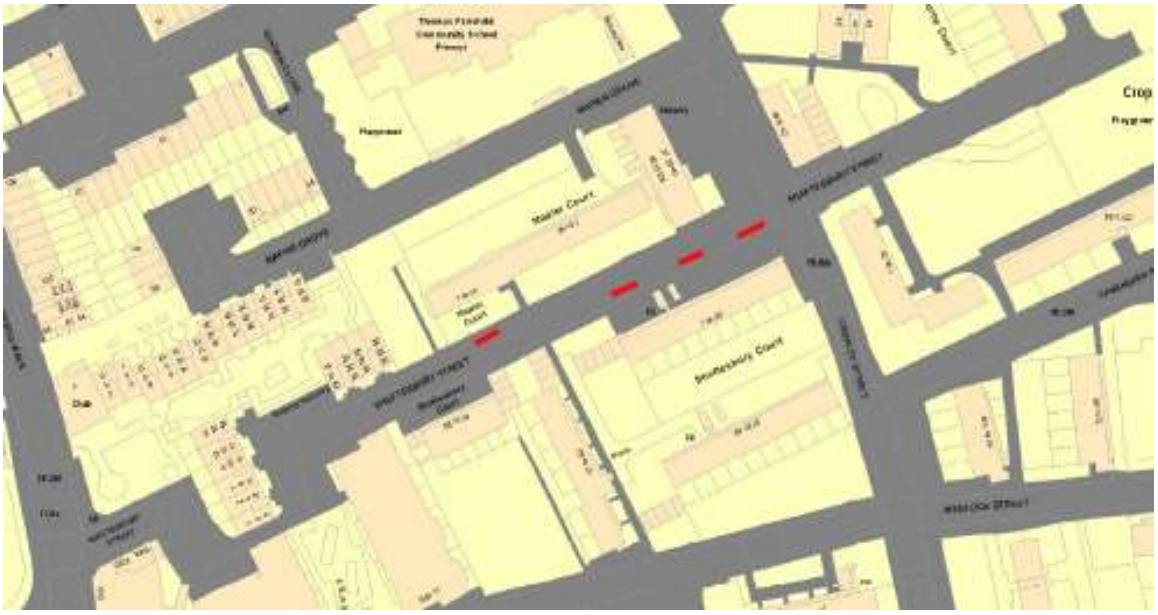

Fig. 67: Plan showing trenching monitored on Shaftsbury Street.

Three pits on the southern side of Shaftsbury Street, just west of Cropley Street, and measuring *c.*3m x 1.25m x 1.1m in depth, were observed. The modern tarmac and concrete road-surface generally overlay service backfill (mid-light brown silty-sand with brick rubble and pebbles in). In the eastern-most pit, however, a series of made-ground layers were observed – brick rubble over mortar, over a dark-brown silty-sand, over an orangey deposit, etc.

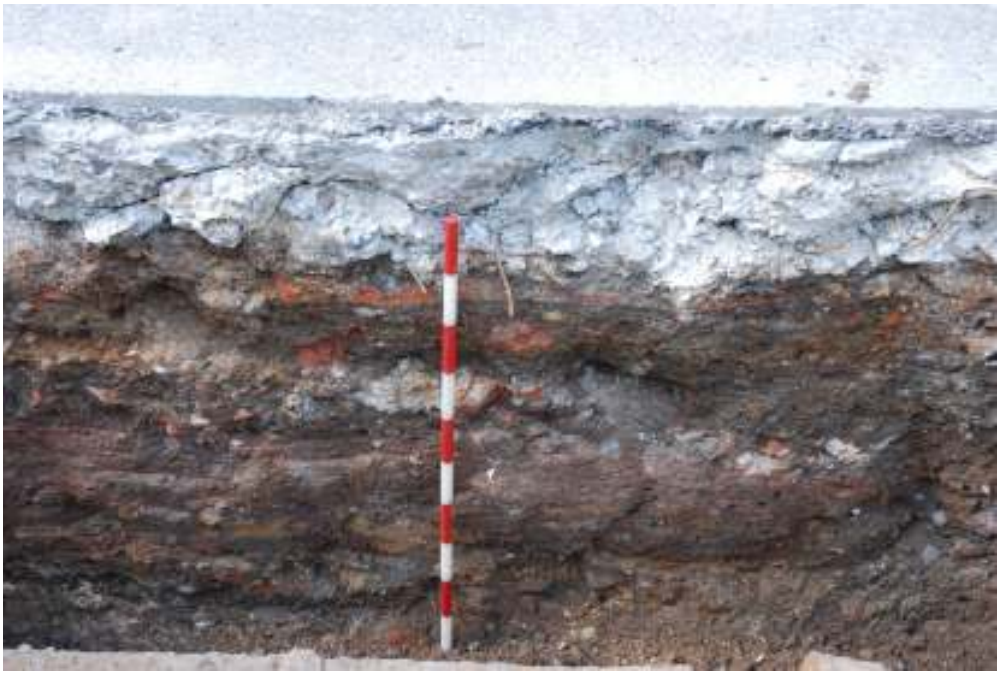

Fig. 68: Photograph of the made-ground layers in the eastern-most pit on Shaftsbury Street.

