

Regents Wharf, N1
Historic environment
assessment

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REGENT'S WHARF All Saints Street London N1

London Borough of Islington

Historic environment assessment

November 2016



**Regent's Wharf
10–18 All Saints Street
London N1 9RL**

Historic environment assessment

NGR 530557 183453

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Note: site outlines may appear differently on some figures owing to distortions in historic maps. North is approximate on early maps.

Executive summary

City South Projects Ltd on behalf of Regent's Wharf Unit Trust has commissioned MOLA to carry out a historic environment assessment in advance of proposed development on the south side of the Grand Union Canal ('Regent's Canal') at Regent's Wharf, 10–18 All Saints Street in the London Borough of Islington. The scheme includes demolition of the late 20th century office buildings in the western and south-western parts of the site. The locally listed late 19th and early 20th century canal side warehouse in the north-eastern part of the site, and an early 20th century warehouse in the south-eastern part of the site, along with its existing basement, would be retained. A new basement would be constructed across much of the remainder of the site, but not extending beneath the early 20th century warehouse buildings. It is assumed that foundations would be piled.

This desk-based study assesses the impact on buried heritage assets (archaeological remains). Although above ground heritage assets (historic structures) are not discussed in detail, they have been noted where they assist in the archaeological interpretation of the site. Buried heritage assets that may be affected by the proposals comprise remains of terraced houses and industrial warehouses identified from historic maps which developed along the Regent's Canal in the mid 19th century. There is a high potential for truncated remains of these buildings including cellars, wall footings, associated demolition deposits and evidence of industrial processes which would be of low heritage significance. There is also potential for remains of the early 19th century canal wall of low heritage significance to survive in the north-east of the site. Beneath the late 19th/early 20th century warehouse in the northern part of the site there is potential for fragmented remains of mid 19th century lime kilns, although these will have been severely truncated by the construction of the warehouse itself, and would therefore be of low significance. A geotechnical pit excavated in the site in October 2016 was archaeologically monitored by MOLA, but no kiln remains were observed.

Prior to the opening of the canal in 1820 the site lay in open fields. The heavy clay soils would have been unattractive for early settlement compared with the more fertile gravel terraces to the south and east of the site and there is a low potential for prehistoric, Roman and medieval remains.

Archaeological survival is predicted to be high across 80% of the site outside the footprint of the existing basements/former cellars, with any archaeological remains expected to survive directly below the buildings and between their foundations. In the south-east and along the southern edge of the site excavation for the existing basement and mid 19th century cellars will have removed any remains within their footprint.

Demolition of the existing late 20th century buildings and excavation for the basement would completely remove any archaeological remains within its footprint. Additionally, if proposed, any below ground works (such as removal of the floor slab or additional foundations) within the footprint of the late 19th/early 20th century warehouse in the north-east of the site would potentially have an impact truncating or removing entirely any surviving remains locally within the footprint of these works.

The impacts of the current scheme would be on archaeological remains of no more than low significance, and in view of this, no further archaeological work is recommended.

1 Introduction

1.1 Origin and scope of the report

- 1.1.1 City South Projects Ltd on behalf of Regent's Wharf Unit Trust has commissioned MOLA (Museum of London Archaeology) to carry out a historic environment assessment in advance of proposed development at Regent's Wharf, 10–18 All Saints Street, Islington N1 (National Grid Reference 530557 183453: Fig 1). The scheme includes demolition of the late 20th century office buildings in the western and south-western parts of the site. The locally listed late 19th and early 20th century canal side warehouse in the north-eastern part of the site, and an early 20th century warehouse in the south-eastern part of the site, along with its existing basement, would be retained. A new basement would be constructed across much of the remainder of the site, but not extending beneath the early 20th century warehouse buildings. It is assumed that foundations would be piled.
- 1.1.2 This desk-based study assesses the impact of the scheme on buried heritage assets (archaeological remains). It forms an initial stage of investigation of the area of proposed development (hereafter referred to as the 'site') and may be required in relation to the planning process in order that the local planning authority (LPA) can formulate an appropriate response in the light of the impact upon any known or possible heritage assets. These are parts of the historic environment which are considered to be significant because of their historic, evidential, aesthetic and/or communal interest.
- 1.1.3 This report deals solely with the archaeological implications of the development and does not cover possible built heritage issues, except where buried parts of historic fabric are likely to be affected. Above ground assets (i.e., designated and undesignated historic structures and conservation areas) on the site or in the vicinity that are relevant to the archaeological interpretation of the site are discussed. Whilst the significance of above ground assets is not assessed in this archaeological report, direct physical impacts upon such arising from the development proposals are noted. The report does not assess issues in relation to the setting of above ground assets (e.g. visible changes to historic character and views).
- 1.1.4 The assessment has been carried out in accordance with the requirements of the National Planning Policy Framework (NPPF) (DCLG 2012, 2014; see section 10 of this report) and to standards specified by the Chartered Institute for Archaeologists (CIfA Dec 2014a, 2014b), Historic England (EH 2008, 2015), and the Greater London Archaeological Advisory Service (GLAAS 2014). Under the 'Copyright, Designs and Patents Act' 1988 MOLA retains the copyright to this document.
- 1.1.5 Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MOLA, correct at the time of writing. Further archaeological investigation, more information about the nature of the present buildings, and/or more detailed proposals for redevelopment may require changes to all or parts of the document.

1.2 Designated heritage assets

- 1.2.1 The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments, listed buildings or registered parks and gardens.
- 1.2.2 The site is situated outside of any Archaeological Priority Areas as designated by the LPA.
- 1.2.3 The eastern third of the site (10 and 12 All Saints Street) is situated within the Regent's Canal West Conservation Area designated by the London Borough of Islington for its preservation of the 19th century industrial character of the canal area. Additionally, 10 All Saints Street (**HEA 1a** on Fig 2), a late 19th century (eastern half) and early 20th century (western half) warehouse, is a locally listed building.

1.3 Aims and objectives

1.3.1 The aim of the assessment is to:

- identify the presence of any known or potential buried heritage assets that may be affected by the proposals;
- describe the significance of such assets, as required by national planning policy (see section 9 for planning framework and section 10 for methodology used to determine significance);
- assess the likely impacts upon the significance of the assets arising from the proposals; and
- provide recommendations for further assessment where necessary of the historic assets affected, and/or mitigation aimed at reducing or removing completely any adverse impacts upon buried heritage assets and/or their setting.

2 Methodology and sources consulted

- 2.1.1 For the purposes of this report the documentary and cartographic sources, including results from any archaeological investigations in the site and a study area around it were examined in order to determine the likely nature, extent, preservation and significance of any buried heritage assets that may be present within the site or its immediate vicinity. This information has been used to determine the potential for previously unrecorded heritage assets of any specific chronological period to be present within the site.
- 2.1.2 In order to set the site into its full archaeological and historical context, information was collected on the known historic environment features within a 800m-radius study area around it, as held by the primary repositories of such information within Greater London. These comprise the Greater London Historic Environment Record (GLHER) and the London Archaeological Archive and Research Centre (LAARC). The HER is managed by Historic England and includes information from past investigations, local knowledge, find spots, and documentary and cartographic sources. The LAARC includes a public archive of past investigations and is managed by the Museum of London. The study area was considered through professional judgement to be appropriate to characterise the historic environment of the site. Occasionally there may be reference to assets beyond this study area, where appropriate, e.g., where such assets are particularly significant and/or where they contribute to current understanding of the historic environment.
- 2.1.3 In addition, the following sources were consulted:
- MOLA – in-house Geographical Information System (GIS) with statutory designations GIS data, prehistoric key activity indicators for London, past investigation locations, projected Roman roads and burial grounds from the Holmes burial ground survey of 1896; georeferenced published historic maps; Defence of Britain survey data, in-house archaeological deposit survival archive; and archaeological publications;
 - Historic England – information on statutory designations including scheduled monuments and listed buildings, along with identified Heritage at Risk;
 - Groundsure – historic Ordnance Survey maps from the first edition (1860–70s) to the present day;
 - British Geological Survey (BGS) – solid and drift geology digital map; online BGS geological borehole record data;
 - City South Projects Ltd – architectural drawings (Rock Townsend 1990); geotechnical results (RSK 2016); proposed basement plan (Hawkins\Brown2016);
 - Internet – web-published material including the LPA local plan, and information on conservation areas and locally listed buildings.
- 2.1.4 The assessment included a site visit carried out on the 23rd of February 2016 in order to determine the topography of the site and the nature of the existing buildings, and to provide further information on areas of possible past ground disturbance and general historic environment potential. Observations have been incorporated into this report.
- 2.1.5 Fig 2 shows the location of known historic environment features within the study area. These have been allocated a unique historic environment assessment reference number (**HEA 1, 2**, etc), which is listed in a gazetteer at the back of this report and is referred to in the text. Where there are a considerable number of listed buildings in the study area, only those within the vicinity of the site (i.e. within 100m) are included, unless their inclusion is considered relevant to the study. Conservation areas and archaeological priority areas are not shown. All distances quoted in the text are approximate (within 5m).
- 2.1.6 Section 10 sets out the criteria used to determine the significance of heritage assets. This is based on four values set out in Historic England's *Conservation principles, policies and guidance* (EH 2008), and comprise evidential, historical, aesthetic and communal value. The report assesses the likely presence of such assets within (and beyond) the site, factors which may have compromised buried asset survival (i.e. present and previous land use), as well as possible significance. Section 11 includes non-archaeological constraints. Section 12 contains a glossary of technical terms. A full bibliography and list of sources consulted may be found in

section 13 with a list of existing site survey data obtained as part of the assessment.

3 Site location, topography and geology

3.1 Site location

- 3.1.1 The site is located at Regent's Wharf, 10–18 All Saints Street, Islington N1 9RL (NGR 530557 183453; Fig 1). The site is bounded by 8 All Saints Street to the east; All Saints Street to the south; Ice Wharf residential buildings to the west; and the Grand Union Canal ('Regent's Canal') to the north. The site falls within the historic parish of St Mary Islington, and lay within the county of Middlesex prior to being absorbed into the administration of the Greater London Borough of Islington.
- 3.1.2 The nearest major natural watercourse is the River Fleet, an ancient river which ran north/south through London: this followed the line of Pancras Road, c 680m west of the site, and was piped underground in the 19th century in preparation for the construction of St Pancras Station.

3.2 Topography

- 3.2.1 Topography can provide an indication of suitability for settlement, and ground levels can indicate whether the ground has been built up or truncated, which can have implications for archaeological survival (see section 5.2).
- 3.2.2 The area surrounding the site slopes gradually down towards the south: at the intersection of Caledonian Road and All Saints Street 60m east of the site ground level lies at 22.8m above Ordnance Datum (OD), dropping down to 16.2m OD along Caledonian Road at the junction with Pentonville Road, c 500m south of the site.
- 3.2.3 Ground level within the site itself has been artificially raised up by c 0.8–0.9m above All Saints Street. On All Saints Street bordering the southern edge of the site ground level is 21.1m OD at the south-eastern corner sloping down to c 20.5m OD at the south-western corner. Across most of the site including the external courtyard areas in the western, central and eastern parts of the site ground level is 21.2–21.4m OD.

3.3 Geology

- 3.3.1 Geology can provide an indication of suitability for early settlement, and potential depth of remains. The geology of the site comprises London Clay (BGS digital data).
- 3.3.2 Information on the predicted levels of London Clay has been derived from historic borehole records via BGS online. Four boreholes taken in the area bounded by Killick Street and All Saints Street, c 40m south of the site, recorded between 0.8–0.9m of undated made ground (i.e. containing no identifiably modern inclusions such as concrete or plastic) directly overlying London Clay at c 18.2–19.2m OD (BGS ref. TQ38SW/1107–1110). A fifth borehole at the corner of Killick Street and All Saints Street, 15m south of the site, recorded 1.6m of undated made ground, composed of brick rubble and clay, overlying London Clay at 17.8m OD (BGS ref. TQ38SW/1105). Two boreholes taken c 80m west of the site between New Wharf Road and Battlebridge Basin recorded between 4.5–5.0m of undated made ground overlying London Clay at 16.3–17.3m OD, i.e. c 4.5–5.0m below ground level (mbgl) (BGS ref. TQ38SW/2600–01).
- 3.3.3 Based on the descriptions from the borehole logs, it is possible that the deep made ground deposits recorded to the west and south of the site is redeposited material associated with excavation for the Islington tunnel on the Regent's Canal situated 250m east of the site (see Section 4.2.15). Similar depths of early 19th century made ground possibly also associated with the excavation of the canal may be present on site. The geotechnical trial pit excavated in the site in October 2016 (**HEA 1b**) recorded made ground deposits, probably of 19th or 20th century date, to a depth of 2.1m, where excavation ceased (RSK, 2016).

4 Archaeological and historical background

4.1 Overview of past investigations

- 4.1.1 A trial pit excavated in the site by RSK Ltd during geotechnical investigations in October 2016 was monitored by MOLA (site code SNT16: **HEA 1b**). The trial pit was located in an area where a 19th century lime kiln, one of three, is shown on an Ordnance Survey map of 1871–1874. An irregular shaped trial pit (TP08) was located adjacent to a column to investigate its foundations, and a pit measuring 0.35m east-west by 0.40m north-south was excavated to a depth of 2.0m. A brick and stone structure was noted, probably the foundation of a nearby column, the yellow bricks suggesting a 19th century date. This structure and the deposits observed did not appear to be part of a lime kiln, but would be in keeping with the nearby column and the late 19th–early 20th century warehouse (**HEA 1a**) directly to the north (MOLA, 2016). Natural deposits were not reached.
- 4.1.2 Within the study area there have been 20 other previous investigations, predominantly small scale watching briefs or evaluations (**HEA 3–4, 6–9, 12, 14–15, 18–20**), as well as historic building recording (**HEA 3, 5, 9–11, 13, 16, 17**). These have been centred on the King's Cross development area to the west of the site and have recorded extensive evidence for the 19th and early 20th century industrial development of the area following the opening of the Regent's Canal in the 1820s.
- 4.1.3 The results of these investigations, along with other known sites and finds within the study area, are discussed by period, below. The date ranges below are approximate.

4.2 Chronological summary

Prehistoric period (800,000 BC–AD 43)

- 4.2.1 The Lower (800,000–250,000 BC) and Middle (250,000–40,000 BC) Palaeolithic saw alternating warm and cold phases and intermittent perhaps seasonal occupation. During the Upper Palaeolithic (40,000–10,000 BC), after the last glacial maximum, and in particular after around 13,000 BC, further climate warming took place and the environment changed from steppe-tundra to birch and pine woodland. It is probably at this time that Britain first saw continuous occupation. Erosion has removed much of the Palaeolithic land surfaces and finds are typically residual. There are no known finds dated to this period within the study area.
- 4.2.2 The Mesolithic hunter-gather communities of the postglacial period (10,000–4000 BC) inhabited a still largely wooded environment. The river valleys would have been favoured in providing a predictable source of food (from hunting and fishing) and water, as well as a means of transport and communication. Evidence of activity is characterised by flint tools rather than structural remains. There are no known finds dated to this period within the study area.
- 4.2.3 The Neolithic (4000–2000 BC), Bronze Age (2000–600 BC) and Iron Age (600 BC–AD 43) are traditionally seen as the time of technological change, settled communities and the construction of communal monuments. Farming was established and forest cleared for cultivation. An expanding population put pressure on available resources and necessitated the utilisation of previously marginal land.
- 4.2.4 Prehistoric occupation, in particular evidence for Bronze Age and Iron Age activity, appears to have been focused along the Gravel terraces to the south of the site, with the closest evidence for prehistoric occupation recorded around Clerkenwell outside the study area 1.6km south-east of site (site code: ENG84) and around Westminster, 2.7km south of the site (site codes: MAI86, EXS00, SAM92). The site is situated on the heavier clay soils was likely in woodland throughout this period, with agricultural land and settlement situated further south on the well-drained and fertile Thames Gravel terraces.

