

I-11 EUSTON ROAD
St Pancras
WC1

London Borough of Camden

An archaeological desk-based assessment

July 2006



MUSEUM OF LONDON

Archaeology Service

1-11 Euston Road
St Pancras
WC1

London Borough of Camden

An archaeological desk-based assessment

National Grid Reference: 530315 182930

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Project reference page

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NGR 530315 182930

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PROJECT INFORMATION

MoLAS site code	
MoLAS project no.	Camd\1128\
Borough	Camden
Town	London
NGR	530315 182930
Present land use	Mixed commercial, hotel and offices
Planning proposal	Hotel and commercial
Planning application ref	
Developer	Metropolis Planning and Design Bill Greensmith Architects
MoLAS commission from	Metropolis Planning and Design

CONTENTS

Summary (non-technical)	1
1 Introduction	2
1.1 Origin and scope of the report.....	2
1.2 Site status.....	2
1.3 Aims and objectives	2
2 Methodology and sources consulted	3
3 Legislative and planning framework	4
3.1 National planning policy guidance.....	4
3.2 Regional guidance: The London Plan	4
3.3 Local Planning Policy.....	5
4 Archaeological and historical background	7
4.1 Site location, topography and geology	7
4.2 Past archaeological investigations.....	8
4.3 Chronological summary	8
5 Archaeological potential	13
5.1 Factors affecting archaeological survival.....	13
5.2 Archaeological potential.....	13
6 Impact of proposals	15
6.1 Proposals	15
6.2 Implications	15
7 Conclusions and recommendations	16
8 Gazetteer of known archaeological sites and finds	17
9 Bibliography	19
9.1 Published and documentary sources.....	19
9.2 Other Sources	19
9.3 Cartographic sources	20

FIGURES

Cover: Detail of the 1851 'Balloon View of London' showing the site frontage on Euston Road and nearby King's Cross statue

Fig 1 Site location

Fig 2 Selected archaeological sites and finds within 700m radius of the site

Fig 3 the Agas map of 1562

Fig 4 Rocque's map of 1746

Fig 5 Horwood's map of 1799

Fig 6 Thompsons' parish map of St Pancras, c 1803

Fig 7 Greenwood's map of 1824–6

Fig 8 Daguerreotype "Balloon's view of London", from the north, c 1851

Fig 9 Ordnance Survey 1st edition 25" map (1873)

Fig 10 Ordnance Survey 2nd edition 25" map (1896)

Fig 11 Ordnance Survey 1:1250 scale map (1959)

Fig 12 Present basement survey (supplied by Metropolis Planning and Design, July 2006)

Fig 13 Plan of proposed new basement (Bill Greensmith Architects, received 23.06.06)

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

Summary (non-technical)

Metropolis Planning and Design on behalf of Bill Greensmith Architects has commissioned the Museum of London Archaeology Service to carry out an archaeological desk-based assessment of proposed development at 1–11 Euston Road, London WC1. The proposed scheme comprises demolition of the present properties and construction of a new seven-storey hotel, with new basement and retail units at ground level.

This desk-based assessment forms an initial stage of archaeological investigation of the area of proposed development and may be required at a future date in relation to the planning process in order that the local authority can formulate appropriate responses in the light of any identified archaeological resource.

The site contains no Scheduled Monuments or statutorily Listed Buildings. The site lies within the Kings Cross Conservation Area. The site has an uncertain potential to contain prehistoric remains. The site's location on London Clay is unlikely to have made the area attractive for early farming although the Fleet River would have provided predictable resources which may have attracted settlement. Alluvial deposits associated with the Fleet River may be present within the site, which may contain or overlie prehistoric and/or palaeoenvironmental remains. The site has an uncertain, but possibly low potential to contain Roman remains. The site is located some distance from Londinium, close to a possible Roman road. Isolated findspots in the vicinity do not indicate that the area was densely occupied. The site has an uncertain, but possibly low potential to contain early medieval and later medieval remains. A possible early 6th-century church c 700m to the north of the site, would have provided a focus for the settlement, the exact location and extent of which is not currently known. During the later medieval period the site lay in open fields to the west of the medieval village of Battle Bridge. The site has high potential to contain archaeological remains dated to the post-medieval period, associated with early 19th century and later buildings on the site.