Another pit on the northern side of Shaftsbury Street, opposite Napier Court, was observed. This measured approximately 1.9m by 1.4m by 1m in depth. The modern tarmac and concrete overlay a made-ground deposit: a dark grey-brown clay with frequent ceramic building material fragments, mortar, tarmac fragments, and small pieces of gravel. No finds or features of archaeological significance were observed.

8.20 Shepherdess Place (Fig 69)

Fig. 69: Plan showing trenching monitored on Shepherdess Place.

Three short sections of trenching (each measuring approximately 2.5m in length, by 0.6m in width, and excavated to a general depth of 0.6m, and a maximum depth of 1.05m) were observed running north-south across the southern part of Shepherdess Place. The modern road-surface (tarmac over concrete; and cobbles over a sand bedding) was observed over a very mixed and disturbed subsoil, with multiple services and associated service backfills. No finds or features of archaeological significance were observed.

8.21 Shepherdess Walk (Figs 70 to 78)

Fig. 70: Plan showing trenching monitored on Shepherdess Walk.

7m of open-cut trenching was observed on the eastern side of Shepherdess Walk, at the junction with City Road, and excavated to a depth of 1.6m. The modern road-surface (kerbstones over concrete, for 0.5m in thickness) overlay a dark grey silty-clay made-ground deposit, with ceramic building material fragments, mortar staining, and gravels. One piece of post-medieval redware, dated to the late 16th century was recovered from this deposit, although this was presumably residual as the area was broadly open-space until the later 18th – early 19th century (context 11, see Appendix II). Furthermore, several major services crossed the trench at regular intervals. No finds or features of archaeological significance were observed.

Fig. 71: Photograph of the trenching at the far southern end of Shepherdess Walk, showing modern road-surface over made-ground deposits.

Four pits were observed on the eastern side of Shepherdess Walk, between City Road and Nile Street, and dug to depths of between 0.6m and 1.1m beneath ground-surface. The modern road-surface (tarmac over concrete – 0.4m thick) overlay mixed service backfill (grey-brown silty-sand, sandy patches, pebbles, concrete, etc). No archaeologically significant finds, features, or deposits, were observed.

Fig. 72: General photographs of the pits along Shepherdess Walk, looking south.

45m of open-cut trenching was also observed on the eastern side of Shepherdess Walk, running from just south of Nile Street to approximately half-way between Nile Street and Underwood Row, and excavated to a depth of *c.*1.1m. The modern road-surface (tarmac over concrete – 0.3m) overlay dark grey / brown silty-clays (made-ground). No archaeologically significant finds or features were observed.

A further 25m of open-cut trenching was observed on the eastern side of Shepherdess Walk, running north from the trench seen previously, up to Underwood Row. This was excavated to a depth of 0.75m. The modern road-surface (tarmac over concrete – 0.45m) overlay service backfill in the western section; and a general mid-brown silty-sand with pebbles and ceramic building material in the eastern section.

A further 12m of open-cut trenching was observed on the eastern side of Shepherdess Walk, running north from the junction with Underwood Row, and excavated to a depth of approximately 1.2m beneath modern ground-surface. A modern road-surface (tarmac over concrete) overlay a general mixed mid-light brown silty-sand with occasional pebbles, plus services and service backfill. No finds or features of archaeological significance were observed.

Fig. 73: Photograph of the open-cut trenching on Shepherdess Walk, looking south (towards Underwood Row).

12m of open-cut trenching was observed on the central / eastern side of Shepherdess Walk, just north of Underwood Street (excavated to 0.95m beneath ground-surface). The modern road-surface (tarmac over concrete) overlay very disturbed deposits (by services, etc).

The remains of one red brick wall was, however, visible in the southern section (although largely covered by concrete at the time of the visit). This consisted of red-purple brickwork, roughly coursed, with the top 0.38m beneath ground-surface (continuing beneath limit of excavation), a width of at least 0.4m. The workmen said that they had seen similar red brickwork in the northern section (covered over when visited). It is therefore possible that this was the old building frontage along Shepherdess Walk, as is depicted on Horwood's 1813 Map (fig. 75). The outside edge of this wall is 4.8m out from the eastern kerb.

Fig. 74: Photograph of the small section of brickwork seen in the southern section of the trenching on Shepherdess Walk.

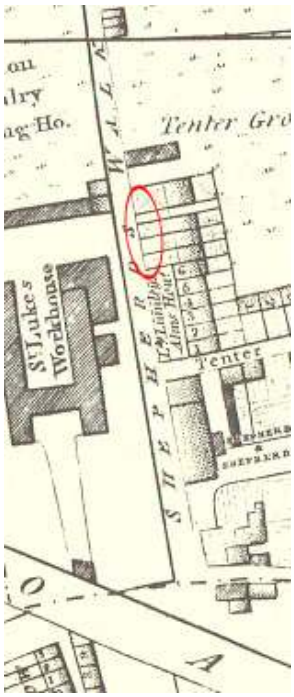

Fig. 75: Faden's 1813 Revision of Horwood's 1799 Map, with buildings along Shepherdess Walk (of which the above red brick wall may have been part of) circled.