Roman period (AD 43–410)

- 4.2.5 During the Roman period the site lay beyond the Roman settlement of *Londinium*, c 2.4km to

the north-west of the city. *Londinium* quickly rose to prominence, becoming a major commercial centre and port, and the hub of the Roman road system in Britain. It is thought that a Roman road ran east–west in the vicinity of modern Clerkenwell Road, 1.7km south-east of the site, and may possibly have had origins as an Iron Age trackway (MoLAS 2000, 125; Margary 1967, 57). However to date no evidence of recognisable road surfaces has been recorded.

- 4.2.6 The possible findspot of a Roman tombstone in 1842 (**HEA 23**) is located by the GLHER c 120m south of the site, although the description of the find suggests that the location recorded may mark where part of the tombstone was installed in a garden, rather than where it was originally found. The findspot of three Roman coins (**HEA 25**) found in 1920 is also noted at this location, and a possible Roman iron urn (**HEA 24**) was found 260m south-west of the site. However, none of the recent archaeological investigations undertaken within the Kings Cross area have recorded any evidence for Roman activity within the study area. As with the prehistoric period site lies on the heavier clay soils that were not a first choice for settlement and was possibly woodland during this period, with agricultural land situated further south on the more fertile Gravel terraces.

Early medieval (Saxon) period (AD 410–1066)

- 4.2.7 Following the withdrawal of the Roman army from England in the early 5th century AD *Londinium* was apparently abandoned. Germanic settlers arrived from the Continent; the basis of their economy was agriculture, and early Saxon settlement was exclusively rural. In the 7th to 9th centuries the busy trading port of *Lundenwic* flourished on the north bank of the Thames c 2.4km to the south of the site in the area now occupied by Aldwych, the Strand and Covent Garden (MoLAS 2000, 182). Landed estates (manors) can be identified from this period onwards; some, as Christianity was widely adopted, with a main ‘minster’ church and other subsidiary churches or chapels. In the 9th century, *Londinium* was reoccupied and its walls repaired as part of the defensive system established by King Alfred against the Danes. This settlement, named *Lundenburh*, formed the basis of the medieval city. In the 9th and 10th centuries, the Saxon Minster system began to be replaced by local parochial organisation, with formal areas of land centred on settlements served by a parish church.
- 4.2.8 A charter dated c AD 1000 records that the Bishop of London was the overlord of two settlements called *Gislandune* (Islington) and *Tollandune* (Tollington), which occupied hilltops (*duns*), and in the Domesday Survey of AD 1086 all entries for the Islington area are divided between the manors of *Iseldone*, formerly *Gislandune*, and *Tolentone*, formerly *Tollandune* (Cosh 2005, 9–10).
- 4.2.9 The site was probably located in the manor of *Iseldone*, the main settlement of which was at the junction of High Street, Upper Street and Lower Street, near the present Islington Green c 1.1km to the east of the site. In 1993, archaeological excavations revealed evidence of Saxon settlement here (Cosh 2005, 9).
- 4.2.10 No evidence for Saxon activity has been recorded within the study area and throughout this period the site lay some distance from the main settlement of Islington probably within open fields or woodland.

Later medieval period (AD 1066–1485)

- 4.2.11 At the time of the Domesday Survey of 1086 about half of Islington’s total area was under cultivation, namely 12 hides and a quarter (one hide being roughly equivalent to 120 acres) and was held by the Bishop of London (Cosh 2005, 10). During this period, the Bishop of London granted five hides of the Islington estate to Hugo de Berners, which later became known as the manor of Bernersbury (Barnsbury). The manor contained cultivated land and enough woodland to support 150 pigs, and lay to the west of the Hollow Way (Holloway Road), and extended as far north and west as the parish boundaries, and as far as the valley of the River Fleet to the south-east (*ibid*, 10–11).
- 4.2.12 The main settlement grew upon on the site of the earlier village of *Iseldone* near the present Islington Green c 1.1km to the east of the site. There were two manor houses. One was situated on or close to the existing Odeon cinema on Holloway Road c 2.6km to the north of the site. Rocque’s map of 1746 (Fig 3) shows a small roadside settlement here. The other manor house was located on the site of Mountfort House to the west of Barnsbury Square,

c 930m to the north-east of the site. At the latter site, a 12-feet (3.7m) deep and 20-feet (6.1m) wide moat was still visible until 1834 (*ibid*, 11).

- 4.2.13 Throughout this period the site lay some distance from these settlements and probably within open fields.

Post-medieval period (AD 1485–present)

- 4.2.14 On Rocque's map of 1746 (Fig 3) the site is within pasture fields. A lane runs east–west to the south of the site. The main north–south road to the west of the site is modern York Way. The settlement at Battle Bridge, which is known to have existed by the mid 16th century, is situated to the south of the site near the intersection of Pentonville Road and Gray's Inn Road c 480m south of the site.
- 4.2.15 The Regent's Canal was built as an extension to the Paddington branch of the Grand Junction Canal, construction of which commenced in 1812. The section of the canal from Camden Town to the Limehouse Basin on the Thames, which borders the northern edge of the site, was opened in 1820 (VCH *Middlesex VIII*, 3–8). The canal became important for the transport of local goods, in particular coal, which led to many new developments along the canal side including warehouses and depots. The Horsfall Basin (now Battlebridge Basin), situated 55m west of the site, was one of several privately owned basins constructed along the canal and named after the local land owner, William Horsfall, on whose land it was built (Battlebridge Moorings 2015). The recently opened canal and basin are shown on Greenwood's map of 1824 (Fig 4). The site at this time remains open ground. It could be speculated that the roughly rectangular area which extends into the site may indicate a compound associated with the canal construction, or a spoil heap, as it is documented that the material excavated from the Islington Tunnel, the entrance to which is 250m east of the site, was deposited on William Horsfall's land (*ibid*). Around the site the proposed street layouts, including Caledonian Road constructed in 1826 to the east of the site, and New Wharf Road and Crinan Street to the south-west are indicated.
- 4.2.16 By the mid 19th century the formerly open areas around the canal, and including the site, had been built up as shown on Stanford's map of 1862 (Fig 5). St James' Terrace and All Saints Place (now All Saints Street) have been laid out to the south of the site. The southern half of the site is built up (later maps show terraced houses here), and a Cement and Lime Works has been built in the northern half of the site. This was the premises of Coles, Shadbolt and Co. which had established the site in the 1840s (cementkilns.co.uk/ck_ragbag.html) or in 1850 (Graces Guide 2011) to make 'Roman cement' a durable cement suitable for high strength masonry structures (cementkilns.co.uk/cement.html). Pembroke Wharf is partially within the eastern edge of the site, with the western end of a building extending into the south-eastern corner of the site. Construction of the canal had led to many industries setting up in the area around the site, and with the opening of King's Cross Station in 1852 the industrial character of the area intensified (Cherry and Pevsner 2002, 696).
- 4.2.17 The lime kilns would have produced quicklime, an essential component in the production of mortar that was needed in large quantities in the 19th century for the building boom fuelled by London's massive population growth. It was also an ingredient in fertiliser and was used to create 'limelight', used to illuminate theatres. Coal and limestone were brought along the canal and would have been burned in the kiln for three days (exploringsouthwark.co.uk/lime-kiln/ accessed 02/03/2016). Most 19th century kilns were massive brick-built structures with elaborate internal drainage systems and provision for the dumping of substantial quantities of limestone and coal at the kiln head (Crossley 1994, 210). In Burgess Park in Southwark there is an extant and restored example of an early 19th century lime kiln (Grade II listed; National Heritage List 1378394) possibly similar to the kilns once located on the site. By the end of the 19th century, small local kilns in London had become unprofitable as the building of the railways made larger industrial works outside the city more viable.
- 4.2.18 On the Ordnance Survey (OS) 5':mile map of 1871–74 (Fig 6) the Cement and Lime Works has been expanded in the north of the site with two new buildings and three circular lime kilns shown. In the north-west of the site is a timber yard with two new buildings occupying this area; one has a chimney at its northern end (marked on later maps 'Chy'). New buildings have also been added in the eastern part of the site within Pembroke Wharf. The Goad fire insurance plan of 1891 (not reproduced) provides further information on the companies operating on site: the cement and lime works is identified as Coles, Shadbolt and Co. whose

head office was situated at Thornhill Wharf, c 60m east of the site on Caledonian Road (Grace's Guide 2011). The timber yard is identified as 'Haggis and Sons The Caledonian Patent Sawing and Planing Mills'. In the eastern part of the site is J Thorley Cattle Food and Cake Mills, which was under construction in 1891. The buildings include stables, a mill, offices and a warehouse; the greater detail of this map shows the terraced houses in the southern part of the site.

- 4.2.19 On the OS 2nd edition 5":mile map of 1896 (Fig 7) in the western third of the site the southern timber yard building has been extended, while in the centre of the site the lime kilns have been removed and a crane has been built along the canal side. The canal wall has been rebuilt along the north-eastern corner of the site and extended slightly out to the north. In the eastern third of the site the cattle feed mill buildings have been completed. The terraced houses along the southern edge of the site remain extant, although some minor extensions have been added to the rear of the buildings.
- 4.2.20 On the OS 3rd edition 25":mile map of 1916 (Fig 8) further changes have been made within the site. The timber yard warehouse in the western part of the site has been demolished and the area remains vacant at this time. In the centre of the site the former cement works buildings have been demolished and replaced by a group of smaller buildings occupying the same footprint, with an additional building added on the site of the earlier crane. The buildings in the eastern third of the site remain, with additions made to the southern-most of the three.
- 4.2.21 The London County Council's World War Two bomb damage map (not reproduced) records that three of the terraced houses situated to the south-west of the site suffered minor blast damage; no damage is recorded to any of the buildings within the site.
- 4.2.22 On the OS 1:1250 scale map of 1952 (Fig 9) the canal wall has been extended slightly further to the north of its existing position. Many of the previous buildings within the site have also been demolished: the eastern half of a large warehouse now occupies the western third of the site, with new buildings constructed across the central and eastern parts of the site. In the north-east the late 19th and early 20th century buildings, identified on the map as a mill for cattle feed, remain, along with the mid 19th century terraced houses in the southern part of the site.
- 4.2.23 On the OS 1:1250 scale map of 1957–61 (not reproduced) a new building has been added to the eastern part of site. No other changes to the layout of buildings are evident at this time.
- 4.2.24 By the early 1980s with the decline of the urban industrial areas extensive regeneration was undertaken: this is evident on the site with the demolition of the terraced houses in the south-west of the site as shown on the OS 1:1250 scale map of 1982 (not reproduced). The Regent's Wharf development was completed on site in 1991, designed by Rock Townsend (Cherry and Pevsner 2002, 697). This included the retention of the late 19th and early 20th century warehouse formerly part of the Thorley Cattle Food and Cake Mill (cover image and Figs 10–11; see also Section 4.2.17) in the north-east of the site. Four office buildings were constructed in the western and southern parts of the site. Remains of the probably late 19th century stone ground surface survives within parts of the courtyard in the north-west (visible in the background of Fig 12), and in the central and eastern areas adjacent to the late 19th and early 20th century warehouses.

5 Statement of significance

5.1 Introduction

- 5.1.1 The following section discusses past impacts on the site: generally from late 19th and 20th century developments which may have compromised archaeological survival, e.g., building foundations or excavations such as quarrying, identified primarily from historic maps, the site walkover survey, and information on the likely depth of deposits. It goes on to consider factors which are likely to have compromised asset survival.
- 5.1.2 In accordance with the NPPF, this is followed by a statement on the likely potential and significance of buried heritage assets within the site, derived from current understanding of the baseline conditions, past impacts, and professional judgement.

5.2 Factors affecting archaeological survival

Natural geology

- 5.2.1 Based on BGS boreholes and the information from archaeological investigations in the vicinity, the predicted level of natural geology within the site is as follows:
- Current ground level is 20.5–21.1m OD along the southern edge of the site on All Saints Street rising to 21.2–21.4m OD across 90% of the site;
 - The top of untruncated Clay is predicted at c 17.8–18.2m OD (c 2.5–3.4mbgl).
- 5.2.2 Between the top of the natural and the current ground level modern made ground and undated made ground is predicted. The latter potentially contains archaeological remains but may also in part derive from the dumping of spoil from excavation for the Regent's Canal.

Past impacts

- 5.2.3 Archaeological survival potential is expected to be high across much of the site. In the south-eastern corner and along the south-western edge of the site excavation for basements or any cellars of the former houses will have truncated or completely removed any earlier remains and survival potential in this area is predicted to be low.
- 5.2.4 The existing early 20th century warehouse (Unit 12 on Fig 1) in the south-east of the site features a single basement which has a floor level of 18.6m OD and (allowing 0.4m for the floor slab), a formation level of 18.2m OD (c 2.6–3.2mbgl). This will have truncated or removed entirely any earlier remains within the basement footprint and is at or just above the predicted level of natural.
- 5.2.5 All other buildings within the site (Units 10, 14, 16 and 18 on Fig 1) do not have basements; they have a ground floor level of 21.4m OD and an assumed formation level of 20.9m OD. The existing late 19th–early 20th century warehouse in the north-east of the site (Unit 10) is likely to be founded on pad /iron column foundations extending into the natural Clay which will have removed any remains within their footprint, although there is potential for earlier remains to survive between the foundations. Based on their size it is likely that the late 1980s buildings (Units 14, 16 and 18) have piled foundations which will have completely removed any remains within the footprint pile. Excavation for pile caps and ground beams will have resulted in localised truncation to a depth of 1.0–1.5mbgl. Likewise, excavation for lift pits will have resulted in localised truncations within each pit footprint to a depth of c 1.5mbgl (c 19.4m OD) below the building formation level.
- 5.2.6 A historic photograph of the mid 19th century terraced houses formerly situated in the southern part of the site (Collage ref. SC_PHL_01_173_76_6258; not reproduced) shows that these all contained a cellar level, which for the purpose of this assessment is assumed to have extended to a depth of 2.0–2.5mbgl (c 18.0–18.8m OD). While these will have truncated or removed entirely any earlier remains within their footprint, the cellars potentially survive within the site below the existing buildings and would themselves be of some heritage interest.

Likely depth/thickness of archaeological remains

- 5.2.7 Outside the basement/cellar footprints and beneath the modern ground surfaces or floor slabs there is potential for 3.0m or more of undated made ground deposits (probably 19th century) which potentially contain archaeological remains, possibly including truncated foundations of previous buildings or other deeply cut features. The basements/ former cellars probably extend to – or just above – the top of the natural and there is some potential for undated made ground or deeply cut features to survive below these.