Survival of archaeological remains is likely to vary across the site. Any archaeological remains within the footprint of the existing basement, which occupies most of the site, are likely to have already been removed, possibly other than the bases of atypically deep cut features, such as pits, wells, wall foundations and palaeochannels. Survival of archaeological remains outside the existing basement (part of the southern part of the site) is likely to be better.

The proposed development comprises demolition of the present buildings and construction of a new building with a new basement within the entire site footprint. The principal impact of the proposed development would be the removal of any surviving archaeological remains from the footprint of the proposed basement. Deeper constructions such as foundations and a lift pit would remove any atypically deep features that might have survived the proposed basement construction.

In order to clarify the archaeological potential of the site, it is recommended that any geotechnical work carried out for engineering purposes be monitored archaeologically. This would aim to provide further information on the nature and levels of any deposits or features surviving on the site. Depending on the results of the survey, archaeological field evaluation may be required in order to clarify further the exact nature, extent and significance of any archaeological remains present. The results of the evaluation would enable the local planning authority to make an informed decision in respect of an appropriate mitigation strategy, if required, for any significant archaeological remains on the site.

1 Introduction

1.1 Origin and scope of the report

- 1.1.1 Metropolis Planning and Design on behalf of Bill Greensmith Architects has commissioned the Museum of London Archaeology Service (MoLAS) to carry out an archaeological desk-based assessment of proposed development at 1–11 Euston Road, St Pancras (National Grid Reference 530315 182930: Fig 1). The development proposal comprises demolition of the present terraced properties fronting onto Euston Road and construction of a new seven-storey hotel with retail units at ground floor and basement level.
- 1.1.2 This desk-based assessment forms an initial stage of archaeological investigation of the area of proposed development (hereafter also referred to as the ‘site’) and may be required at a future date in relation to the planning process in order that the local authority can formulate appropriate responses in the light of any identified archaeological resource.
- 1.1.3 The desk-based assessment has been carried out in accordance with the standards specified by the Institute of Field Archaeologists (IFA 2001) and the Association of Local Government Archaeological Officers. Under the ‘Copyright, Designs and Patents Act’ 1988 MoLAS retains the copyright to this document.
- 1.1.4 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 MoLAS, 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 Site status

- 1.2.1 The site does not contain any Scheduled Monuments or statutorily Listed Buildings. The site lies within the King’s Cross Conservation Area. The site lies immediately outside the western edge of the King’s Cross Archaeological Priority Area.

1.3 Aims and objectives

- 1.3.1 The aim of the assessment is to:
- Describe the survival and extent of known or potential archaeological features that may be affected by the proposals;
 - Assess the likely impacts arising from the proposals;
 - Provide recommendations to further quantify the nature of the archaeological resources or mitigation aimed at reducing or removing completely any adverse impacts.

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 close proximity of the area of proposed development and a study area around it were examined in order to determine the likely nature, extent, preservation and significance of any archaeological remains that may 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 archaeology within a 700m study area around the area of proposed development, as held by the primary repositories of archaeological information within Greater London. These comprise the Greater London Sites and Monuments Record (GLSMR) and the London Archaeological Archive and Resource Centre (LAARC). The SMR is managed by English Heritage and includes information from past investigations, local knowledge, find spots, and documentary and cartographic sources. LAARC includes a public archive of past investigations and is managed by the Museum of London.
- 2.1.3 In addition, the following sources were consulted:
- MoLAS – Geographical Information System for Greater London, published local history and archaeological publications
 - Camden Local Studies and Archives Centre - historic maps and published histories
 - British Geological Survey (BGS) - geology map sheet 256
 - Drawings received from Halpern planning (now Metropolis Planning and Design)/Bill Greensmith Architects on June 23rd 2006.
 - Internet - web-published material including Local Plan
- 2.1.4 The degree to which archaeological deposits actually survive on the site will depend on previous land use, so an assessment is made of the destructive effect of the previous and present activity and/or buildings, from the study of available plan information, ground investigation reports, or similar.
- 2.1.5 Fig 2 shows the location of known archaeological sites and finds within the study area. These have been allocated a unique assessment reference number (**DBA 1, 2**, etc), which is listed in a gazetteer at the back of this report and is referred to in the text. A full bibliography and list of sources consulted may be found in section 9.