A further 18m of open-cut trenching was observed along the eastern side of Shepherdess Walk running between the junction with Micawber Street and up to the junction with Murray Grove (excavated to 0.8m beneath ground-surface). The modern road-surface (0.1m thick) overlay gravels (0.1-0.5m thick), MOT Type 1 material (0.5-0.6m thick), and grey silty-clay made-ground deposits (0.6m thick and continuing beyond the limit of excavation). No finds or features of archaeological significance were observed.

Fig. 76: Photograph of a section of the trenching on Shepherdess Walk, showing the modern road-surface overlying various road make-up layers and made-ground deposits.

35m of open-cut trenching was observed on the western side of Shepherdess Walk, running between Micawber Street and Alford Place, and excavated to a depth of approximately 1.05m. The modern road-surface (tarmac over MOT Type 1 material – *c.*0.65m thick) overlay a dark grey/brown clay-silt, containing occasional ceramic building material fragments and gravels. No archaeologically significant finds or features were observed.

Fig. 77: Photograph of trenching on Shepherdess Walk, looking south.

A further *c.*30m of open-cut trenching was observed on the western side of Shepherdess Walk, running along between 21 to 35 Shepherdess Walk, and excavated to a depth of *c.*1.1m. A modern road-surface (tarmac over concrete over MOT Type 1 material – 0.8m thick) overlay a light brown sandy silty subsoil, with flecks of chalk and occasional fragments of red brick, for *c*.0.3m (to the limit of excavation). This appears to be a reworked natural deposit – possibly a plough-soil. This makes sense as this northern area was open land before the construction of Shepherdess Walk.

Fig. 78: Photograph of a section of the trenching along Shepherdess Walk, showing the modern road-surface and road make-up deposits, overlying the lighter subsoil.

Another 35m stretch of trenching was observed on the western side of Shepherdess Walk, continuing north from that seen previously, approximately up to the junction with Wenlock Street (up to outside No. 53). This was excavated down to approximately 1.15m beneath modern ground-surface. The modern road-surface (tarmac over a gravelly-lean mix over MOT Type 1 material – 0.65m in total thickness) overlay a mid-light brown sandy-silty subsoil with pebbles and occasional ceramic building material fragments – the same reworked natural subsoil as seen in the previous stretch of trenching. Nineteen pieces of 19th century Ironstone China were recovered from this deposit (context 3, see Appendix II), plus two pieces of clay-pipe stem and one bowl dated late 18th – early 19th century (see Appendix IV). This did, however, become cleaner, and more compact clay, towards the base (approximately 1m beneath modern ground-surface, and continuing beyond the limit of excavation) – these may be the natural deposits. No archaeologically significant finds or features were observed.

8.22 Sturt Street (Fig 79)

Fig. 79: Plan showing the trenching monitored on Sturt Street.

Two stretches of open-cut trenching (measuring 10.5m – eastern section; and 12.8m – western section; by *c.*0.5m in width by *c.*1m in depth) were observed on the southern side of Sturt Street. The modern tarmac and concrete road-surface overlay a large yellow gas main, alongside general silty fill. Nothing of archaeological significance was observed.

8.23 Taplow Street (Figs 80 to 81)

Fig. 80: Plan showing the trenching monitored on Taplow Street.

18m of open-cut trenching was observed on the eastern side of Taplow Street, just north of Micawber Street (along the line of the car-parks). A modern road-surface (tarmac over gravel and concrete – 0.5m thick) overlay a dark brown / black silty soil, with crushed red brick and mortar (from 0.75m beneath ground-surface). This is probably an earlier buried soil horizon, but contained no archaeological features or finds.

Fig. 81: General photograph of the trenching along Taplow Street.

8.24 Thoresby Street (Figs 82 to 83)

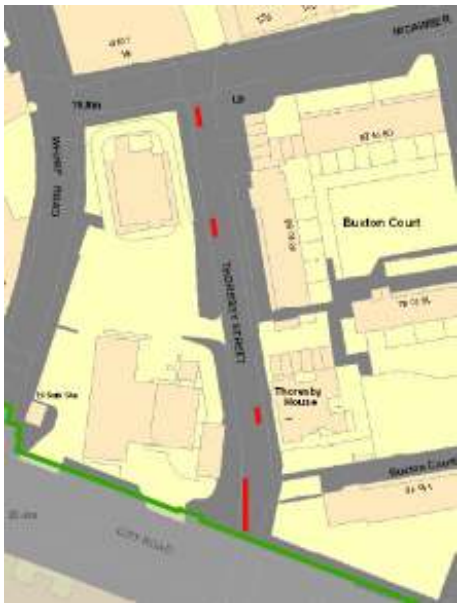

Fig. 82: Plan showing the trenching monitored on Thoresby Street.