5.3 Archaeological potential and significance

- 5.3.1 The nature of possible archaeological survival in the area of the proposed development is summarised here, taking into account the levels of natural geology and the level and nature of later disturbance and truncation discussed above.
- 5.3.2 *The site has a low potential for prehistoric remains.* Prehistoric occupation was likely focused on the fertile gravel terraces, the edge of which is c 900m south of the site, as opposed to the heavier clay soils on which the site is situated. No evidence for prehistoric occupation has been recorded within the study area to date and the site was probably in woodland.
- 5.3.3 *The site has a low potential for Roman remains.* The site is some distance from known Roman settlements on heavier clay soils which would have been less attractive than the more fertile Gravel terraces situated c 1km to the south and east of the site. No evidence for Roman activity has been recorded during any of the recent archaeological investigations within the study area and there is a low potential for remains within the site.
- 5.3.4 *The site has a low potential for early medieval remains.* The site is situated at some distance from the Saxon settlement at Islington Green, c 1.1km east of the site. No evidence for Saxon activity has been recorded within the study area and the site likely remained in woodland, or possibly open fields, during this period.
- 5.3.5 *The site has a low potential for later medieval remains.* As with the preceding period, later medieval settlement grew up around Islington Green to the east of the site, and no evidence for later medieval activity has been recorded within the study area. The site is likely to have been open fields throughout this period.
- 5.3.6 *The site has a high potential for post-medieval remains.* The site remained open fields during this period until construction in the early 19th century of the Regent's Canal which borders the northern edge of the site. This led to widespread industrial and residential development of the area throughout the 19th and 20th century. The site has a high potential for truncated building footings, cellars and demolition deposits associated with the mid to late 19th century warehouses, such as the timber yard, cement works, mid 19th century Thorley's cattle feed mill buildings, along with remains of mid 19th century cellars along the southern edge of the site. Such remains would be of **low** significance as derived from their evidential and historic values. Beneath the late 19th/early 20th century warehouse in the northern part of the site there is potential for fragmented remains of mid 19th century lime kilns, although these will have been severely truncated by the construction of the warehouse itself, and would therefore be of **low** significance. A geotechnical pit excavated in the site in October 2016 was archaeologically monitored by MOLA, but no kiln remains were observed. Historic maps suggest that the canal wall was re-aligned/rebuilt on two occasions in the late 19th and early to mid 20th century and there is potential for remains of the earlier canal wall to survive along the north-eastern edge of the site which would be of **low** significance. Additionally, historic sources suggest that made ground derived from the excavation for the Regent's Canal Islington Tunnel, located c 250m east of the site, was potentially dumped on the site; this would be of **negligible** heritage significance.

6 Impact of proposals

6.1 Proposals

- 6.1.1 The scheme includes demolition of the late 20th century office buildings in the western and south-western parts of the site. The locally listed late 19th and early 20th century canal side warehouse in the north-eastern part of the site, and an early 20th century warehouse in the south-eastern part of the site, along with its existing basement, would be retained. A new basement would be constructed across much of the remainder of the site, but not extending beneath the early 20th century warehouse buildings (Fig 14). It is assumed that foundations would be piled. The basement is anticipated to extend to a depth of c 3.5m below ground level/mbgl and would therefore have a formation level at c 17.9m OD.

6.2 Implications

- 6.2.1 The identification of physical impacts on buried heritage assets within a site takes into account any activity which would entail ground disturbance, for example site set up works, remediation, landscaping and the construction of new basements and foundations. As it is assumed that the operational (completed development) phase would not entail any ground disturbance there would be no additional archaeological impact and this is not considered further.
- 6.2.2 It is outside the scope of this archaeological report to consider the impact of the proposed development on upstanding structures of historic interest, in the form of physical impacts which would remove, alter, or otherwise change the building fabric, or predicted changes to the historic character and setting of historic buildings and structures within the site or outside it.
- 6.2.3 The main potential for the site is for 19th century domestic and industrial building remains which would be of low significance. It is not known if any below ground works would be required beneath the late 19th/early 20th century warehouse (Unit 10) (such as additional foundations), however if required this would potentially have an impact on any remains which may survive directly below the building floor slab. The site has a low potential for remains from earlier periods.

Preliminary site works

- 6.2.1 Demolition of the existing buildings, including breaking out of the floor slab would potentially have an impact, truncating any archaeological remains directly below. This would include any remains of the 19th century industrial structures and associated features, and terraced houses, which may survive below the existing buildings.

Basement construction

- 6.2.2 Excavation for the proposed single depth basements would severely truncate or completely remove any archaeological remains within their footprints. Based on the predicted depth of archaeological horizons within the site this would most likely completely remove any remains of the 19th century structures and extend to, or just below, the top of the natural Clay. The bases of very deeply cut features such as wells might survive beneath.

Piled foundations

- 6.2.3 The type of foundations are unknown, but it is assumed that the buildings would have piled foundations which would remove any archaeological remains within the footprint of each pile. However as noted above, it is expected that excavation for the proposed basements would remove any archaeological remains within each building's footprint, and as a result the insertion of piled foundations following basement excavation would have no further impact.

Lift pits

- 6.2.4 If proposed, excavation for lift pits would extend to a depth of 1.5m below the foundation slab formation level removing any archaeological remains within the pit footprint. As excavation for

the proposed basement is expected to remove any archaeological remains within each building footprint, excavation for any lift pits would have no further impact.

7 Conclusion and recommendations

- 7.1.1 The site is located at Regent's Wharf, 10–18 All Saints Street in Islington, London N1. The site is outside any local authority archaeological priority areas, but is partially within a conservation area; this takes in the eastern third of the site which includes a locally listed late 19th/early 20th century warehouse.
- 7.1.2 The site has a high potential for post-medieval remains, of low significance; there is a low potential for remains from all other periods. Survival of any remains is expected to be high across much of the site outside the footprint of the existing basement.
- 7.1.3 Demolition of the existing late 20th century buildings and excavation for a single depth basement across much of the site would completely remove any archaeological remains within its footprint other than any localised very deep features such as wells. The insertion of piled foundations and excavation for any lift pits would have no further impact. The late 19th/early 20th century warehouse in the eastern third of the site, and its basement, would be retained.
- 7.1.4 Table 1 summarises the known or likely buried assets within the site, their significance, and the impact of the proposed scheme on asset significance.

Table 1: Impact upon heritage assets (prior to mitigation)

Asset	Asset Significance	Impact of proposed scheme
Remains of 19th century industrial structures and other buildings: cellars, wall footings, demolition deposits, (high potential)	Low	Demolition of the existing buildings and excavation for the proposed basement would completely remove any remains within their footprint Significance of asset reduced to negligible or nil
Remains of the 19th century canal wall (high potential)	Low	No impact likely in this location

- 7.1.5 The impacts of the current scheme would be on archaeological remains of no more than low significance, and in view of this, no further archaeological work is recommended.

8 Gazetteer of known historic environment assets

- 8.1.1 The table below represents a gazetteer of known historic environment sites and finds within the 800m-radius study area around the site. The gazetteer should be read in conjunction with Fig 2.
- 8.1.2 The GLHER data contained within this gazetteer was obtained on 22/02/2016 and is the copyright of Historic England 2016.
- 8.1.3 Historic England statutory designations data © Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2016. The Historic England GIS Data contained in this material was obtained in September 2015. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

Abbreviations

AOC – AOC Archaeology Group

DGLA - Department of Greater London Archaeology (Museum of London)

GLHER – Historic Environment Record

MoLAS – Museum of London Archaeology Service (now MOLA)

PCA – Pre-Construct Archaeology

SAS – Sutton Archaeological Services

UCLIA – University College London, Institute of Archaeology

HEA No.	Description	Site code/ HER No.
1a	10 All Saints Street, Islington Late 19th/early 20th century former warehouse noted on the GLHER. .	MLO33385
1b	Regent's Wharf, All Saints Street, Islington Archaeological monitoring by MOLA of a geotechnical trial pit on the 6th of October 2016. MOLA monitored the digging of the trial pit since it was located in an area where a 19th century lime kiln, one of three, was indicated on an Ordnance Survey map of 1871–1874. The pit (0.35m x 0.40m) was excavated to a depth of 2.0m. A brick and stone structure was noted, probably the foundation of a nearby column, the yellow bricks suggesting a 19th century date. This structure and the deposits observed do not appear to be part of a lime kiln, but would be in keeping with the nearby column and the late 19th–early 20th century warehouse directly to the north.	SNT16
2	London Canal Museum, 12–13 New Wharf Road, N1 UCLIA Excavation 2006 Partial excavation of an ice well was undertaken as a local community project. The ice well was one of two in an ice warehouse built in the early 1860's for ice transported by canal, having been shipped from Norway. Eventually, with the decline of the ice trade after the 1930's, the wells were used for dumping and then a floor was built over the top. Much of the well contents were found to be damaged building material, possibly the result of building clearance after the Blitz of the Second World War. Over 400 artefacts were recovered, washed and recorded by the visitors. These consisted of glass and stoneware bottles, boot polish – including a bottle from a factory that Charles Dickens worked in as a child, clothing, a chamber pot and pavement lights.	LCA06
3	Albion Foundry, 32 York Way, N1 AOC Standing Building Recording 1999, Evaluation 2001 <u>1999</u> : A drawn record, comprising floor plans, sections and an elevation was made of selected parts of the works. A full interior and exterior photographic record was made of all of the buildings on the site. Finally, a written record of the site was made, based upon notes made on site and documentary research. The evidence suggests that the Albion Works were erected as a purpose-built copper works in 1866-7 for the firm of Henry Pontifex & Sons. The production of copper sheets and their subsequent manufacture into apparatus for use in the brewing and other industries, as well as brass founding, took place on this site. <u>2001</u> : Cultivation soils and dumped deposits of 18th century date overlay the natural gravels. Above this were the remains of structures relating to the 19th century foundry, including brick machinery bases, flues, floors and internal partitions.	YKY01 ELO256 ELO257 ELO261 ELO782 MLO67572 MLO75758 –59 MLO77000 –01 MLO78004

HEA No.	Description	Site code/ HER No.
4	<p>Kings Place, 82–96 York Way, N1 MoLAS Evaluation 2005</p> <p>The wall of the Grand Union, built in the 1820s, was exposed in three test pits, and Victorian or early 20th century brick footings in two others. Late 19th and 20th century basements were found cut into London Clay; they were truncated by later development of the site.</p>	KPL05 ELO6147
5	<p>Albion Works, York Way, Kings Cross AOC Standing Building Recording 2003</p> <p>An historic building recording was carried out on Block C of the P&O Holdings King's Cross site prior to redevelopment that may include demolition. Photograph, drawn survey and some cross sections were produced, and access to most structures was available. This relates to earlier work carried out under HEA 3.</p>	YKY02 ELO7901 ELO3782 MLO75764 MLO76251
6	<p>Gasholders Marketing Suite, Goods Way, Kings Cross Central, London, N1C 4UR MOLA Watching Brief 2015</p> <p>Several trenches which had been targeted to locate the edges of defunct subterranean petrol tanks were excavated by machine by the contractor. In addition one trench in the north east of the site was opened purely for the purpose of geotechnical sampling. The trenches to locate the petrol tanks demonstrated that all archaeology had been removed in the immediate vicinity of the tanks and that disturbance from their installation extended beyond the tanks themselves. In almost all of the trenches, only modern material was seen, with the exception of a trench (TP8) in the western part of the site, where the northern portion of that trench appeared untruncated. A small stub of possible mid-19th century brickwork was seen in the north section of the trench, but no associated floor levels.</p>	KGK15
7	<p>Kings Cross Building J (J1 Arthouse), Wharf Road, off York Way, N1 MOLA Excavation 2011</p> <p>Two trenches were excavated revealing London Clay truncated by the remains of the Potato Market buildings (constructed 1864–5). These remains consisted of a range of rail head unloading rooms to the west, built against the main potato warehouse facility with a cobble distribution yard to the east. Railway sleepers on ballast and floor make-up layers for the unloading rooms were recorded, as were warehouse cellars walls and a bitumen floor which cut the natural clay to a depth of approximately 3.0m from modern ground level. The east (external) wall of the warehouse was constructed with a central 150mm wide cavity and, internally, numerous perforated “air” bricks were let in to ventilate and cool the potatoes when in store. East of the warehouse only isolated fragments of the distribution yard survived in the form of granite cobbles, kerbs and a sandstone pavement.</p>	KGB11 ELO12288
8	<p>King's Cross Central: Midlands Good Shed, N1 MOLA Watching brief 2012</p> <p>A watching brief was held on geotechnical investigations into the foundations of the Midlands Goods Shed and the East Handyside Canopy, both of which are listed buildings. Investigations established stepped brick footings to the east of the Goods Shed, which were supported by concrete foundations. Similarly, steel columns supporting the east side of the canopy were also supported by stepped brick foundations on concrete bases. A cast iron column supporting the north-west corner of the canopy was supported by a concrete foundation. Granite sett yard surfaces were noted in almost all of the trial pits. Earliest structures on the site dated to the mid-19th century. Within the Goods Shed seven trial pits helped to establish the line of the track between two platforms shown on the 1895 OS map.</p>	KGE12
9	<p>King's Cross Central: Midland Goods Shed, Goods Way, NW1 PCA Standing Structure Recording 2008, Watching Brief 2009, 2011</p> <p>2008: The Midland Goods Shed within the King's Cross Goods Yard has a complex history of construction and alteration. In 1850, the Great Northern Railway (GNR) built a carriage shed on the site, serving the temporary passenger terminus to the E. The shed ceased to operate as a terminus with the opening of King's Cross Station in 1852. In 1857 GNR leased it to the Midland Railway who converted it into a goods shed. Five years later the building returned to GNR. By this time, the layout of two tracks down the centre of the building had been established, with doorways for carts to enter through the side walls. Shortly after this, the building was apparently raised in height and a first floor was added for warehousing. The brick hydraulic accumulator tower was built c.1880 on the NE corner of the shed, to augment the hydraulic power supply in the Goods Yard. The Midland Goods Shed falls within the curtilage of the Grade II listed Granary.</p> <p>2009: a mid-19th century levelling layer was cut by the construction cuts of the Goods</p>	KXM08 ELO13425 ELO10336

HEA No.	Description	Site code/ HER No.
	<p>Shed's northern, western and southern brick walls. Later alterations to the building were also exposed, including rails which formerly passed through an archway (since blocked) into the Goods Shed, the cobbled surface of the West Handyside Canopy, evidence for the construction of the internal timber platform supported by brick sleeper walls, the concrete foundation plinth for one of the internal 1872 circular cast iron columns and the shallow foundations of the office block added to the southern end of the Goods Shed in 1872. Various types of pipes were observed including ceramic drains, cast iron hydraulic supply and exhaust pipes.</p> <p><u>2011</u>: A further phase of monitoring within the Goods Shed revealed two north-south orientated timber platforms with associated rail tracks on each side of the shed. Both platforms were formed of low east-west orientated brick walls with a timber beam on top supporting north-south timber floor joists overlain by timber floor boards forming the platform surface. The platforms appear to have been built in 1858 when the building was converted by the GNR into a goods shed for the Midland Railway use. The two railway tracks between the platforms appear to have gone out of use at different times in the late 20th century, with the eastern track removed first and the associated platform extended, and the western track removed later, when the void between the platforms was infilled with brick rubble and capped by a concrete layer with reinforcing bards extending over the timber deck of the original platform.</p>	
10	<p>King's Cross Central: Culross Buildings, Battle Bridge Road, NW1 PCA Standing Structure Recording 2008,</p> <p><u>2008</u>: The Culross Buildings were constructed in 1891–2 by the Great Northern Railway and subsequently used as rented accommodation for its workers and people displaced by the enlargement of King's Cross Station into the Milk Dock area immediately to the south. The main block is a long range of four storeys of dwellings above a non-residential basement. There were 40 dwellings in five sections, each having a walk-up open-fronted central staircase. The two-storey Culross Hall at the eastern end of the range served as a mission hall. At the W end of the main block was a smaller two-storey block, 41 Battle Bridge Road, at one time also used as a mission hall. The basement housed workshops under the main block and a boiler room under Culross Hall.</p>	KXG08
11	<p>Kings Cross, Regeneration House, Kings Cross Central, Wharf Road, N1C 4UZ MOLA Standing Building Recording 2012</p> <p>The building which lies within the Regents Canal Conservation Area was to be refurbished to allow its use as an exhibition space. The building was built 1850–51 as offices for the Great Northern Railway's goods yard. It was built within the first phase of the development of the goods yard and probably designed by Lewis Cubitt, the architect of the Granary building which lies to the west. He was also the architect of Kings Cross Station and there are interesting correlations in the design of Regeneration House and the Western Range offices at the King's Cross passenger terminus. In appearance the building is three stories in height plus a basement. It is built of brick with a double pitched roof. Some modern refurbishment has taken place but there are many original interior decorative features including an impressive cantilevered staircase and the basic layout of the building on each floor has not been substantially altered. The south western corner of the building was destroyed by bombing during the Second World War and was rebuilt, whilst post War strengthening of the staircase with steel joists, presumably damaged by the bomb, was also undertaken.</p>	KGD12 RGR12 ELO12518
12	<p>King's Cross Central: Plot G1, Wharf Road, King's Cross, N1 MOLA Watching Brief 2014</p> <p>In the centre of the site a large truncation had removed all archaeological deposits, whereas elsewhere the natural London Clay was overlaid by a layer of weathered clay beneath silty-clay agricultural deposits that pre-date the Victorian Industrial development of the area. Mid-19th century consolidation deposits supporting concrete-bedded granite setts were recorded, together with a contemporary canal wall, which formed the southern boundary of the site and was removed by demolition contractors. This wall was built in three sections, of which two may have been slightly later rebuilds, and would have replaced any earlier wall associated with the construction of the canal in c 1820. On the landward side of one section, which had been built of yellow stock bricks, concrete-filled brick vaults were observed. These appeared to have been built to strengthen the wall, rather than to handle material goods, and were probably filled with concrete from the outset.</p>	KGJ14