3 Legislative and planning framework

3.1 National planning policy guidance

Archaeology

- 3.1.1 Planning Policy Guidance Note 16: Archaeology and Planning (PPG16) sets out the Secretary of State's policy on archaeological remains, and provides many recommendations subsequently integrated into local development plans. The key points in PPG16 can be summarised as follows:

Archaeological remains should be seen as a finite and non-renewable resource, and in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism.

Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by a proposed development there should be a presumption in favour of their physical preservation.

The key to informed and reasonable planning decisions is for consideration to be given early, before formal planning applications are made, to the question of whether archaeological remains are known to exist on a site where development is planned and the implications for the development proposal.

When important remains are known to exist, or when archaeologists have good reason to believe that important remains exist, developers will be able to help by preparing sympathetic designs using, for example, foundations which avoid disturbing the remains altogether or minimise damage by raising ground levels under a proposed new structure, or by careful siting of landscaped or open areas.

If physical preservation *in situ* is not feasible, an archaeological excavation for the purposes of 'preservation by record' may be an acceptable alternative. From an archaeological point of view, this should be regarded as a second-best option. Agreements should also provide for the subsequent publication of the results of any excavation programme.

Decisions by planning authorities on whether to preserve archaeological remains *in situ*, in the face of proposed development, have to be taken on merit, taking account of development plan policies and all other material considerations – including the importance of the remains – and weighing these against the need for development.

Planning authorities, when they propose to allow development which is damaging to archaeological remains, must ensure that the developer has satisfactorily provided for excavation and recording, either through voluntary agreement with the archaeologists or, in the absence of agreement, by imposing an appropriate condition on the planning permission.

3.2 Regional guidance: The London Plan

- 3.2.1 The over-arching strategies and policies for the whole of the Greater London area are contained within the GLA's London Plan (Feb 2004) also include statements relating to archaeology:

Policy 4B.14 Archaeology The Mayor, in partnership with English Heritage, the Museum of London and boroughs, will support the identification, protection, interpretation and presentation of London's archaeological resources. Boroughs in consultation with English Heritage and other relevant statutory organisations should include appropriate policies in their UDPs for protecting scheduled ancient monuments and archaeological assets within their area."

3.3 Local Planning Policy

Archaeology

- 3.3.1 The London Borough of Camden's Unitary Development Plan was adopted 2 March 2000 after extensive consultation on the draft plan and a public inquiry. This plan has been subsequently revised and was made available for public consultation on June 26 2003. It recognises the importance of the buried archaeological heritage, reflecting the national policies outlined above. The council seeks to ensure the preservation of the archaeological heritage and to promote its interpretation and presentation to the public. The relevant policies and sections in the adopted plan are as follows:

POLICY EN41 Preservation of Archaeological Heritage: The Council will seek to protect, enhance and preserve sites of archaeological interest and their settings. When researching the development potential of a site, developers should in all cases undertake their own archaeological desk-based assessments of whether a site is known to contain archaeological remains. Within Archaeological Priority Areas and on other sites having archaeological potential, the Council may require archaeological field evaluation to be carried out before a planning application is determined.

POLICY EN42 Retaining Archaeological Sites and Their Setting: The Council will recommend that important archaeological remains acquire due statutory protection. There will be a presumption in favour of physical preservation of nationally important archaeological remains, whether scheduled or not, and important archaeological remains should be preserved in situ. Where the preservation of such remains in situ cannot be achieved, the Council will require that no development shall take place until satisfactory excavation and recording of the remains have been carried out on site by an archaeological organisation approved by the Council. In appropriate cases, the Council may seek voluntary agreements to cover such matters, including the publication of the results, or may grant planning permission subject to conditions. Where developers do not propose due provision for accommodating important remains, permission may be refused.

- 3.3.2 The following background is also relevant:

Para 4.87 The history of the Borough indicates that there is considerable likelihood that archaeological remains will be found in certain parts of the Borough which are identified on the Proposals Map as Archaeological Priority Areas. There already have been many individual 'finds' in other parts of the Borough, and no location can be ruled out. The Council will consult with and be guided by English Heritage (Greater London Archaeology Advisory Service) on the archaeological implications of development proposals, especially within the Archaeological Priority Areas and in the vicinity of known find spots. A record of these is maintained by the English heritage Greater London Archaeology Advisory Service (Greater London Sites and Monuments Record).