Three pits were observed along Thoresby Street, between City Road and Micawber Street. These measured between 3m and 4m in length, by 0.6 – 0.9m in width, by *c.*1.05m in depth. The modern road-surface (tarmac and concrete) overlay a large watermain, which had disturbed the surrounding deposits – a loose mixed mid-brown silty-sand matrix, with lots of stones and the occasional piece of ceramic building material. Nothing of archaeological significance was observed.

Fig. 83: Photograph of pit on Thoresby Street, showing the large watermain and disturbed deposits.

A 10m stretch of open-cut trenching was observed on the western side of Thoresby Street, at the junction with City Road. This measured 0.6m in depth, and consisted of the modern road-surface overlying mixed and disturbed deposits associated with the large watermain seen in the previous pits.

8.25 Underwood Street (Figs 84 to 85)

Fig. 84: Plan showing the trenching monitored on Underwood Street.

A 35m stretch of open-cut trenching was observed on the western side of Underwood Street, running north from the junction with Underwood Row (0.6m in width and 0.95m in depth). The modern tarmac and concrete road-surface overlay east-west aligned services (and associated service backfills), within a general mid-light brown silty-sand made ground deposit, with occasional pebbles, ceramic building material fragments, and mortar patches.

Fig. 85: Photograph of trenching on Underwood Street, looking south.

40m of open-cut trenching was observed on the western side of Underwood Street, running across and south of the junction with Underwood Row (0.55m in width and 1m in depth). The modern tarmac and concrete road-surface overlay a mixed reworked dark silty-soil.

A further 30m of open-cut trenching was observed on the western side of Underwood Street extending north from the junction with Nile Street (0.55m wide and 1.05m deep). The modern road-surface (tarmac and concrete) overlay services and disturbed deposits in the western section, and a mixed brown-red silty deposit (made-ground deposit) elsewhere. No archaeologically significant finds or features were noted.

8.26 Wenlock Road (Figs 86 to 88)

Fig. 86: Plan showing the trenching monitored on Wenlock Road.

*c.*21m of open-cut trenching was monitored on the eastern side of Wenlock Street, running north from the junction with Sturt Street (0.4m in width and 1m in depth). The modern tarmac and concrete road-surface overlay a brown-orange clayey-silt, containing frequent gravels and rounded pebbles, and surrounding an existing watermain.

A further 30m stretch of open-cut trenching was observed north of the previous section of trenching (0.45m in width and 1m in depth), running alongside Shepherdess Walk Park. The modern road-surface overlay loose mixed silty deposits, with pebbles and ceramic building material fragments, all

looking relatively modern and disturbed, much like that seen in the previous section of trenching.

Another 35m of trenching was observed on the eastern side of Wenlock Road, running north from the northern end of Shepherdess Walk Park up to the end of the road. The modern tarmac and concrete road-base overlay numerous layers of made-ground deposits, mainly silts and gravels. The basal fill is a thick black organic clay-silt, which is thicker at its northern end. It is possible that this is associated with the creation of the canal basins in this area in the early 19th century.

Fig. 87: Photograph of section in trenching along Wenlock Road, northern end.

One final pit was observed at the far northern end of Wenlock Road (measuring approximately 4m by 4m in plan, by 1m in depth). The modern tarmac and concrete road-surface overlay various layers – ash, crushed brick, chalk, and gravel. This overlay an alluvial blue / black clay-silt (0.7m beneath the modern ground-surface), much like that seen in the previous section of trenching.

Fig. 88: Photograph of pit at far northern end of Wenlock Road, showing various made-ground layers over blue / black alluvium.

8.27 Wenlock Street (Figs 89 to 92)

Fig. 89: Plan showing the trenching monitored on Wenlock Street.

43m of east-west trenching was observed in the central part of Wenlock Street, running east from the junction with Bletchley Street, and dug to a depth of 1.1m. The modern tarmac and concrete road-surface overlay service backfill / made-ground deposits (a mid grey-brown sandy clay deposit, with frequent ceramic building material and mortar fragments); with no finds or features of archaeological significance observed.

Fig. 90: Photograph of a section in the trenching on Wenlock Street, showing the modern road-surface overlying made-ground deposits.

A further 50m of open-cut trenching was observed on the southern side of Wenlock Street, between Cropley Street and Evelyn Walk, and to a depth of 0.9m beneath ground-surface. The modern tarmac and concrete road-surface (0.16m in thickness) overlay a mid-light brown silty-sand with ceramic building material flecks, pebbles, and charcoal flecks (a made-ground deposit). No archaeologically significant finds or features were observed.

Fig. 91: Photograph of an archaeologist recording the trenching on Wenlock Street.

Another 17m of open-cut trenching was observed along the southern side of Wenlock Street, running east from the junction with Evelyn Walk (to a depth of 0.9m). The modern road-surface (tarmac and concrete, 0.3m thick) overlay a mid-brown silty-sand made-ground deposit, with services running through the southern section. The deposits towards the base of the trench (from *c.*0.82m beneath the modern ground-surface) were more compact, greyer, and more clayey. No finds or features of archaeological significance were observed, with this made-ground deposit being very modern in character.