HEA No.	Description	Site code/ HER No.
13	<p>King's Cross: Excel Bridge and Regent's Canal Walls and the Camley Street Wall, Goods Way, NW1</p> <p>PCA Standing Structure Recording 2007–08</p> <p>The Regent's Canal opened in 1820, predating the construction of King's Cross Goods Yard by some three decades. The construction of the Yard, with its ground level generally raised above canal towpath level, necessitated the building of a retaining wall on the N side of the canal. A boundary wall on the S side of the canal was built at the same time, delimiting an area soon occupied by gasworks. The Excel Bridge was built by Robert McAlpine & Sons and spans the canal. It is of reinforced concrete and dates from c 1920 when the road S of the canal was extended. Building recording continued in 2008 with the completion of the south canal wall.</p>	<p>KXD07 ELO12183 MLO103539</p>
14	<p>King's Cross Central: Pancras Road, Goods Way, Milk Dock and The Boulevard</p> <p>PCA Watching Brief 2010</p> <p>London Clay was sealed by 19th century made ground and cut by the remnants of a number of 19th century structures. The structural remains included sections of the walls of retort houses and store houses, recorded in the east, wall remnants of the gas holders to the west, sections of walls belonging to the crushing house, towards the centre, and two boiler houses in the Northwest side of the site. The foundations of the 19th century Culcross Buildings were also recorded. A series of 19th to 20th century deposits sealed the earlier structures and made ground, and were in turn overlain by the remains of early 20th century train platforms in the south of the site, and by truncated early 20th century York Road cobbled surface in the north and west. Modern made ground and concrete sealed the site.</p>	<p>KXU10</p>
15	<p>P&O Land Holdings (Block C), King's Cross (beside), York Way, N1</p> <p>AOC Watching Brief 1999, Geoarchaeological monitoring 2005</p> <p><u>1999</u>: Above the natural gravels demolition deposits of 19th century structures and a brick wall were recorded.</p> <p><u>2005</u>: Monitoring of seven boreholes was undertaken, following a watching brief in 1999. One of the boreholes revealed a deep deposit containing 19th century material which could have been associated with the mid-19th century terraced houses that fronted Caledonia Street and were demolished in the 1960's. In the 6 other boreholes demolition deposits associated with the destruction of the earlier 19th century structures was recorded.</p>	<p>KGC99 MLO74416 MLO74426</p> <p>KGX05</p>
16	<p>34 and 34b York Way</p> <p>EH Standing Building Recording 2000</p> <p>No. 34 York Way is made up of two north–south ranges. The front block was built between 1892 and 1895, with the rear range built slightly earlier in 1873–4 for the brewing engineers next door at 32 York Way. The buildings originally formed a self-contained complex with its own front block on York Way, an off-centre entrance and an engine house to the north. The front buildings were replaced c 1895 retained the 1870s chimney shaft. The back range survives, although it has been much altered.</p> <p>No. 34B York Way was built in 1873 as a warehouse for the adjoining black lead and blue manufactory in Albion Yard. The manufactory had been established c 1839 by George Crane and operated by Benjamin Stephenson and George Mager since 1839. In the middle years of the twentieth century the building was used for the manufacture of electric hoists, and has latterly functioned as a garage.</p>	<p>ELO259 ELO260 MLO75761 MLO75763 MLO77003</p>
17	<p>Block B, P&O Landholdings, King's Cross, York Way, Islington, London</p> <p>AOC Standing Building Recording 2003</p> <p>The first development was a meeting house, now lost, c 1780, fronting onto York Way. In the last decade of the eighteenth century a terrace was built fronting New Road (now Pentonville Road). By 1826 the land-block had been established characterised by tall, generally four-storey terraces on the perimeter, with a mix of single or two-storey top-lit extensions to the rear. The interior of the land-block was also developed, the northern area was crowded with low status housing and in the southern half 19th century industrial or warehouse buildings predominated. Additional work was subsequently undertaken to record features of particular interest prior to demolition.</p>	<p>ELO7997 ELO262 MLO75765</p>
18	<p>York Way School, York Way, Islington, N1</p> <p>SAS Watching Brief 1999</p> <p>Modern overburden overlay London Clay.</p>	<p>YWS99 ELO4990</p>

HEA No.	Description	Site code/ HER No.
19	<p>King's Cross Central: Plots J, Q1, Q2 (Potato Market), Wharf Road, NW1</p> <p>PCA Watching Brief, Excavation 2008</p> <p>Work continued from 2007 within the Granary building, Transit Sheds and Train Assembly Shed, revealing the remains of historic site preparation, railway turntables, capstans, platforms, rails and hydraulic pipe systems. Stables located beneath the Transit Sheds were also investigated and recorded. Outside the buildings, the remains of the demolished hydraulic engine house, which powered the hydraulic system, were excavated and several phases of this building, including the hydraulic accumulator towers, were uncovered. In front of the main Granary building, two fully intact railway turntables have been excavated which will be retained and restored. The Granary Basin, which connected the Regent's Canal to tunnels extending under the Granary buildings, has also been investigated, and the basin walls and tunnel entrances recorded as far as is currently practicable.</p>	KXH07
20	<p>Archaeological Work at York Way and Wharf Road, Camden (various locations)</p> <p>MOLA, PCA Watching Brief 2002</p> <p>Limited information is available from the interim report. Remains identified including structural features of the mid-late 19th century Potato Market including the part of the gateway, structural remains of the market building including the basement, brick cellars and brick wall foundations, along with an 18th-19th century land surface and a post-1840 brick gully likely part of a drainage channel on the earlier alignment of Wharf Road.</p>	YKW01 ELO8559 ELO8635-36,39,40,48,52,56,57 MLO99206,09,10,15,18
21	<p>Wharf Road, (Granary Complex), Kings Cross Central, Camden</p> <p>PCA Watching Brief 2006-07</p> <p>Natural was sealed by a series of 19th century made ground layers. The 19th century footings for still extant walls were recorded in pits 3, 4, 5, 6, 9, 10 and 13. In addition, 19th century subterranean structures were observed in pits 1, 2 and 5 relating to the former canal basin. Extensive evidence was also revealed relating to the 19th century services. Large numbers of pipers were recorded in trial pits 1, 5 and 9. Sealing all pits was a further series of 20th century made ground/levelling deposits. All recorded deposits indicate large-scale redevelopment of the area during the 19th and 20th centuries, thereby supporting past observations and historical documentations related to the extensive railway lands of the Great Northern Railway and Midland Railway.</p>	ELO8064 MLO99180 MLO99181
22	<p>Kings Cross – Boudicca Rebellion Battle Site</p> <p>This site has a local tradition of being the place where the battle between Boudicca and the Romans took place. Other than this popular belief, there appears to be no other evidence for this theory, and most modern scholars now agree that this battle probably took place somewhere in the Midlands.</p>	MLO16250
23	<p>York Way – findspot</p> <p>A Roman tombstone was found in 1842 by EB Price, and a portion stone was placed in the front gardens of a row of cottages erected on the east side of Maiden Lane (now York Way) and near Battle Bridge. The description and location of this record suggests it is likely that the location recorded on the GLHER is for the garden in which the tombstone was placed, rather than the location at which the tombstone was originally found.</p>	MLO16253
24	<p>York Way – findspot</p> <p>The reported findspot on Maiden Lane (now York Way) near Battle Bridge of a Roman iron urn possibly containing gold and silver coins as recorded on the GLHER. No further information regarding the date of the find or source of this information is given.</p>	MLO1681
25	<p>Kings Cross – findspot</p> <p>Possible findspot location of three bronze Roman coins found in 1920.</p>	MLO1863
26	<p>Battlebridge</p> <p>Site of the later medieval hamlet of battle bridge recorded on the GLHER. However post-medieval maps indicate that the likely location of this settlement was further to the south at the intersection of Pentonville Road, Euston Road, and Gray's Inn Road.</p>	MLO333
27	<p>Caledonian Road</p> <p>Site of All Saints Church, built in 1838 and later demolished in 1976 as a result of a fire in 1975. A vault under the church is listed by Holmes (1896) as having been used for internments. There was no external graveyard.</p>	MLO5671 MLO71160
28	<p>The Burial Ground of St James's, Pentonville Road</p> <p>This was formed as an additional burial ground for the Parish of St James's, Clerkenwell. It is nearly an acre in extent at the time of Holme's survey in 1896.</p>	Holmes ID 66 MLO104387

HEA No.	Description	Site code/ HER No.
29	Edward Square, Islington Late 19th century square designated under the London Squares Preservation Act of 1931. Garden enclosures bounded on all sides by the roadway of Edward Square. Much altered and enlarged.	MLO102753

9 Planning framework

9.1 National Planning Policy Framework

9.1.1 The Government issued the National Planning Policy Framework (NPPF) in March 2012 (DCLG 2012) and supporting Planning Practice Guidance in 2014 (DCLG 2014). One of the 12 core principles that underpin both plan-making and decision-taking within the framework is to 'conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations' (DCLG 2012 para 17). It recognises that heritage assets are an irreplaceable resource (para 126), and requires the significance of heritage assets to be considered in the planning process, whether designated or not. The contribution of setting to asset significance needs to be taken into account (para 128). The NPPF encourages early engagement (i.e. pre-application) as this has significant potential to improve the efficiency and effectiveness of a planning application and can lead to better outcomes for the local community (para 188).

9.1.2 NPPF Section 12: Conserving and enhancing the historic environment, is produced in full below:

Para 126. Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Para 127. When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.

Para 128. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Para 129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Para 130. Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

Para 131. In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

- the desirability of new development making a positive contribution to local character and distinctiveness.

Para 132: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Para 133. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Para 134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Para 135. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Para 136. Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Para 137. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Para 138. Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

Para 139. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

Para 140. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Para 141. Local planning authorities should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible. They should also require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

9.2 Greater London regional policy

The London Plan

- 9.2.1 The overarching strategies and policies for the whole of the Greater London area are contained within the London Plan of the Greater London Authority (GLA March 2015). Policy 7.8 relates to Heritage Assets and Archaeology:
- A. London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.
 - B. Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.
 - C. Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.
 - D. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.
 - E. New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.
 - F. Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.
 - G. Boroughs, in consultation with English Heritage [now named Historic England], Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and heritage assets and their settings where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.
- 9.2.2 Para. 7.31 supporting Policy 7.8 notes that 'Substantial harm to or loss of a designated heritage asset should be exceptional, with substantial harm to or loss of those assets designated of the highest significance being wholly exceptional. Where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal, including securing its optimal viable use. Enabling development that would otherwise not comply with planning policies, but which would secure the future conservation of a heritage asset should be assessed to see if the benefits of departing from those policies outweigh the disbenefits.'
- 9.2.3 It further adds (para. 7.31b) 'Where there is evidence of deliberate neglect of and/or damage to a heritage asset the deteriorated state of that asset should not be taken into account when making a decision on a development proposal'.
- 9.2.4 Para. 7.32 recognises the value of London's heritage: '...where new development uncovers an archaeological site or memorial, these should be preserved and managed on-site. Where this is not possible provision should be made for the investigation, understanding, dissemination and archiving of that asset'.

9.3 Local planning policy

- 9.3.1 The London Borough of Islington adopted its Core Strategy in February 2011. Core Strategy Policy CS9 covers the built and historic environment and states:

Policy CS 9

Protecting and enhancing Islington's built and historic environment

High quality architecture and urban design are key to enhancing and protecting Islington's built environment, making it safer and more inclusive.

- A. The borough's unique character will be protected by preserving the historic urban fabric and promoting a perimeter block approach, and other traditional street patterns in new

developments, such as mews. The aim is for new buildings to be sympathetic in scale and appearance and to be complementary to the local identity.

B. The historic significance of Islington's unique heritage assets and historic environment will be conserved and enhanced whether designated or not. These assets in Islington include individual buildings and monuments, parks and gardens, conservation areas, views, public spaces and archaeology. Active management of conservation areas will continue, through a programme of proactive initiatives for the conservation-led regeneration of historic areas, and potential designation of new conservation areas. Archaeological Priority Areas will continue to be defined on the proposals map to assist in the management of these historic assets.

C. Where areas of Islington suffer from poor layout, opportunities will be taken to redesign them by reintroducing traditional street patterns and integrating new buildings into surviving fragments of historic fabric. Reconfiguration based on streets and a perimeter block approach will be a key requirement for new developments, in particular housing estate renewal.

D. All development will need to be based on coherent street frontages and new buildings need to fit into the existing context of facades. Housing developments should not isolate their residents from the surrounding area in 'gated' communities. E. New buildings and developments need to be based on a human scale and efficiently use the site area, which could mean some high density developments. High densities can be achieved through high quality design without the need for tall buildings. Tall buildings (above 30m high) are generally inappropriate to Islington's predominantly medium to low level character, therefore proposals for new tall buildings will not be supported. Parts of the Bunhill and Clerkenwell key area may contain some sites that could be suitable for tall buildings, this will be explored in more detail as part of the Bunhill and Clerkenwell Area Action Plan.

F. New homes need to provide dual-aspect units with clear distinction between a public side and a quieter private side with bedrooms.

G. High quality contemporary design can respond to this challenge as well as traditional architecture. Innovative design is welcomed, but pastiche will not be acceptable. The council will establish new advisory mechanisms to ensure the highest standards of architecture and environmental design.

H. The Development Management Policies and other documents will provide further policies in relation to urban design and heritage. Detailed guidance on urban design in Islington is provided in the Islington Urban Design Guide (IUDG) Supplementary Planning Document.

- 9.3.2 This policy is supported by the Development Management Policy Document (adopted July 2013). Policy DM 2.3 addresses archaeology and other heritage issues:

Policy DM2.3

Heritage

E. Non-designated heritage assets

Non-designated heritage assets, including locally listed buildings and shopfronts, should be identified early in the design process for any development proposal which may impact on their significance. The council will encourage the retention, repair and reuse of non-designated heritage assets. Proposals that unjustifiably harm the significance of a non-designated heritage asset will generally not be permitted.