Para 4.88 Where there is good reason to believe that there are remains of archaeological importance, the Council will consider directing applicants to supply further details of proposed developments, including the results of archaeological desk-based assessment and field evaluation, under the provisions of Article 3(2) of the Town and Country Planning (General Development) Order 1995. If important archaeological remains are found, developers should adopt measures which allow the remains to be permanently preserved in situ. In other cases the Council may seek to secure provision for the analysis,

interpretation, display and publication of the results of archaeological investigation and of any finds.

The UDP Deposit Draft of 2003 takes account of the changing circumstances in the area and changes such as the Mayor for London's planning powers, amendments to national planning legislation, Camden's community strategy and the changing property market.

Para 3.75 There is considerable likelihood that archaeological remains will be found in certain parts of the Borough, and these are listed in Appendix 4 - Archaeological Priority Areas and shown on the Proposals Map as archaeological priority areas. However, there have already been many individual finds in other parts of the Borough, and no location can be ruled out. The Council will consult with, and be guided by, English Heritage on the archaeological implications of development proposals, especially within the archaeological priority areas and for sites of archaeological potential. These are recorded in the Greater London Sites and Monuments Record, maintained by English Heritage.

Para 3.76 When researching the development potential of a site, developers should, in all cases, undertake their own archaeological desk-based assessments of whether the site is known or likely to contain archaeological remains. Where there is good reason to believe that there are remains of archaeological importance on a site, the Council will consider directing applicants to supply further details of proposed developments, including the results of archaeological desk-based assessment and field evaluation, under the provisions of Article 3(2) of the Town and Country Planning (General Development Procedure) Order 1995.

Par 3.77 Within archaeological priority areas and for sites of archaeological potential, the Council may require an archaeological field evaluation to be carried out before a planning application is determined. If important archaeological remains are found, developers should adopt measures that allow the remains to be permanently preserved in situ. Where the preservation of such remains in situ cannot be achieved, the Council will require that no development shall take place until satisfactory excavation and recording of the remains have been carried out on site by an archaeological organisation approved by the Council. In appropriate cases, the Council may seek voluntary agreements to cover such matters, including the publication of the results, or may grant planning permission subject to conditions. Where developers do not propose due provision for accommodating important archaeological remains, planning permission may be refused.

The Council has designated a number of Archaeological Priority Areas (APAs) in the borough. The present site lies outside, but immediately adjacent to one of these Zones.

Conservation areas

- 3.3.3 Local authorities designate conservation areas within boroughs. Designation brings with it a number of controls including: additional controls over the demolition of buildings; strengthened controls over minor development; and special provision for the protection of trees. The objective of these measures is to provide for the preservation and enhancement of the special interest of the place. The intention is not to stifle change, but to provide for the positive management of these unique areas.