Fig. 92: Photograph of a section in the trenching on Wenlock Street, showing the modern road-surface overlying silty-sand made-ground deposits over more compact clayey deposits.

8.28 Westland Place (Figs 93 to 94)

Fig. 93: Plan showing the trenching monitored on Westland Place.

One stretch of open-cut trenching was observed on the western side of Westland Place, just north of City Road. This measured 15m in length, by 0.6m in width, by 0.8m in depth. The modern road-surface (cobbles over sand bedding in this case) overlay heavily disturbed deposits (a loose mixed silty deposit, with sandy patches and fragments of ceramic building material and pebbles) – disturbed by gas mains and other services. Nothing of archaeological significance was observed.

Fig. 94: Photograph of trenching on Westland Place, looking south.

Another L-shaped trench was observed on the eastern side of Westland Place, measuring 4.4m east-west by 4.7m north-south by 0.95m in depth. Granite setts overlay builders sand over grey sand over concrete (the modern road-base). This overlay a mixed dark-grey silty-clay containing frequent ceramic building fragments, mortar dust, and fine gravels (made-ground).

8.29 Wharf Road (Figs 95 to 100)

Fig. 95: Plan showing the trenching monitored on Wharf Road.

20m of open-cut trenching was observed on the eastern side of Wharf Road, between the junction with City Road and Micawber Street (0.5m wide and 1.2m deep). The tarmac road-surface overlay gravel chippings (to a depth of 0.5m), under which was a silty-sandy matrix. A circular red brick soakaway (1m in diameter, and surviving for nine courses – depth of 1.2m) was observed in this trench (fig.96). The brick sample (context 17) was dated 1750-1850 (see Appendix III).

Fig. 96: Photograph of a brick lined soakaway observed in trenching on Wharf Road.

A *c.*30m stretch of open-cut trenching was monitored on the eastern side of Wharf Road, running north from the junction with Micawber Street up to No.20 Wharf Road (0.6m in width and 1.25m in depth). The modern road-surface (tarmac over granite setts / concrete) overlay a number of services and associated service backfill, alongside a general loose mixed silty-sand deposit, with gravel, occasional ceramic building material fragments and sand patches. At the northern end of this trench, the remains of a modern basement (in the form of vertical concrete slabs running along the line of the western section and round into the northern section) were observed (fig.97). These were found directly beneath the tarmac, stretched to the limit of excavation and beyond (0.8m in this area), and were observed running north-south for *c.*9m and then west for *c.*2m.

Fig. 97: Photograph of the modern basement slabs observed in the northern end of the trenching on Wharf Road.

A continuation of the trench on the eastern side of Wharf Road was observed for a distance of 39m, up to No.22 Wharf Road (0.5m in width and 1.05m in depth). The tarmac and concrete road-surface overlay brown-grey silty-sand, over yellow-brown gravels, over a compact blue-grey clay (possibly natural deposits).

Another 45m of open-cut trenching was observed on the eastern side of Wharf Road, between No.22 Wharf Road and No.44 Wharf Road (*c*.0.55m wide and 1.2m deep). The modern road-surface consisted of tarmac over a base of mixed concrete, earlier setts, and a gravelly-orange-sandy-silt matrix. This overlay various mixed made-ground deposits, of black silt / brown clay-silt. Occasional pieces of pottery were observed within this (19th century porcelain and stonewares, see Appendix II, contexts 18 and 19).

30m of open-cut trenching was observed on the eastern side of Wharf Road, between No.44 and No.48 Wharf Road (0.5m wide and 1m deep). The modern road-surface (tarmac over granite setts over concrete in places, and tarmac over a stoney road-base in other places) overlay a general loose mixed disturbed silty-sand deposit, with stones, ceramic building material fragments, mortar patches, etc, in. This trench had also been disturbed by services (service fills were noted in several places), and more heavily disturbed by lumps of concrete / modern brick rubble, *etc*.

Fig. 98: General photograph of trenching on Wharf Road, looking south.

A further 15m of open-cut trenching was observed on the eastern side of Wharf Road, immediately south of the opening onto Pickford Wharf flats (0.55m in width and 1.3m in depth). The modern road-surface (tarmac / kerbstone over mortar / sand levelling layer) overlay various made-ground deposits. This included 150mm of grey-blue-brown clay-silt containing gravels and pebbles, 80mm of compacted grey-black clay, 250mm of brown-grey silty-clay with pieces of pottery, 200mm of loose grey flint gravels / pebbles, and 50mm of yellow clay-based gravels. These made-ground deposits may have been associated with the creation of the canal basins in the early 19th century – possibly consolidation layers or deliberate dumping.

Fig. 99: Photograph of western section in trenching on Wharf Road, showing the various made-ground deposits.

The final stretch of trenching observed on Wharf Road consisted of *c*.47m of open-cut trenching at the far northern end of the road, running up to the bridge (0.5m wide and 1.1m deep). 0.25m of tarmac over concreted gravels overlay *c*.0.8m of largely homogeneous grey-brown silty-clays, containing gravels and some crushed ceramic building material fragments (although the western side of the trench had been heavily disturbed by an existing gas-main). This was presumably upcast and made-ground deposited when the canal bridge was constructed, although far less stratified than that seen in the previous trench.