F. Archaeology and scheduled monuments

- i) The council will ensure the conservation of scheduled monuments and non-designated heritage assets with archaeological interest which are of demonstrably equivalent significance.
- ii) Archaeological priority areas and scheduled monuments are identified on the Policies Map and in Appendix 7. All planning applications likely to affect important archaeological remains are required to include an Archaeological Assessment.
- iii) Archaeological remains should be retained in situ. Where this cannot be achieved measures must be taken to mitigate the impact of proposals through archaeological fieldwork to investigate and record remains in advance of works, and subsequent analysis, publication and dissemination of the findings.

10 Determining significance

10.1.1 'Significance' lies in the value of a heritage asset to this and future generations because of its heritage interest, which may be archaeological, architectural, artistic or historic. Archaeological interest includes an interest in carrying out an expert investigation at some point in the future into the evidence a heritage asset may hold of past human activity, and may apply to standing buildings or structures as well as buried remains. Known and potential heritage assets within the site and its vicinity have been identified from national and local designations, HER data and expert opinion. The determination of the significance of these assets is based on statutory designation and/or professional judgement against four values (EH 2008):

- *Evidential value*: the potential of the physical remains to yield evidence of past human activity. This might take into account date; rarity; state of preservation; diversity/complexity; contribution to published priorities; supporting documentation; collective value and comparative potential.
- *Aesthetic value*: this derives from the ways in which people draw sensory and intellectual stimulation from the heritage asset, taking into account what other people have said or written;
- *Historical value*: the ways in which past people, events and aspects of life can be connected through heritage asset to the present, such a connection often being illustrative or associative;
- *Communal value*: this derives from the meanings of a heritage asset for the people who know about it, or for whom it figures in their collective experience or memory; communal values are closely bound up with historical, particularly associative, and aesthetic values, along with and educational, social or economic values.

10.1.2 Table 2 gives examples of the significance of designated and non-designated heritage assets.

Table 2: Significance of heritage assets

Heritage asset description	Significance
World heritage sites Scheduled monuments Grade I and II* listed buildings Historic England Grade I and II* registered parks and gardens Protected Wrecks Heritage assets of national importance	Very high (International/ national)
Historic England Grade II registered parks and gardens Conservation areas Designated historic battlefields Grade II listed buildings Burial grounds Protected heritage landscapes (e.g. ancient woodland or historic hedgerows) Heritage assets of regional or county importance	High (national/ regional/ county)
Heritage assets with a district value or interest for education or cultural appreciation Locally listed buildings	Medium (District)
Heritage assets with a local (i.e. parish) value or interest for education or cultural appreciation	Low (Local)
Historic environment resource with no significant value or interest	Negligible
Heritage assets that have a clear potential, but for which current knowledge is insufficient to allow significance to be determined	Uncertain

10.1.3 Unless the nature and exact extent of buried archaeological remains within any given area has been determined through prior investigation, significance is often uncertain.

11 Non-archaeological constraints

- 11.1.1 Asbestos surveys of the existing buildings were undertaken for Nos. 10, 14 and 16. No evidence of asbestos contamination was noted at the time of these surveys (Bodycote Ensecon 2005; Enquin Environmental Limited 2010; HSB Haughton Engineering Insurance Services Limited 2004). No below ground contamination surveys have been undertaken to date.
- 11.1.2 It is anticipated that live services will be present on the site, the locations of which have not been identified by this archaeological report. Other than this, no other non-archaeological constraints to any archaeological fieldwork have been identified within the site.
- 11.1.3 Note: the purpose of this section is to highlight to decision makers any relevant non-archaeological constraints identified during the study, that might affect future archaeological field investigation on the site (should this be recommended). The information has been assembled using only those sources as identified in section 2 and section 14.4, in order to assist forward planning for the project designs, working schemes of investigation and risk assessments that would be needed prior to any such field work. MOLA has used its best endeavours to ensure that the sources used are appropriate for this task but has not independently verified any details. Under the Health & Safety at Work Act 1974 and subsequent regulations, all organisations are required to protect their employees as far as is reasonably practicable by addressing health and safety risks. The contents of this section are intended only to support organisations operating on this site in fulfilling this obligation and do not comprise a comprehensive risk assessment.

12 Glossary

<i>Alluvium</i>	Sediment laid down by a river. Can range from sands and gravels deposited by fast flowing water and clays that settle out of suspension during overbank flooding. Other deposits found on a valley floor are usually included in the term alluvium (e.g. peat).
<i>Archaeological Priority Area/Zone</i>	Areas of archaeological priority, significance, potential or other title, often designated by the local authority.
<i>Brickearth</i>	A fine-grained silt believed to have accumulated by a mixture of processes (e.g. wind, slope and freeze-thaw) mostly since the Last Glacial Maximum around 17,000BP.
<i>B.P.</i>	Before Present, conventionally taken to be 1950
<i>Bronze Age</i>	2,000–600 BC
<i>Building recording</i>	Recording of historic buildings (by a competent archaeological organisation) is undertaken <i>'to document buildings, or parts of buildings, which may be lost as a result of demolition, alteration or neglect'</i> , amongst other reasons. Four levels of recording are defined by Royal Commission on the Historical Monuments of England (RCHME) and Historic England. Level 1 (basic visual record); Level 2 (descriptive record), Level 3 (analytical record), and Level 4 (comprehensive analytical record)
<i>Built heritage</i>	Upstanding structure of historic interest.
<i>Colluvium</i>	A natural deposit accumulated through the action of rainwash or gravity at the base of a slope.
<i>Conservation area</i>	An area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. Designation by the local authority often includes controls over the demolition of buildings; strengthened controls over minor development; and special provision for the protection of trees.
<i>Cropmarks</i>	Marks visible from the air in growing crops, caused by moisture variation due to subsurface features of possible archaeological origin (i.e. ditches or buried walls).
<i>Cut-and-cover [trench]</i>	Method of construction in which a trench is excavated down from existing ground level and which is subsequently covered over and/or backfilled.
<i>Cut feature</i>	Archaeological feature such as a pit, ditch or well, which has been cut into the then-existing ground surface.
<i>Devensian</i>	The most recent cold stage (glacial) of the Pleistocene. Spanning the period from c 70,000 years ago until the start of the Holocene (10,000 years ago). Climate fluctuated within the Devensian, as it did in other glacials and interglacials. It is associated with the demise of the Neanderthals and the expansion of modern humans.
<i>Early medieval</i>	AD 410–1066. Also referred to as the Saxon period.
<i>Evaluation (archaeological)</i>	A limited programme of non-intrusive and/or intrusive fieldwork which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area.
<i>Excavation (archaeological)</i>	A programme of controlled, intrusive fieldwork with defined research objectives which examines, records and interprets archaeological remains, retrieves artefacts, ecofacts and other remains within a specified area. The records made and objects gathered are studied and the results published in detail appropriate to the project design.
<i>Findspot</i>	Chance find/antiquarian discovery of artefact. The artefact has no known context, is either residual or indicates an area of archaeological activity.
<i>Geotechnical</i>	Ground investigation, typically in the form of boreholes and/or trial/test pits, carried out for engineering purposes to determine the nature of the subsurface deposits.
<i>Head</i>	Weathered/soliflucted periglacial deposit (i.e. moved downslope through natural processes).
<i>Heritage asset</i>	A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets and assets identified by the local planning authority (including local listing).
<i>Historic environment assessment</i>	A written document whose purpose is to determine, as far as is reasonably possible from existing records, the nature of the historic environment resource/heritage assets within a specified area.
<i>Historic Environment Record (HER)</i>	Archaeological and built heritage database held and maintained by the County authority. Previously known as the Sites and Monuments Record
<i>Holocene</i>	The most recent epoch (part) of the Quaternary, covering the past 10,000 years during which time a warm interglacial climate has existed. Also referred to as the 'Postglacial' and (in Britain) as the 'Flandrian'.
<i>Iron Age</i>	600 BC–AD 43

<i>Later medieval</i>	AD 1066 – 1500
<i>Last Glacial Maximum</i>	Characterised by the expansion of the last ice sheet to affect the British Isles (around 18,000 years ago), which at its maximum extent covered over two-thirds of the present land area of the country.
<i>Locally listed building</i>	A structure of local architectural and/or historical interest. These are structures that are not included in the Secretary of State's Listing but are considered by the local authority to have architectural and/or historical merit
<i>Listed building</i>	A structure of architectural and/or historical interest. These are included on the Secretary of State's list, which affords statutory protection. These are subdivided into Grades I, II* and II (in descending importance).
<i>Made Ground</i>	Artificial deposit. An archaeologist would differentiate between modern made ground, containing identifiably modern inclusion such as concrete (but not brick or tile), and undated made ground, which may potentially contain deposits of archaeological interest.
<i>Mesolithic</i>	12,000 – 4,000 BC
<i>National Record for the Historic Environment (NRHE)</i>	National database of archaeological sites, finds and events as maintained by Historic England in Swindon. Generally not as comprehensive as the country HER.
<i>Neolithic</i>	4,000 – 2,000 BC
<i>Ordnance Datum (OD)</i>	A vertical datum used by Ordnance Survey as the basis for deriving altitudes on maps.
<i>Palaeo-environmental</i>	Related to past environments, i.e. during the prehistoric and later periods. Such remains can be of archaeological interest, and often consist of organic remains such as pollen and plant macro fossils which can be used to reconstruct the past environment.
<i>Palaeolithic</i>	700,000–12,000 BC
<i>Palaeochannel</i>	A former/ancient watercourse
<i>Peat</i>	A build-up of organic material in waterlogged areas, producing marshes, fens, mires, blanket and raised bogs. Accumulation is due to inhibited decay in anaerobic conditions.
<i>Pleistocene</i>	Geological period pre-dating the Holocene.
<i>Post-medieval</i>	AD 1500–present
<i>Preservation by record</i>	Archaeological mitigation strategy where archaeological remains are fully excavated and recorded archaeologically and the results published. For remains of lesser significance, preservation by record might comprise an archaeological watching brief.
<i>Preservation in situ</i>	Archaeological mitigation strategy where nationally important (whether Scheduled or not) archaeological remains are preserved <i>in situ</i> for future generations, typically through modifications to design proposals to avoid damage or destruction of such remains.
<i>Registered Historic Parks and Gardens</i>	A site may lie within or contain a registered historic park or garden. The register of these in England is compiled and maintained by Historic England.
<i>Residual</i>	When used to describe archaeological artefacts, this means not <i>in situ</i> , i.e. Found outside the context in which it was originally deposited.
<i>Roman</i>	AD 43–410
<i>Scheduled Monument</i>	An ancient monument or archaeological deposits designated by the Secretary of State as a 'Scheduled Ancient Monument' and protected under the Ancient Monuments Act.
<i>Site</i>	The area of proposed development
<i>Site codes</i>	Unique identifying codes allocated to archaeological fieldwork sites, e.g. evaluation, excavation, or watching brief sites.
<i>Study area</i>	Defined area surrounding the proposed development in which archaeological data is collected and analysed in order to set the site into its archaeological and historical context.
<i>Solifluction, Soliflucted</i>	Creeping of soil down a slope during periods of freeze and thaw in periglacial environments. Such material can seal and protect earlier landsurfaces and archaeological deposits which might otherwise not survive later erosion.
<i>Stratigraphy</i>	A term used to define a sequence of visually distinct horizontal layers (strata), one above another, which form the material remains of past cultures.
<i>Truncate</i>	Partially or wholly remove. In archaeological terms remains may have been truncated by previous construction activity.
<i>Watching brief (archaeological)</i>	An archaeological watching brief is 'a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons.'

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Ordnance Survey maps

Ordnance Survey 1st edition 5' map (1871–1874)
Ordnance Survey 2nd edition 5' map (1896)
Ordnance Survey 3rd edition 25" map (1916)
Ordnance Survey 1:1250 scale map (1952) (1957–1961) (1982) (1993)

Engineering/Architects drawings

Existing building plans received from client 17/02/2016:

Ground Floor Plan Units 6 & 7, dwg C 1146 rev. C, 31/03/1990
Basement Plan Units 6 & 7, dwg C 1145 rev. C, 03/05/1990
South Elevation Unit 6, dwg C 1204 rev. B, 06/03/1990
Ground Floor Plan Unit 8, dwg C 1147 rev. C, 31/05/1990
Ground Floor Plan Unit 9, dwg C 1148 rev. C, 01/05/1990
Ground Floor Plan Unit 14, dwg F 1101 rev. F, 26/05/1990
Ground Floor Plan Units 10 & 11, dwg D 1101 rev. F, 30/05/1990

Proposals drawing:

Proposed Basement Floor Plan, Hawkins\Brown, Job 1641, dwg RGW-HBA-00-B1-DR-A-PL20-0100, dated 08/05/2016

Plan of geotechnical investigation locations:

Site Constraints Plan, Regents Wharf, London, RSK, Job 28468, Fig 3, October 2016

13.4 Available site survey information checklist

Information from client	Available	Format	Obtained
Plan of existing site services (overhead/buried)	N	–	–
Levelled site survey as existing (ground and buildings)	N	–	–
Contamination survey data ground and buildings (Asbestos survey for Nos. 10, 14, 16)	Y	pdf	Y
Geotechnical report	Y	HTML	part
Envirocheck report	N	–	–
Information obtained from non-client source	Carried out	Internal inspection of buildings	
Site inspection	Y	Some – No. 10 and 12 only	