4 Archaeological and historical background

4.1 Site location, topography and geology

- 4.1.1 The site is situated within the London Borough of Camden on the south side of Euston Road. The site covers an area approximately 1,015m², bounded by Birkenhead Street to the east, King's Cross Methodist Mission Chapel and the rear of 59-60 Birkenhead Street to the south, Crestfield Street to the west and Euston Road to the north (NGR 530315 182930: Fig 1). The site lies within the medieval parish of St Pancras, which was located within the County of Middlesex prior to being absorbed into the Borough of Camden.
- 4.1.2 London occupies part of the Thames Basin, a broad syncline of chalk filled in the centre with Tertiary sands and clays. In most of London, this Tertiary series of bed-rock consists of London Clay. Above the bed-rock lie the Pleistocene (Quaternary) fluvial deposits of the River Thames arranged in flights or gravel terraces. The site lies on London Clay, with no overlying drift geology (BGS 1994). The road level just to the north-west in Euston Road lies at *c* 16.7m OD.
- 4.1.3 The site lies immediately south of the former course of the Fleet River (see Fig 2) and possibly within its floodplain. The width of the Fleet River in the vicinity is not known and is likely to be wider than the extent shown. The line also shows the approximate location of the 19th century Fleet Sewer (**DBA 19**), into which the river was culverted in 1867 (Barton 1992). The author observed the brick culvert during the MoLAS watching brief at Kings Cross station redevelopment in 2001 (**DBA 1**). The culvert was located at the base of a shaft, *c* 100m north of the site immediately south of the Great Northern hotel. The crown of the culvert was *c* 3m below pavement level.
- 4.1.4 The MoLAS watching brief on the groundworks for the LUL underground ticket hall and concourse in 2001–02 (**DBA 1**), *c* 30m north of the site, recorded alluvial clay at *c* 12.82m OD (*c* 2m below ground level of 14.22m OD) immediately east of the Great Northern Hotel. The watching brief also recorded truncated London Clay towards the south-eastern corner of King's Cross Station at *c* 2.0–2.5m below ground level at *c* 12.4m OD. Evidence of palaeochannels and alluvium associated with the Fleet and Brill rivers were recorded during a watching brief and evaluation carried out by PCA and GAP in 2001 at the St Pancras CTRL terminus (**DBA 5**), *c* 600m to the north-west of the development site.
- 4.1.5 It is probable that the original, untruncated surface of natural London Clay would have lain less than 2m below ground level. It is unlikely that this surface survives within the site, having been truncated by early 19th century and later building development on the site. Fleet alluvium may be preserved below this level (the site possibly lay within its floodplain), within palaeochannels cut into the London Clay. The existing, truncated surface of London Clay is to be found *c* 2.0–3.5m below ground level, *c* 12.4–14.2m OD, although deeper truncation is likely to occur in areas of sewers or basements. Modern street level, in contrast, lies at *c* 16.7m OD to the north in Euston Road rising imperceptibly to *c* 17.1m OD in Crestfield Street to the south-west and 17.2m OD in Birkenhead Street to the south-east.

4.2 Past archaeological investigations

- 4.2.1 There have been no previous archaeological investigations on the site. Several archaeological investigations have been undertaken in the vicinity, giving some indication of the character of potential archaeological deposits on the site. The most relevant sites are King's Cross Underground Station concourse, c 30m to the north of the development site (**DBA 1**), where the Fleet Sewer and Victorian cut-and-cover tunnels truncated the surface of London Clay and possible Fleet alluvium. The results of these investigations, along with other known sites and finds within the study areas, is discussed by period, below.

4.3 Chronological summary

Prehistoric period (c 500,000 – AD43)

- 4.3.1 The Lower and Middle Palaeolithic (c 500,000–40,000 BC) saw alternating warm and cold phases and intermittent perhaps seasonal occupation. During the Upper Palaeolithic (c 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 being a treeless steppe–tundra to one of birch and pine woodland. It is probably at this time that this part of England saw continuous occupation. Subsequent erosion has removed many of the land–surfaces on which Palaeolithic people lived and hunted and consequently, most Palaeolithic finds are typically residual (located outside the context in which it was originally deposited), and often discovered during gravel extraction.
- 4.3.2 A scatter of Palaeolithic artefacts and animal remains has been found in the surrounding area. In 1690, a possible Palaeolithic kill site consisting of a flint handaxe and elephant bones were unearthed during gravel quarrying in the vicinity of the ancient hamlet of Battle Bridge (now at the north end of Grays Inn Road), c 650m to the southeast of the development site (**DBA 8**). Two Palaeolithic handaxes were recorded by the antiquarian W G Smith in the vicinity of 'Pentonville Hill' c 700m to the east of the site (**DBA 9**). The find spots are usually restricted to the well-drained terrace gravels overlooking watercourses, the preferred location for prehistoric settlement, which makes it unlikely that such material would be found within the site, unless such material was sealed within alluvium and/or a palaeochannel such as a former streambed of the Fleet. Within earlier periods of prehistory it is likely that the course of the Fleet differed considerably from the route seen in Fig 2. It is also likely that the Fleet would have provided an attractive resource for hunting, water and possibly communication throughout prehistory as well as later periods.