Fig. 100: Photograph of eastern section in trenching at far northern end of Wharf Road.

8.30 Wimbourne Street (Fig 101)

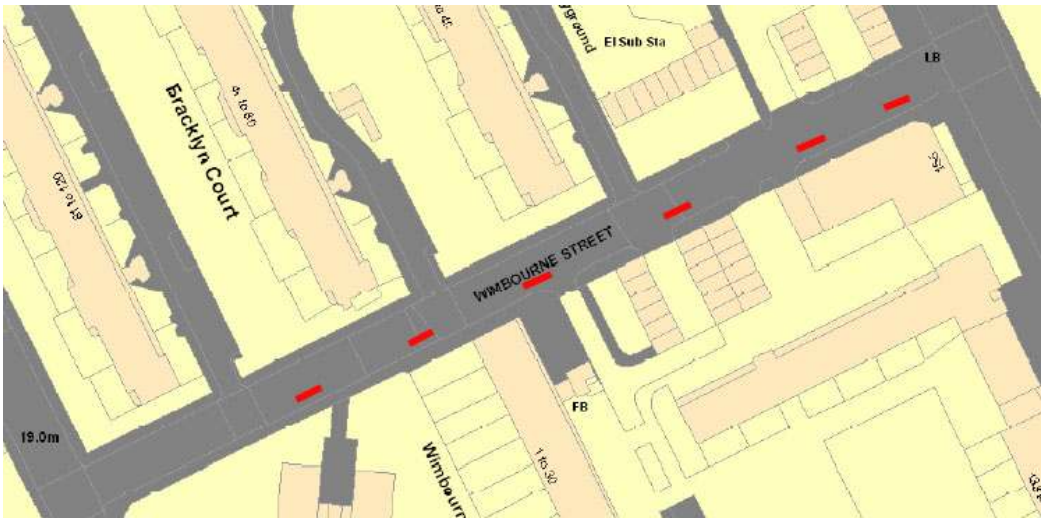

Fig. 101: Plan showing the trenching monitored on Wimbourne Street.

Six pits were observed on the southern / central side of Wimbourne Street, between the junction with New North Road and Cropley Street (excavated to approximately 1.1m beneath modern ground-surface). The modern road-surface overlay mixed deposits – pebbly deposits, ceramic building material, silty-sand deposits, mortar layers, etc. This was all very mixed, with no clear stratigraphy and no archaeological features were noted.

9. Conclusions

The archaeological watching brief of Thames Water mains replacement works in DMA Crouch-Hill 29, in the vicinity of Regents Canal and Shepherdess Walk, London Boroughs of Hackney and Islington, revealed little of archaeological interest. Most trenches and pits simply revealed modern road-surfaces overlying services and service fills / disturbed deposits, or relatively modern made-ground deposits.

A few brick walls (mainly cellar walls) and a soakaway were uncovered – these generally related to the 19th century development of the area, as indicated on historic maps. The remains of an early 20th century underground toilet were also uncovered in New North Road.

In a few trenches, stratified made-ground deposits were observed. Few finds were recovered, but these were generally 19th century pottery, reflecting the 19th century development of the area. A fragment of a Brown Salt Glazed Stoneware bottle from the Bourne Pottery was discovered in Wharf Road (Appendix II, context 18) which had the inscription '*Guaranteed not to absorb. Bournes*' on it. The Bourne pottery of Denby in Derbyshire was established in 1809 and employed a variety of marks in subsequent years. Joseph Bourne ran the pottery between 1833 and 1860 and stamps including the place name 'Codnor Park' relate to the period between 1833 and 1861, but from 1850 '& Son' was added to the Bourne name. It would seem, therefore, that this bottle dates to between 1833 and 1850.

Some indication of deposits associated with the creation of the canal basins were also observed in a few places.

Indications of earlier land-surfaces / plough-soils were also observed in some trenches. These presumably pre-date the later post-medieval development of the area, when it was predominantly open fields, etc (as depicted on Rocque's mid-18th century map).

Natural deposits (sandy-gravels and clay) were observed in a few places (Bletchley Street, Eagle Wharf Road, Shepherdess Walk, and Wharf Road), at between 0.8 and 1.4m beneath the modern ground-surface.

Nothing of archaeological significance was, therefore, observed in any of the trenches monitored in the area of Crouch-Hill 29 DMA. The finds assemblage formed low-grade post-medieval pottery and clay pipe from reworked late made ground deposits and after identification, was not retained.