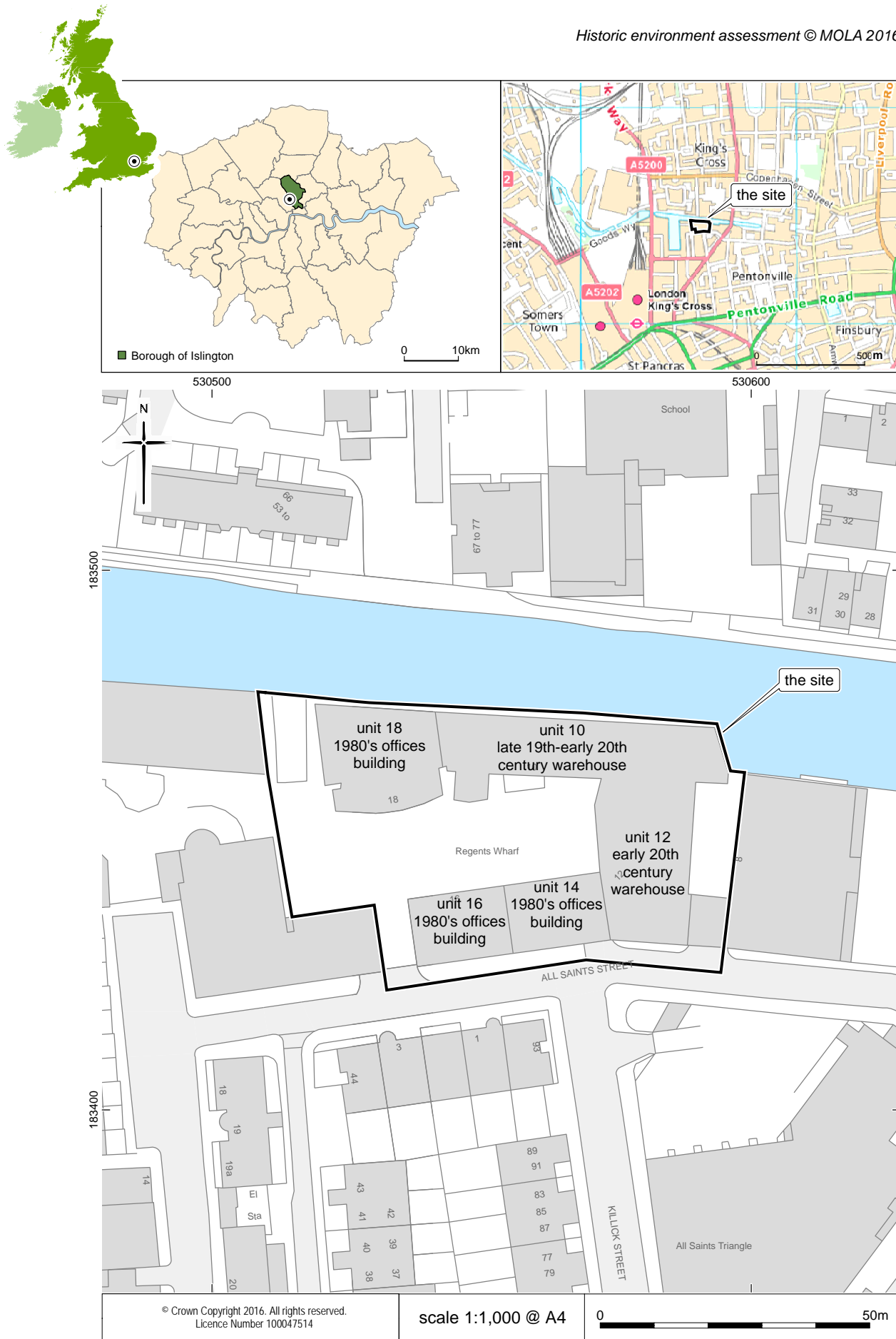


Fig 1 Site location

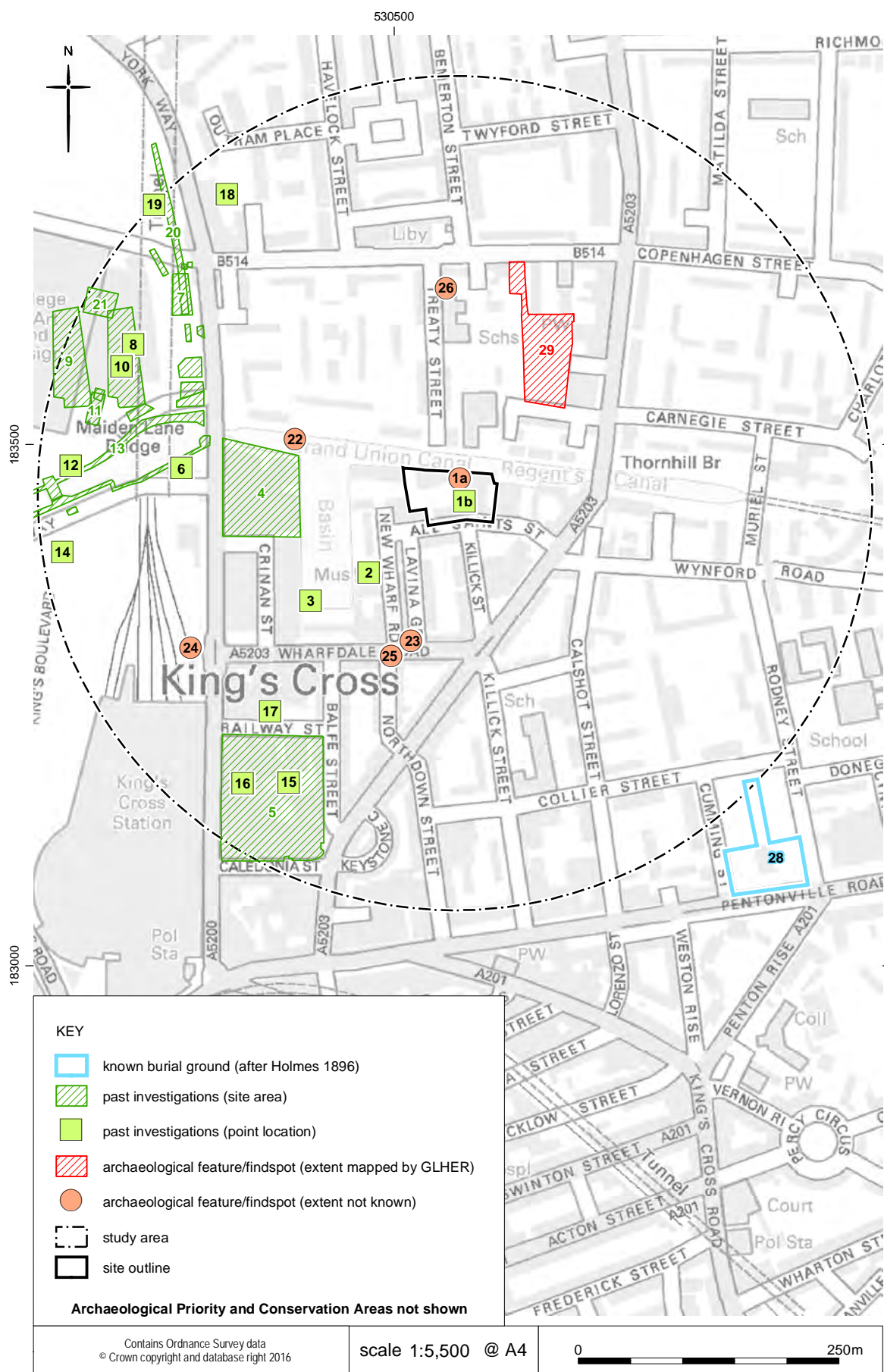


Fig 2 Historic environment features map

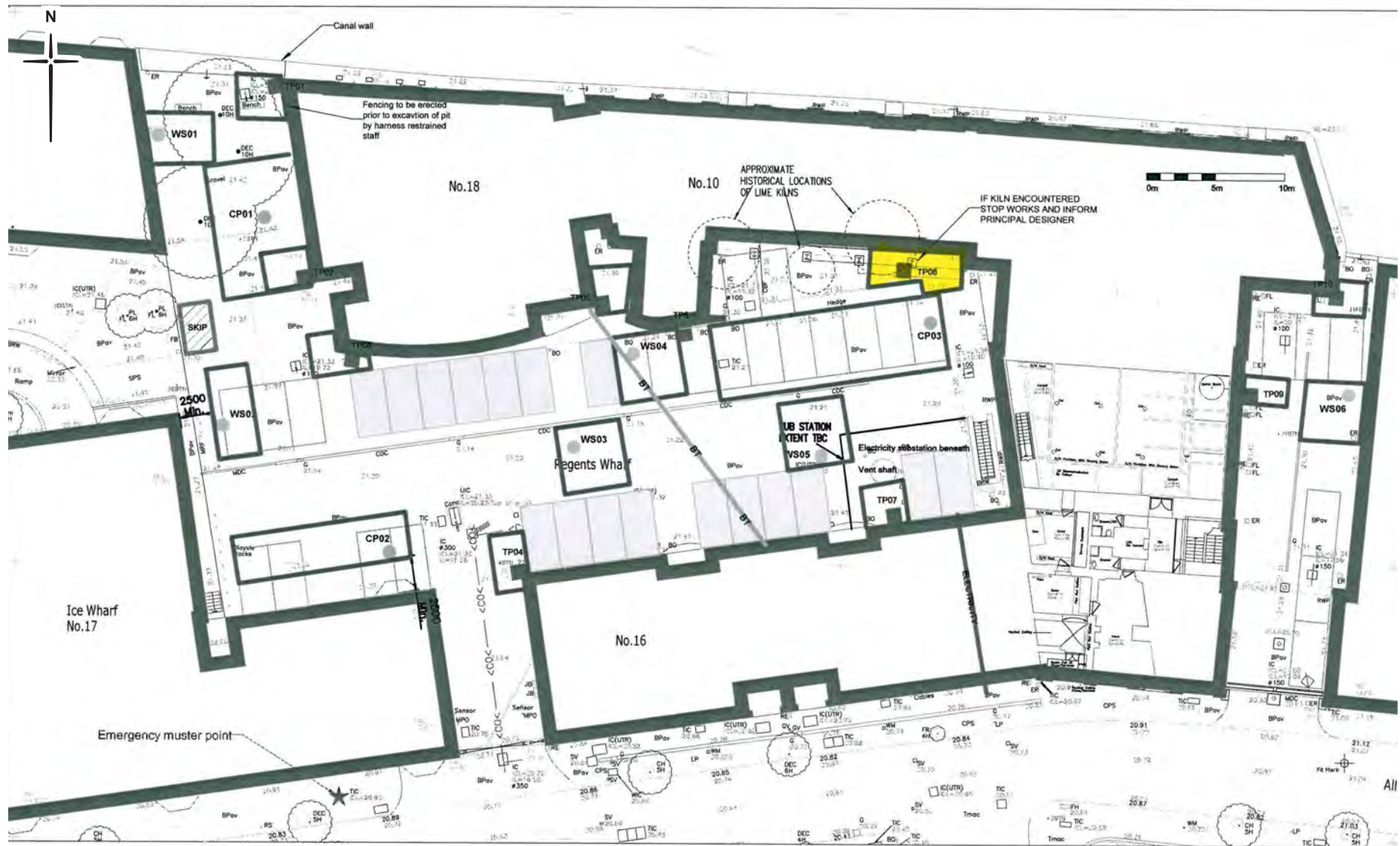


Fig 2a Location of HEA1b, geotechnical pit TP08 (RSK, ref 28468, October 2016)