Roman period (AD43-410)

- 4.3.3 The site lies some 2.5 km to the north-west of the Roman city of *Londinium*, located where the present City of London is now situated. There is a suggestion that a Roman road may have run north-west from *Londinium* to the pottery kilns at Highgate Wood. A likely route for this road would have been via York Way (**DBA 10**), c 60m north of the site crossing the River Fleet at Kings Cross. There is limited evidence to support this assumption and only scattered finds have been found in the vicinity of Kings Cross. These include a tombstone dedicated to a soldier of the 20th

Legion found in 1842 and three coins of third century date found in 1920, both were discovered near York way, *c* 400m to the north of the site (**DBA 11**); a hoard of silver coins dating to the late Third/early fourth century were buried in an iron urn and were found in 1845 under the foundations of a house in Maiden Lane (modern day York Way), *c* 350m north of the site (**DBA 12**). Roman bricks and tiles have also been reported as part of the masonry fabric of the medieval St Pancras Old Church, *c* 700m to the north west of the site (**DBA 14**), suggesting that a possible Roman building or settlement may underlie the church.

- 4.3.4 The site of Boudicca's last battle in *c* AD 60, located *c* 570m north of the development site near present day Battle Bridge Basin on the Regent's Canal (**DBA 13**), is now largely discredited as there appears to be no archaeological evidence and contemporary accounts of the battle (Tacitus) do not conform to what is known of the area at that time, mostly the omission of the Fleet River.
- 4.3.5 The area of the site is likely to have been unused or poor agricultural land at this time, due to its location near the Fleet River on low lying clay soil. The presence of the supposed Roman road (**DBA 10**) and a tombstone (**DBA 11**) could suggest that the site may lie in or close to a dispersed Roman cemetery. The possibility remains that the tombstone may have been transported to its point of discovery rather than being found *in situ*, and some caution should be exercised with the validity of the find.

Early medieval period (AD410-1066)

- 4.3.6 Following the withdrawal of the Roman army from England in the early 5th century AD the whole country fell into an extended period of socio-economic decline. The Roman city of *Londinium* was abandoned and a new civic centre *Lundenwic* grew up around the Covent Garden, Strand and Aldwych area, some 2.5m to the south of the site. Increasing Viking raids led Alfred the Great to reoccupy the defensible City of London in AD 886. Around the 9th and 10th century, the local parochial system began to replace the earlier Saxon Minster system, with formal areas of land centred on nucleated settlement served by a parish church.
- 4.3.7 St Pancras Old Church (**DBA 14**) lies beside the River Fleet *c* 700m to the north west of the site, at the northern end of Pancras Road. The church was believed to have been founded before the Norman Conquest, on land given by King Ethelbert to St Paul's Cathedral in AD 604 (VCH *Middlesex* i, 122). Further evidence of an early Saxon date was also gained by the 1847 discovery of an altar stone, dated to the late 6th–early 7th century, beneath the 13th century tower of the church (**DBA 14**). The church would have formed a focus for settlement, the exact location and extent of which is not currently known. The general dearth of Saxon finds in the area suggest that the site may have been agricultural land or woodland near the Fleet River at this time.
- 4.3.8 The existence of the prebendal manor is confirmed by its entry in Domesday Book (AD 1086) as being of 'two plough' size, the location of the Manor house was suspected to be *c* 220m south of the site (**DBA 3**), although an excavation in the vicinity carried out by ILAU in 1976 at 267-275 Grays Inn Road (**DBA 3**) found no evidence predating the 19th century. It is unclear whether the boundaries of the manor would have encompassed the development site in the Saxon or Medieval periods, as the lands that comprised the manor measured five *hides* (*c* 600 acres) size.

Later medieval period (AD1066-1485)

- 4.3.9 There are two medieval settlements in the site study area (see Fig 2). The first developed around the existing Saxon Church of St Pancras Old Church, *c* 750m to the north-west (**DBA 15**). Extensive flooding in the area, recorded in 1331, may have led to the eventual abandonment of the village in 1593 (Mills 1982).
- 4.3.10 The second medieval settlement is Battle Bridge, or Bradford Bridge (**DBA 16**), which lay at the junction of Grays Inn Road and Euston Road, at a crossing of the Fleet River, *c* 70m north-east of the site (**DBA 17**). Battle Bridge is a Tudor corruption of *Bradford*, itself a term changed from *Broad Ford* the early crossing of the Fleet that gave its name to the surrounding area until the mid 19th century (Weinreb and Hibbert 1995, 447). The development site was probably located just west of (outside) this settlement.
- 4.3.11 An unnamed medieval road exists in the vicinity of the site, and is likely to have run north from the crossing at Battle Bridge, past St Pancras Old Church, to Kentish Town (**DBA 18**). This could be the same road as seen in later maps by Agas (Fig 3) and Rocque (Fig 4), and may have run *c* 25m to the north of the site, on the north side of the Fleet (see Fig 2).