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Appendix I: Context List

1 – Provost Street, 11.9.11, finds from service fill

2 – City Road, 19.9.11, finds from buried soil

3 – Shepherdess Walk, 1.3.12, outside No.53 sample of domestic debris layer

4 – New North Road, 27.10.11, yellow clay deposit

5 – Eagle Wharf Road, 10.11.11, made ground in pit 2

6 – Bevenden Street, 30.8.11, silty-clay deposit

7 – Eagle Wharf Road, 1.2.12, pottery/ash layer

8 – Haberdasher Street, 20.4.11

9 – Eagle Wharf Road, 16.11.11, dark silty deposit above natural in pit 1

10 – New North Road, 5.10.11, underground toilet

11 – J/O City Road and Shepherdess Walk, 19.10.11, made ground

12 – New North Road, 27.9.11, made ground

13 – Bevenden Street, 30.8.11, silty-clay deposit

14 – New North Road, 27.10.11, red-purple deposit

15 – Bevenden Street, 30.8.11, silty-clay deposit

16 – Provost Street, 5.9.11

17 – Wharf Road, 3.5.12

18 – Wharf Road, 12.7.12

19 – Wharf Road, 1.8.12, near base of section just to the south of Wharf Road Bridge

Appendix II: Pottery Report

Pottery from north of City Road, London (Site TXB11) *Paul Blinkhorn*

The pottery assemblage comprised 90 sherds with a total weight of 2695g. It was recorded using the fabric codes of the Museum of London post-Roman type-series (Vince 1985), as follows:

BBAS: Black basalt ware, 1770-1900. 1 sherd, 35g.
BORD: Border ware, 1550-1700. 2 sherds, 22g.
CHINA: 'Ironstone' china, 1800-1900. 54 sherds, 837g
CHPO: Chinese porcelain,1580 -1900. 4 sherds, 97g.
CREA: Creamware, 1740-1880. 4 sherds, 13g.
ENGS: English stoneware, 1700-1900. 8 sherds, 1117g.
YELL: Yellow Ware, 1840-1900. 3 sherds, 82g.
PMR: Post-medieval redware, 1580 – 1900. 7 sherds, 475g.
SWSG: Staffordshire white salt-glazed stoneware, 1720-1780. 3 sherds, 8g.
TGW: English tin-glazed ware, 1600-1800. 3 sherds, 9g.

The pottery occurrence by number and weight of sherds per context by fabric type is shown in Table 1. Each date should be regarded as a *terminus post quem*. The pottery is all post-medieval, and typical of the range of wares found on sites of the period in London. It all appears entirely domestic in character, comprising a mixture of tablewares and more utilitarian vessels such as boot-blacking bottles. Some of the residual material is rather abraded, but the assemblage is otherwise in generally good condition.

Table 1: Pottery occurrence by number and weight (in g) of sherds per context by fabric type

	BORD		PMR		TGW		BBAS		ENGS		CHPO		SWSG		YELL		CREA		CHINA		
Cntxt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	Date
1																			1	6	19thC
2					1	3	1	35									4	13	2	12	19thC
3																			19	174	19thC
4					1	2									1	2					M19thC
5																			2	303	19thC
6			1	29					2	270	1	67							4	113	19thC
7			1	29					2	254					1	24			1	7	M19thC
8											1	13							2	10	19thC
9																			6	24	19thC
10																			1	23	19thC
11			1	20																	L16thC
12											2	17									M18thC
13			2	19																	L16thC
14	2	22			1	4							3	8					1	5	19thC
16																			1	6	19thC
18			2	378					3	550					1	56			14	154	M19thC
19									1	43											18thC?
	2	22	7	475	3	9	1	35	8	1117	4	97	3	8	3	82	4	13	54	837	

Bibliography: Vince, AG, 1985 The Saxon and Medieval Pottery of London: A review *Medieval Archaeology* **29**, 25-93

Appendix III: Ceramic Building Material Report

Context	*Period*	*Fabric*	*Form*	*Count*	*Weight*	*L*	*B*	*T*	*Condition*	*Comments*	*Date*
2	PM	2275	Pan tile	1	72				S, Rd		1630-2000
6	PM	2275	Pan tile	1	112				M		1630-2000
10	PM	?	Brick	4	4371	165 +	113	74		Glazed white bricks, stretcher glazed. Stamped frog – near complete? FARNLEY.IRO NEAR {…..}	1870-1950
15	PM	2275	Pan tile	1	130				M		1630-2000
15	PM	2276	Peg tile	1	53			14		Thick peg tile, fine moulding sand. Part of a large round or polygonal nail-hole. Early post-med?	1480-1800
17	PM	3032	Brick	1	1051	120 +	100	67	M	Shallow frog, brown mortar. Dating of brown mortar usually late 18th century.	1750-1850

Appendix IV: Clay Pipe Report

Context 2 – one small fragment of clay pipe stem

Context 3 – 2 pieces of clay pipe stem

- 1 clay pipe bowl: barley-type decoration, most similar to A. Oswald's type 13 (*c.*1780-1820), no stamp or makers mark.