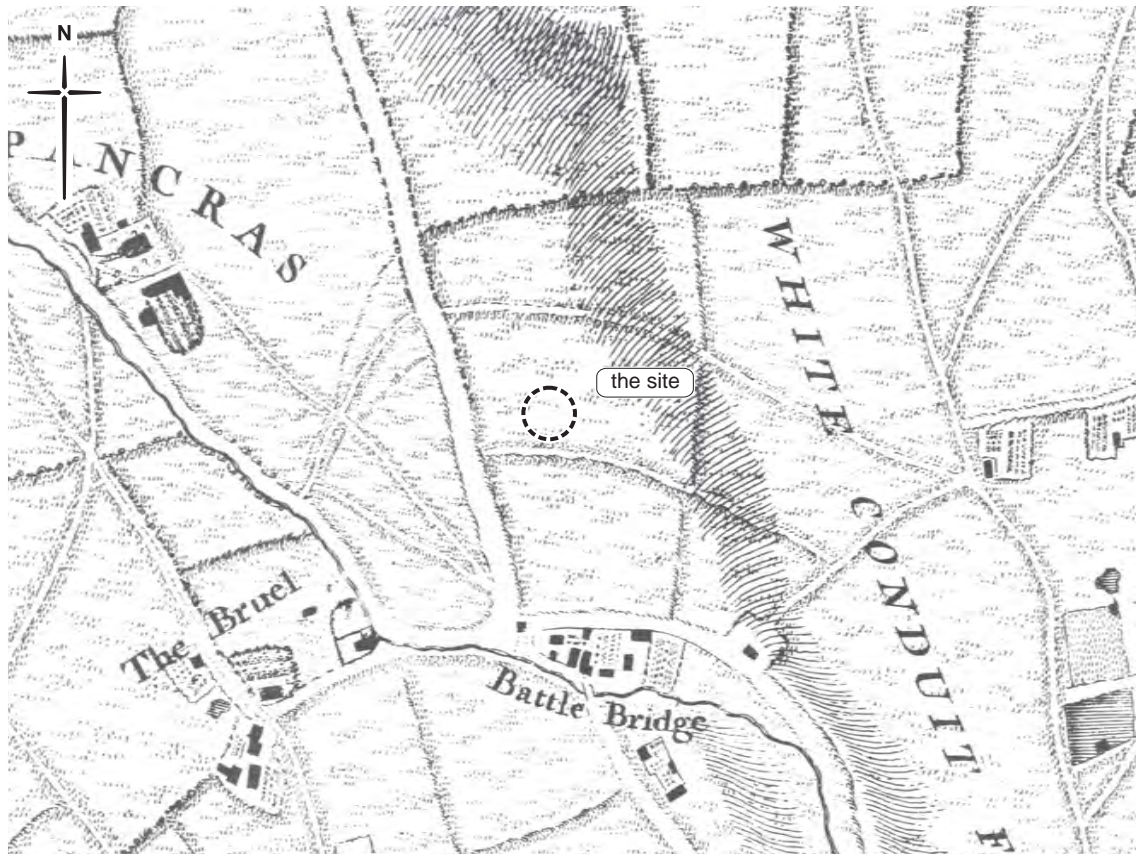


Fig 3 Rocque's map of 1746

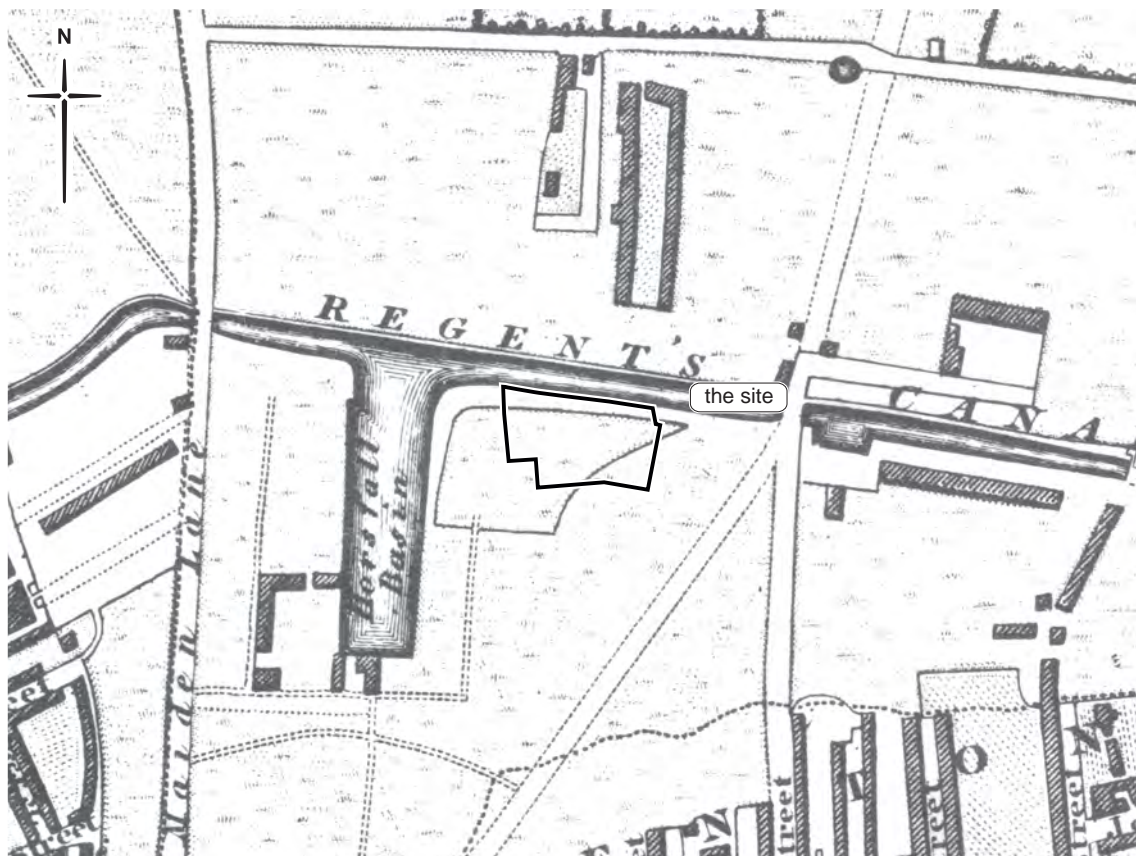


Fig 4 Greenwood's map of 1824

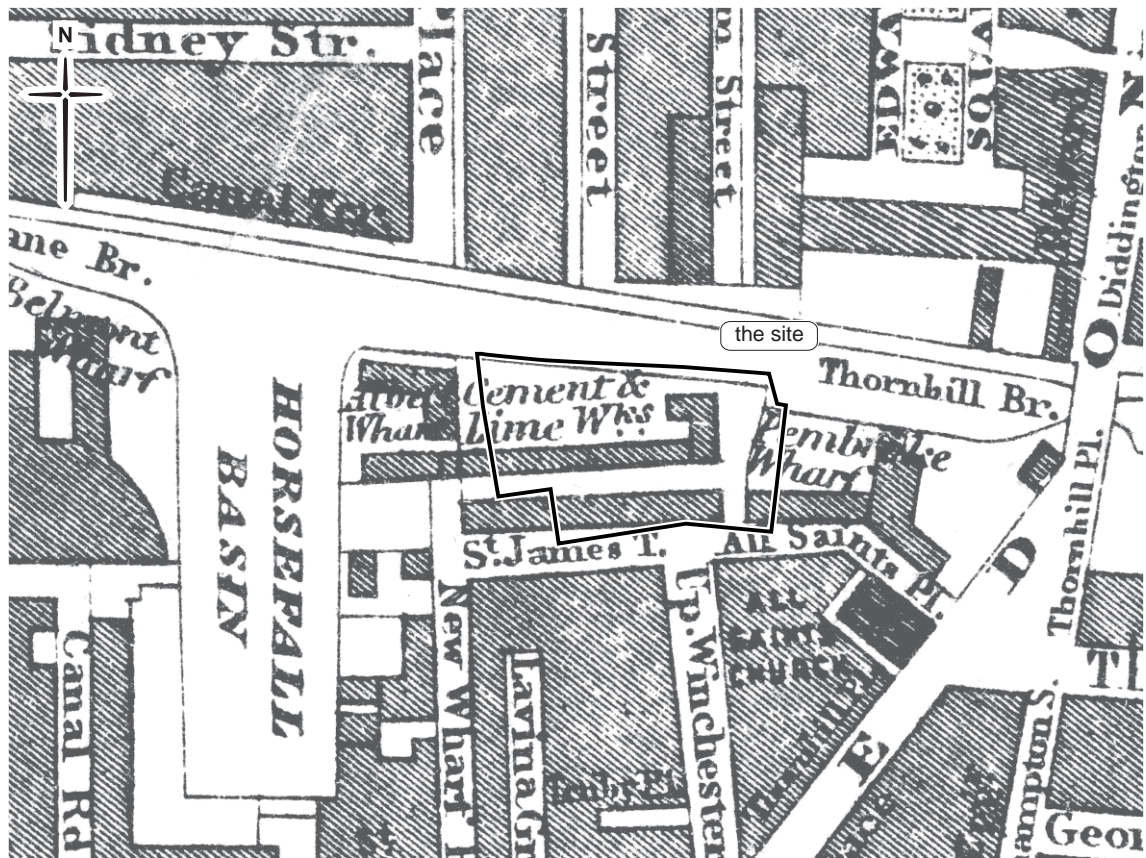


Fig 5 Stanford's map of 1862



Fig 6 Ordnance Survey 1st edition 5':mile map of 1871-1874



Fig 7 Ordnance Survey 2nd edition 5':mile map of 1896

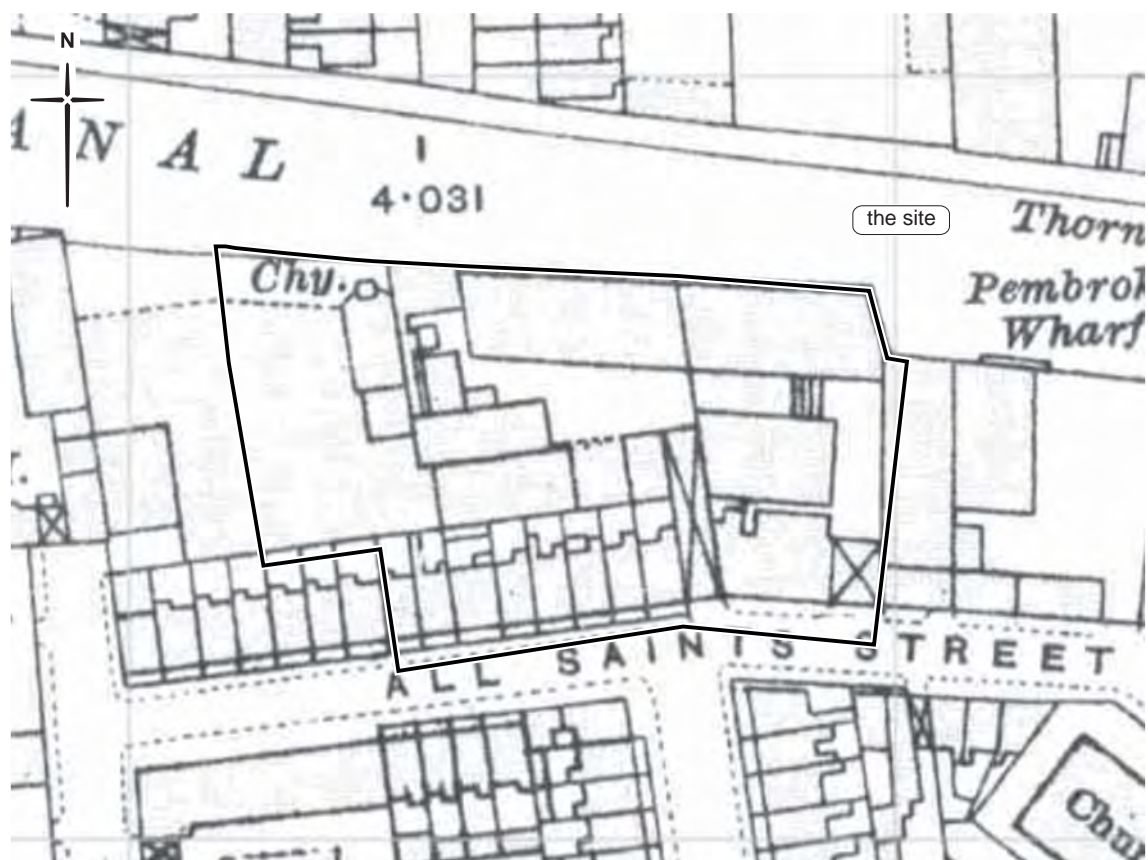


Fig 8 Ordnance Survey 3rd edition 25":mile map of 1916 (not to scale)

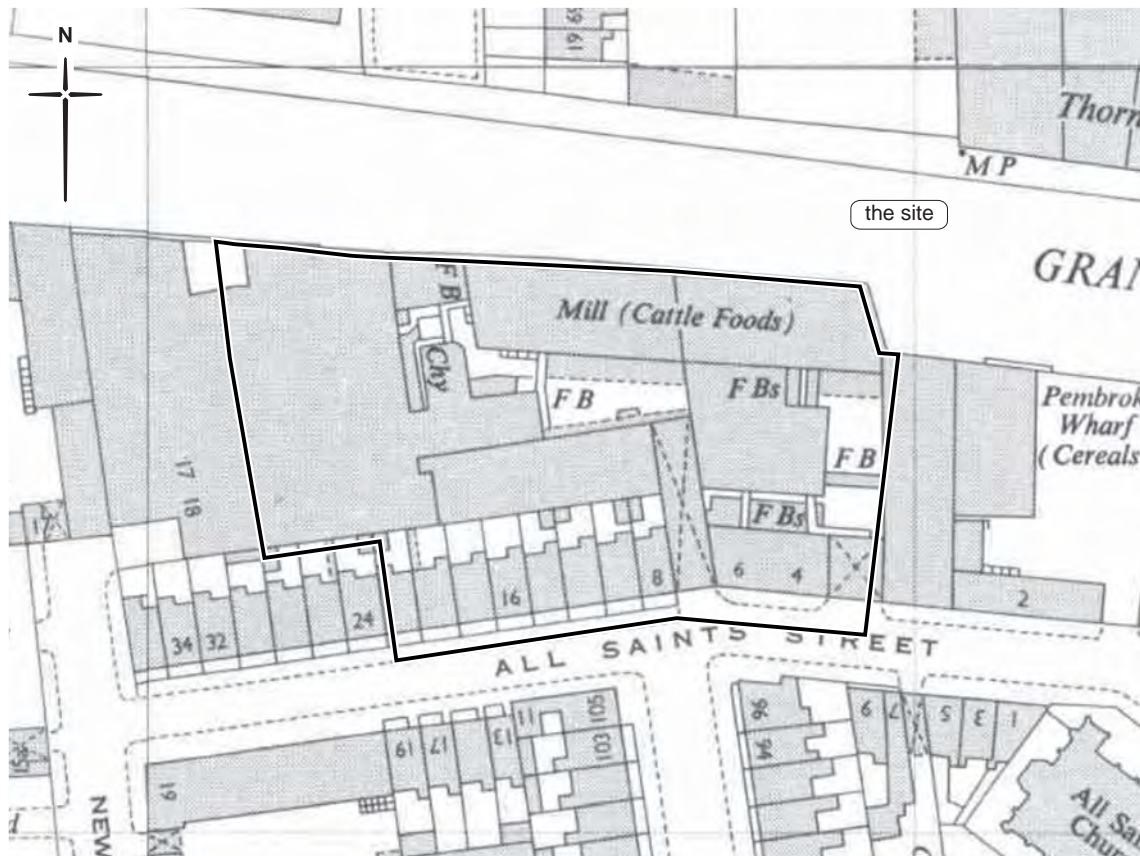


Fig 9 Ordnance Survey 1:1250 scale map of 1952



Fig 10 Looking north at the southern façade of No. 10, a late 19th century warehouse, in the north-east of the site (MOLA photo 23/02/2016)



Fig 11 Looking north-east across the central courtyard area towards the late 20th and late 19th/early 20th century buildings (from left to right: No. 18, 10, 12 and 16) (MOLA photo 23/02/2016)



Fig 12 Looking north across the western section of the courtyard area towards Regent's Canal in the background (MOLA photo 23/02/2016)



Fig 13 Plan of existing buildings (dated 01/04/1990recived from client 17/02/16)

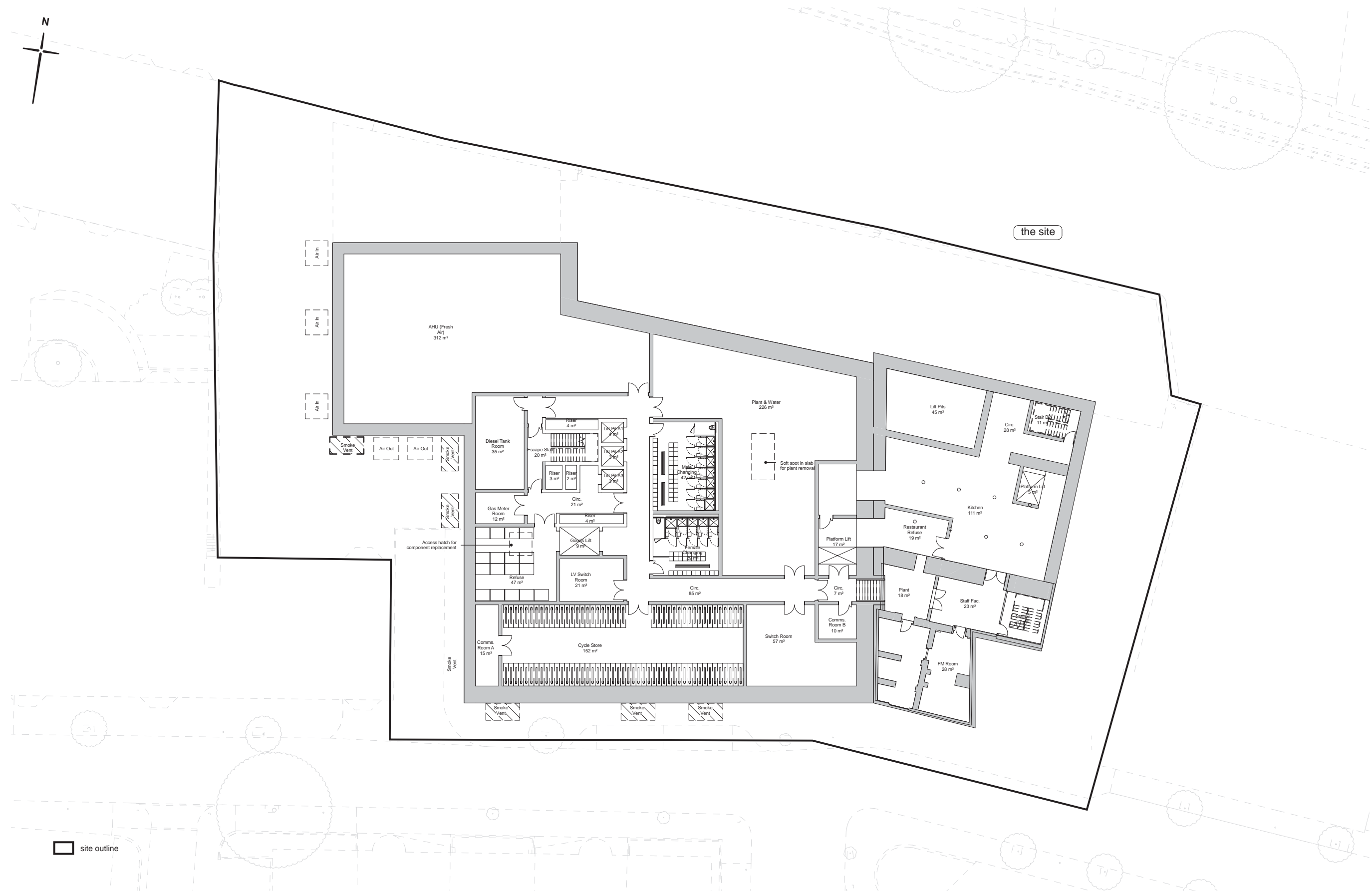


Fig 14 Plan of proposed basement (Hawkins\Brown, dwg RGW-HBA-00-B1-DR-A-PL20-0100, dated 08/05/2016)

**10 REGENT'S WHARF
All Saints Street
London N1**

London Borough of Islington

**Pre-determination Investigation Report:
Archaeological monitoring of a geotechnical trial pit**

Site code SNT16

NGR 530569 183455

OASIS reference molas1-265376

Sign-off history

issue no.	issue date	prepared by	reviewed by	reason for issue
1	13/10/2016	Tony Mackinder (Senior Archaeologist)	Christina Holloway (Contract Manager)	Report for client

MOLA code: P0892



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Fig 1 Site location

Fig 2 Location of geotechnical trial pit (RSK Ltd, 2016)

Executive summary

This report presents the results of the archaeological monitoring by MOLA of a single geotechnical trial pits at 10 Regent's Wharf, All Saints Street, London N1. The investigation was commissioned by City South Projects Ltd on behalf of Regent's Wharf Unit Trust, and the trial pit was excavated by the client's contractor, RSK Ltd. The monitoring followed a desk-top historic environment assessment of the site prepared by MOLA in March 2016.

The site is not within a local planning authority Archaeological Priority Area.

The archaeological monitoring of geotechnical investigations is a method of rapidly assessing – as far as reasonably possible – the nature of the archaeological resource within a site. The aim is to help to determine the site's potential for archaeological remains; when carried out prior to a planning application the results can inform the Local Planning Authority's consideration of the archaeological implications of the scheme.

MOLA monitored the digging of the trial pit since it was located in an area where a 19th century lime kiln, one of three, was indicated on an Ordnance Survey map of 1871–1874. The work took place under the site code SNT16, on the 6th of October 2016.