Post-medieval period (AD 1485-present)

- 4.3.12 The pictorial Agas map of 1562 (Fig 3) does not show the site clearly, but with reference to St Pancras Old Church in the background the site appears to lie on open ground adjacent to a lane running north to the church. The dwellings nearby may represent the hamlet of Battle Bridge, although the map does not portray the River Fleet. The fields depicted probably coincide with Battle Bridge Field, west of the Grays Inn Road. The field was in possession of Richard Cliffe who bequeathed it to his brother Geoffrey in 1566. Geoffrey died in 1571 and the estate passes out of documentation until the 1630, when the field is described as containing “*five closes now divided, of 18 acres, three houses at nether end of Gray’s Inn Lane....., in occupation of Richard Gaulter*”. By 1710 the field had passed into the hands of the De Beauvoir family of Hackney, when it is described as containing five houses in four closes.
- 4.3.13 Rocque’s map of 1746 (Fig 4) also shows the site occupying open land, within a distinct field system. The Fleet River appears to the immediate north and nearby hamlet of Battle Bridge is clearly defined some distance to the east. Rocque’s map was published shortly before an Act of Parliament, in 1756, which allowed construction of the New Road from Paddington to Islington (in effect London’s first bypass road, linking the major routes west from London at Paddington to the main northern road to Liverpool at Islington) (Survey of London 24, ch.10).
- 4.3.14 Horwood’s map of 1799 (Fig 5) shows the New Road to Islington constructed in the northern part of Battle Bridge Field (creating the northern boundary to the development site). The map also shows considerable development along the new road to the west and east of (outside) the site. The site lay in open fields and meadow to the south of the road.
- 4.3.15 Thompson’s map of St Pancras parish, published *c* 1803 (Fig 6) shows the earlier four closes now named as New Garden; Holles Field; Cow Lier and the part occupied by Mr Smith. The site is likely to have been located in Holles Field near the boundary with New Garden (Horwood’s later 1813 edition map, not illustrated,

names this New Road Nursery). Mr Smith's 'Dust Ground' shown to the east of (outside) the site was removed in c 1924 – it had allegedly been sold to Russia as material for brick manufacture to be used in the reconstruction of Moscow (Hunter and Thorne 1990, 17). William Brock owned the New Garden and also the surrounding Holles Field, which he leased to John Smith as meadow (*ibid*). The site's location in meadowland suggests that the ground may still have been seasonally too wet to allow any substantial occupation. Several historical references are made to floods in the settlement at Battle Bridge, particularly severe cases were reported in 1809 and 1819 (Richardson 2000) where the lower rooms of houses were filled with water from the overflowing Fleet and the highway rested under three feet of water. The 1818 flood washed away or covered c 30-40,000 bricks which had been manufactured in the area. Evidence of the brick and tile making industry is seen c 500m to the southeast of the site at 95 Gray's Inn Road (**DBA 20**) where a tile kiln is recorded on an 18th century drawing. Thompson's map of 1803 (Fig 6) also records brickfields in the vicinity of modern day Cromer Street, c 250m south of the site.