A. Oswald, *Clay Pipes for the Archaeologist*, British Archaeological Reports 14, 1975.

Appendix V: OASIS Form

OASIS ID: compassa1-132747

Project details

Project name	Thames Water mains replacement works in Crouch-Hill 29, Hackney and Islington
Short description of the project	An archaeological watching brief was undertaken between March 2011 and August 2012, during water mains renewal and replacement works in Thames Water District Metering Area Crouch-Hill 29 (London Boroughs of Hackney and Islington): around Regent's Canal and Shepherdess Walk. Archaeological monitoring was undertaken during contractors groundworks and consisted of the inspection and recording of all open works accessible during monitoring visits. Nothing of archaeological interest was revealed in these trenches, with most trenches and pits simply revealing modern road-surfaces overlying services and service fills / disturbed deposits, or relatively modern made-ground deposits. A few brick walls (mainly cellar walls) and a soakaway were uncovered - these generally related to the 19th century development of the area, as indicated on historic maps. The remains of an early 20th century underground toilet were also uncovered in New North Road. In a few trenches, stratified made-ground deposits were observed. Few finds were recovered, but these were generally 19th century pottery, reflecting the 19th century development of the area. Some indication of deposits associated with the creation of the canal basins were also observed in a few places. Indications of earlier land-surfaces / plough-soils were also observed in some trenches. These presumably pre-date the later post-medieval development of the area, when it was predominantly open fields, etc (as depicted on Rocque's mid-18th century map). Natural deposits (sandy-gravels and clay) were observed in a few places (Bletchley Street, Eagle Wharf Road, Shepherdess Walk, and Wharf Road), at between 0.8 and 1.4m beneath the modern ground-surface.
Project dates	Start: 09-03-2011 End: 17-08-2012
Previous/future work	No / No
Type of project	Recording project
Current Land use	Residential 1 - General Residential
Monument type	WALL Post Medieval
Monument type	TOILET Modern
Significant Finds	POT Post Medieval
Significant Finds	TILE Post Medieval
Investigation type	"Watching Brief"
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON HACKNEY HACKNEY Crouch-Hill 29 - Regent's Canal, Shepherdess Walk, City Road
Postcode	N1
Site coordinates	TQ 32573 83126 51 0 51 31 51 N 000 05 18 W Point

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	Compass Archaeology
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Compass Archaeology
Type of sponsor/funding body	Thames Water Utilities

Project archives

Physical Archive recipient	Museum of London Archive
Physical Contents	"Ceramics"
Digital Archive recipient	Museum of London archive
Digital Contents	"Ceramics"
Digital Media available	"Images raster / digital photography"
Paper Archive recipient	Museum of London Archive
Paper Contents	"Ceramics"
Paper Media available	"Context sheet","Correspondence","Miscellaneous Material","Notebook - Excavation',' Research',' General Notes","Photograph","Plan","Report","Unpublished Text"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	THAMES WATER MAINS REPLACEMENT IN THE VICINITY OF REGENT'S CANAL AND SHEPHERDESS WALK LONDON BOROUGHS OF HACKNEY AND ISLINGTON AN ARCHAEOLOGICAL WATCHING BRIEF
Author(s)/Editor(s)	Jeffery, E
Date	2012
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark Street, London, SE1 1RQ
Description	Report detailing the results of the archaeological watching brief of the Thames Water mains replacement works in DMA Crouch-Hill 29 (Shepherdess Walk, City Road, Regent's Canal). Includes background to project, photographs, plans of monitored trench locations, finds analysis, and conclusions.
Entered by	Emma Jeffery (emma@compassarchaeology.co.uk)
Entered on	23 August 2012

Appendix VI: London Archaeologist Summary

Site Address:	Thames Water Victorian Mains Replacement in the vicinity of Shepherdess Walk and the Regent's Canal, London Boroughs of Islington and Hackney (DMA Crouch Hill 29)
Project Type:	Watching Brief
Dates of Fieldwork:	March 2011-August 2012
Site Code:	TXB11
Site Supervisor:	Compass Archaeology
NGR:	TQ 32573 83126 (centre)
Funding Body:	Thames Water

An archaeological watching brief was undertaken between March 2011 and August 2012, during water mains renewal and replacement works in Thames Water District Metering Area Crouch-Hill 29 (London Boroughs of Hackney and Islington): around Regent's Canal and Shepherdess Walk. Archaeological monitoring was undertaken during contractors groundworks and consisted of the inspection and recording of all open works accessible during monitoring visits.

Nothing of archaeological interest was revealed in these trenches, with most trenches and pits simply revealing modern road-surfaces overlying services and service fills / disturbed deposits, or relatively modern made-ground deposits.

A few brick walls (mainly cellar walls) and a soakaway were uncovered – these generally related to the 19th century development of the area, as indicated on historic maps. The remains of an early 20th century underground toilet were also uncovered in New North Road.

In a few trenches, stratified made-ground deposits were observed. Few finds were recovered, but these were generally 19th century pottery, reflecting the 19th century development of the area. Some indication of deposits associated with the creation of the canal basins were also observed in a few places.

Indications of earlier land-surfaces / plough-soils were also observed in some trenches. These presumably pre-date the later post-medieval development of the area, when it was predominantly open fields, etc (as depicted on Rocque's mid-18th century map).

Natural deposits (sandy-gravels and clay) were observed in a few places (Bletchley Street, Eagle Wharf Road, Shepherdess Walk, and Wharf Road), at between 0.8 and 1.4m beneath the modern ground-surface.