The pit (0.35m x 0.40m) was excavated to a depth of 2.0m. A brick and stone structure was noted, probably the foundation of a nearby column, the yellow bricks suggesting a 19th century date. This structure and the deposits observed do not appear to be part of a lime kiln, but would be in keeping with the nearby column and the late 19th–early 20th century warehouse directly to the north.

1 Introduction

1.1 Site background

- 1.1.1 The archaeological monitoring took place at Regent's Wharf, All Saints Street, London N1, hereafter called 'the site', on the 6th of October 2016. The OS National Grid Reference for the site is 530569 183455. The site code is SNT16.
- 1.1.2 A desk-top historic environment assessment (HEA) was prepared by MOLA in March 2016 (MOLA, 2016a) and provides in-depth detail on the natural geology, current topography, the archaeological and historical background of the site and an initial interpretation of its archaeological potential.
- 1.1.3 The fieldwork was undertaken in advance of a planning application in order to provide the client, City South Projects Ltd on behalf of Regent's Wharf Unit Trust, with further information on the archaeological potential within the site. Since it has taken place at the pre-planning stage, the results may also help the local planning authority (LPA) to formulate appropriate recommendations for any further assessment, fieldwork or other archaeological mitigation which may form a condition as part of planning consent.

1.2 Designated heritage assets

- 1.2.1 The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments, listed buildings or registered parks and gardens. The site is not within an LPA Archaeological Priority Area.

1.3 Aims and objectives

- 1.3.1 The aim of archaeological investigation prior to the determination of planning consent is to define – as far as reasonably possible – the nature of the archaeological resource within a site using appropriate methods and practices. The results should help to clarify the site's potential for archaeological remains and so inform the LPA's consideration of the archaeological implications of the planning application. The pre-determination investigation will enable the LPA – where necessary – to set out an appropriate strategy for any further investigation and/or mitigation which may form a condition as part of planning consent; or – where archaeological assets are thought to be of national or international significance, ie of schedulable quality – for preservation *in situ*.
- 1.3.2 Guidelines set out by the Greater London Archaeological Advisory Service for archaeological projects in Greater London (GLAAS, 2015) note that the archaeological monitoring of geotechnical test pits and boreholes provides a method of rapidly assessing the potential of archaeological deposits. Although due to health and safety and access constraints it may not be possible to clean and record the archaeological profile of geotechnical test pits, effort should be made to confirm the presence/absence of archaeological deposits, including the depth of modern intrusions, key stratigraphic components and natural geology, and any relevant borehole data should be examined by a geoarchaeologist. Remains or deposits suitable for scientific dating should be collected, in order to assist in the design of an appropriate mitigation strategy, if required (GLAAS 2015, 17).
- 1.3.3 Objectives for the investigation were set out in the Written Scheme of Investigation (WSI) (MOLA 2016b, Section 2), and were to clarify (within the constraints of the investigation):
 - record the depth of any natural deposits reached;
 - identify and record any archaeological remains in the geotechnical trial pit and – if possible – clarify their nature and significance. Archaeological remains could comprise;
 - remains of the mid-19th century lime kilns shown on historic maps;
 - truncated building footings, cellars and demolition deposits associated with the mid to late-19th century industrial use of the site.

2 The monitoring

2.1 Methodology

- 2.1.1 The methodology of the investigation was in accordance with the preceding Written Scheme of Investigation (MOLA, 2016b).
- 2.1.2 The excavation of one trial pit outside number 10 Regent's Wharf by the client's contractors, RSK Ltd, was attended by a MOLA Senior Archaeologist (Fig 2). Other geotechnical investigations taking place at the same time in the site, were not archaeologically monitored.
- 2.1.3 The slab and modern made ground was broken out and cleared by the contractors, and the trial pit then excavated by hand by the contractors, and monitored by the MOLA archaeologist, who made records of the deposits encountered. Measurements of the depth of deposits were taken from ground level ground level, ie c 21.2–21.4m above Ordnance Datum (OD).
- 2.1.4 No finds were recovered. The site records will be deposited under the site code SNT16 in the Museum of London archaeological archive.

2.2 Results

- 2.2.1 An irregular shaped trial pit (TP08) was located adjacent to a column to investigate its foundations, and a deeper pit measuring 0.35m east-west x 0.40m north-south was excavated. A supervisor from MOLA monitored the digging of the trial pit as it was located in an area where a 19th century lime kiln, one of three, was indicated on an Ordnance Survey map of 1871–1874 (MOLA, 2016a).
- 2.2.2 The modern cobbles and sandy bedding deposits had already been removed, and these were c 0.60 thick in total.
- 2.2.3 Further excavation found modern deposits down to the top of a stone plinth 0.60m below ground level (b g l). This was located in the north west corner of the trial pit. This stone block was on top of an offset yellow brick plinth at 1.0m b g l that continued vertically downwards and possibly stepping out at 2.0m b g l where excavation was halted. Although a soft clayey silt deposit that looked archaeological was found adjacent to this structure, it was above a brown clayey deposit that may be modern. This appears to backfill around the brick structure.
- 2.2.4 The location of this brick and stone structure means this was probably the foundation of the nearby column, the yellow bricks suggesting a 19th century date. This structure and the deposits observed do not appear to be part of a lime kiln, but would be in keeping with the nearby column and the late 19th–early 20th century warehouse directly to the north.



TP08 looking north, stone block is just visible in northwest corner of trial pit



TP08 looking northwest, showing column, stone block is just visible in northwest corner of trial pit

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4 NMR OASIS archaeological report form

OASIS ID: molas1-265376

Project details

Project name	Regent's Wharf, 10-18 All Saints Street, N1
Short description of the project	Archaeological monitoring of a geotechnical trial pit, that was located in an area where a 19th century lime kiln was indicated on the Ordnance Survey map of 1871-1874, found a stone plinth on a yellow brick plinth. This is probably to support a nearby column to the late 19th-early 20th century warehouse directly to the north.
Project dates	Start: 07-10-2016 End: 07-10-2016
Previous/future work	No / Not known
Any associated project reference codes	SNT16 - Sitecode
Type of project	Recording project
Site status	None
Current Land use	Industry and Commerce 2 - Offices
Investigation type	"Watching Brief"
Prompt	Voluntary/self-interest

Project location

Country	England
Site location	GREATER LONDON ISLINGTON ISLINGTON Regent's Wharf, 10-18 All Saints Street, N1
Postcode	N1
Site coordinates	TQ 30557 83453 51.534370894184 -0.117446133872 51 32 03 N 000 07 02 W Point

Project creators

Name of Organisation	MOLA
Project brief originator	Client
Project design originator	MOLA
Project director/manager	Christina Holloway
Project supervisor	Tony Mackinder
Type of sponsor/funding body	Client
Name of sponsor/funding body	City South Projects Ltd

Project archives

Physical Archive Exists?	No
Physical Archive recipient	Museum of London Archaeological Archive
Physical Archive ID	SNT16
Digital Archive recipient	Museum of London Archaeological Archive
Digital Archive ID	SNT16
Digital Media available	"Text"
Paper Archive recipient	Museum of London Archaeological Archive
Paper Archive ID	SNT16
Paper Media available	"Notebook - Excavation',' Research',' General Notes', 'Unpublished Text"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Regent's wharf, 10-18 All Saints Street, London N1
Author(s)/Editor(s)	Mackinder, T
Date	2016
Issuer or publisher	MOLA
Place of issue or publication	London
Description	Brief client report

Entered by	Tony Mackinder (tmackinder@mola.org.uk)
Entered on	13 October 2016

Please e-mail [Historic England](#) for OASIS help and advice

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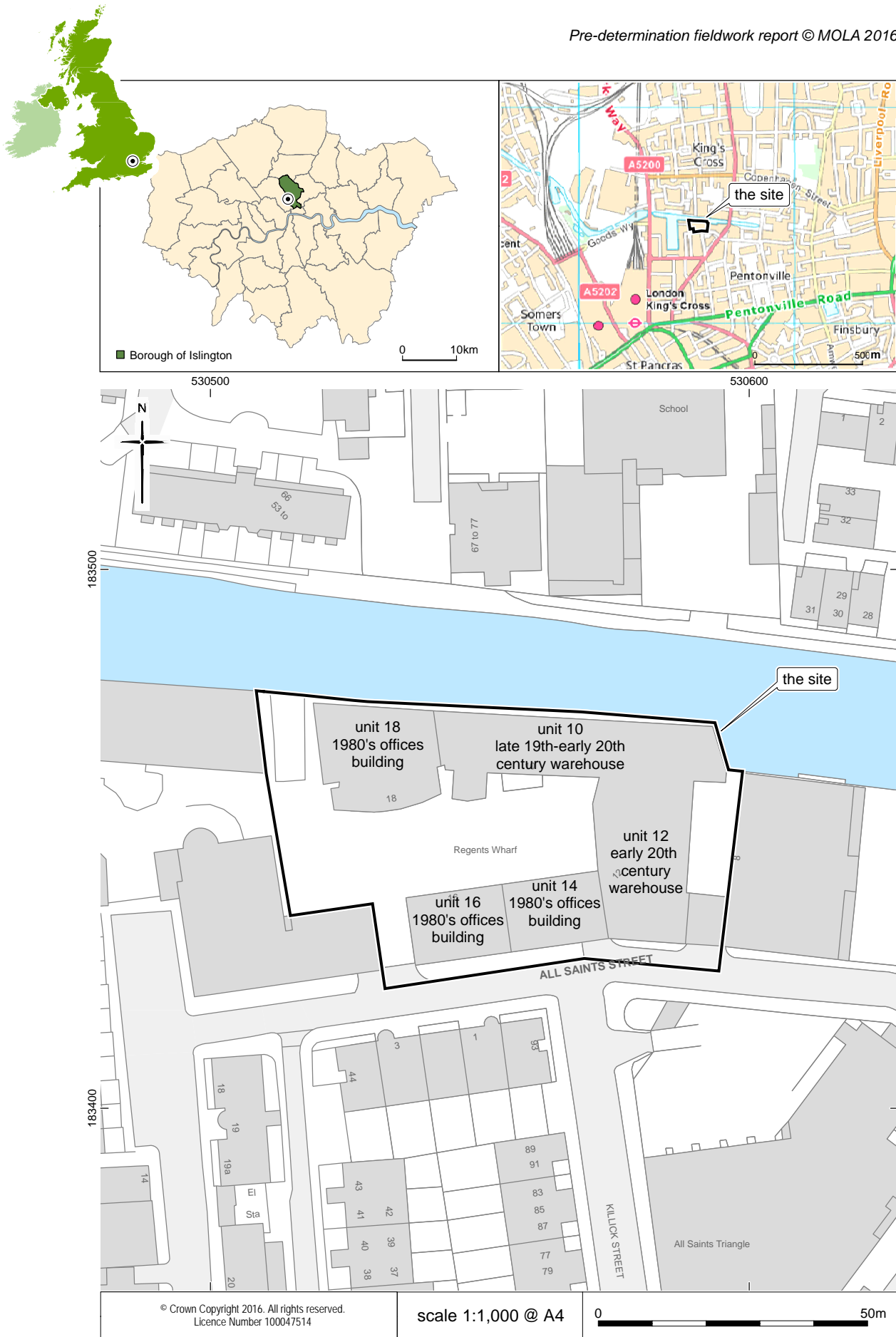
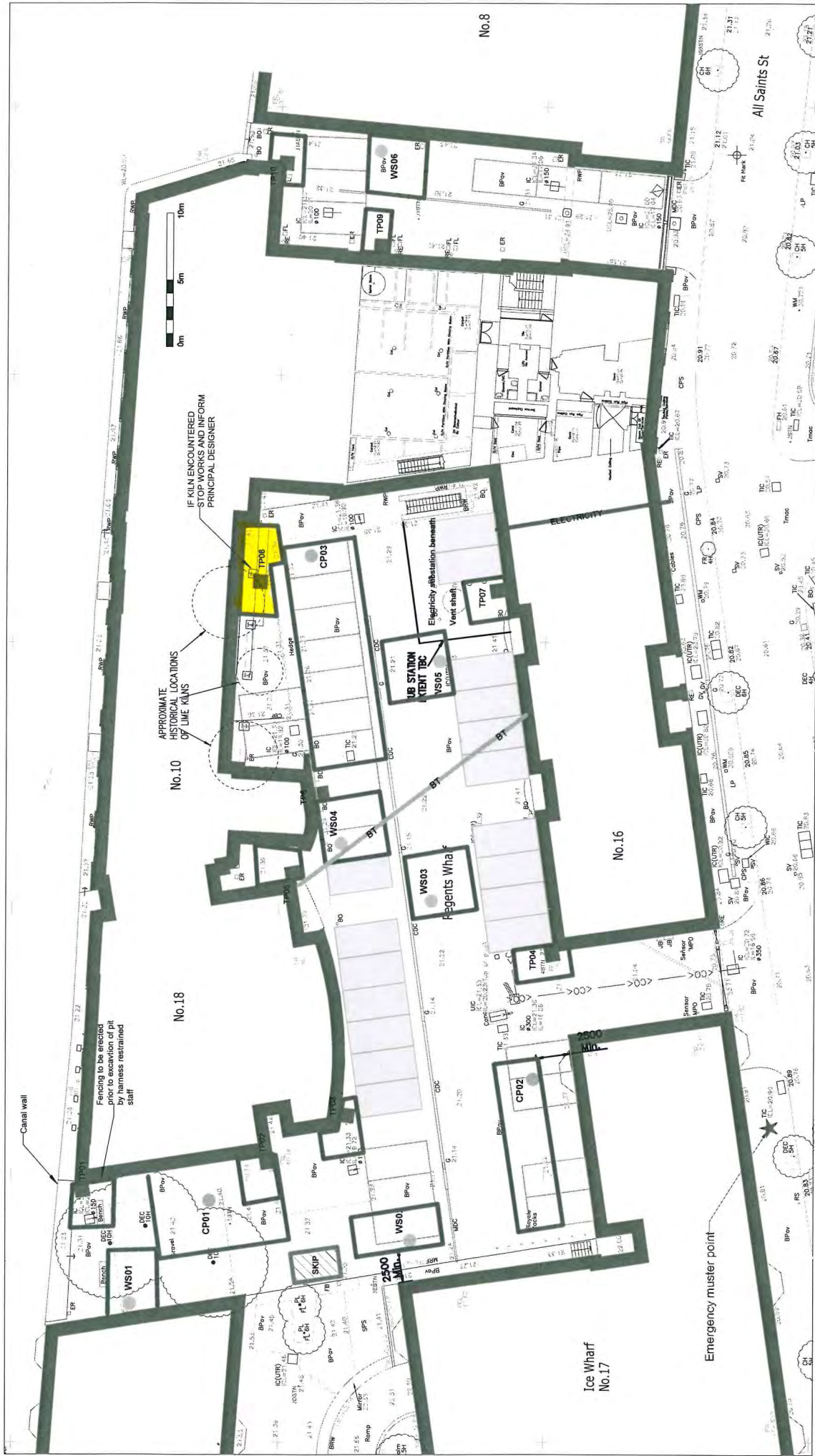


Fig 1 Site location



LEGEND:

- CABLE PERCUSSION BOREHOLE
- WINDOW SAMPLE BOREHOLE
- FOUNDATION TRIAL PIT
- NOMINAL CAR PARKING SPACE FROM LEASE PLAN
- CAR PARKING BAY NOT TO BE AFFECTED BY WORKS
- APPROX. FENCED WORKING AREA

Client: Grafton Advisor (2006) LLP	Figure: 3
Site: Regents Wharf, London	Job Number: 28468
Scale: SEE SCALE BAR	Revision: 00

SITE CONSTRAINTS PLAN