- 4.3.16 The Fleet River was culverted in the early 19th century (**DBA 19**), presumably as an attempt to forestall further flooding whilst acting as a sewer. The course of the Fleet is clearly seen in Rocque's map, but not Horwood's map of 1799. Thompson's map of 1803 (Fig 6) does indicate a possible channel crossing the New Road and Gray's Inn Road junction from Pancras place (now Pancras Road), c 20m to the north of the site.
- 4.3.17 The fields remained in the possession of Mr Brock until 1823, when he sold it on to the partnership of Dunston, Robinson and Flanders. The partnership was formed as a speculative venture with the aim to develop Battle Bridge as a residential area for lease. The fields were developed after an Act of Parliament, stipulating 15¼ acres of land south of the New Road, was passed for construction on the fields in 1824. The Georgian layout of the site and surrounding area is still visible today.
- 4.3.18 The first map showing development of the land within the site is Greenwood's survey of 1824 (Fig 7), which shows construction of properties fronting onto the New Road (Euston Road) within the northern part of the site and along Liverpool Street (modern day Birkenhead Street) within the eastern part of the site. The Wesleyan Chapel outside and south of the site is also present. Chesterfield Street to the immediate west of the site does not show any construction within the site as such works probably took place shortly after the survey was conducted. The properties had long front gardens, forcing the house frontages back from the New Road as the Parliamentary Act for the road construction prohibited construction within 50 feet of it.
- 4.3.19 The first houses south-west of the New Road and Gray's Inn junction, built to designs by William Forrester Bray, failed to let as the Battle Bridge area had become notorious as 'a place for thieves and murderers' (VCH. vol. 1, 63). In an attempt to better market the properties Bray renamed the area 'King's Cross' in honour of the ascension of King George IV to the throne.
- 4.3.20 The housing stock erected within the Battle Bridge Field (south of the New Road), within the site, conform to the Late Georgian 'class III type', characteristically two bays wide with a single arched window at ground floor level; three storeys and basement with two tall windows on the upper floors (Hunter and Thorne 1990, 19). Although the premises are narrow at 16 feet wide (c 4.8m) they were pronounced

‘picturesque and charming’ for their type (Survey of London vol.24, ch 10). The buildings are no longer extant.

- 4.3.21 The 1851 Daguerreotype ‘Balloon view’ of the area (Fig 8: note that north lies at the bottom of the map) shows the site fully built up within the established Georgian street pattern. The projection of the site appears slightly taller than is actually the case, but three-storeys and ground floor with fenced front gardens can be seen. Also shown, immediately north of the site, is the short-lived monument dedicated to King George IV. King’s Cross Station is now also present opposite the site.
- 4.3.22 The Ordnance Survey (OS) 1st edition 25” map of 1873 (Fig 9) clearly shows the six Georgian properties within the site fronting onto the New Road, with formal front gardens setting the houses back from the road. Open yards are also indicated to the rear of the properties, around the King’s Cross Theatre. The map also indicates the line of the Metropolitan Railway Tunnel outside the site to the north, under modern day Euston Road.
- 4.3.23 The OS 2nd edition 25” map of 1896 (Fig 10) shows alteration to the property frontages within the site, the previous front gardens now appear built over. The site perimeter has also changed from a strictly rectangular shape to the rounded corners, still in use today. The outlines of the original properties within the site have started to lose their definition, suggesting further building and merging of the properties. The street names change in 1937. The New Road becomes Euston Road, Chesterfield Road along the west of the site becomes Crestfield Street and Liverpool Street is renamed Birkenhead Street, forming the current addresses for the site area.
- 4.3.24 Subsequent OS mapping shows no change to the plan of the properties within the site until 1959. The OS 1:1250 scale map of 1959 (Fig 11) shows the Northumberland Hotel at 9–11 Euston Road in the western third of the proposed development site. Further building over the surviving yards has also taken place in the southern and central part of the site. The map establishes the property boundaries and construction within the site that is virtually still present today.

5 Archaeological potential

5.1 Factors affecting archaeological survival

Natural geology

- 5.1.1 The natural geology of the site is likely to consist of London Clay. London Clay is likely to be found beneath the site at *c* 14.2m to *c* 14.5m OD (approximately 2.5m below ground level). By contrast modern street level adjacent to the site is at *c* 16.7 m OD in Euston Road to the north and *c* 17.1m OD in Crestfield Street to the south-east and *c* 17.2m OD in Birkenhead Street to the south-west.

Past impacts

- 5.1.2 The site is currently estimated to have *c* 2m or greater basements, covering the footprints of the separate properties fronting onto Euston Road (see Fig 12) at the north of the site and a small basemented area at the south. The exact depth of the basements has not been established. Historically the northern half of the site remained clear of construction and it is also likely that no buildings or basements were present before the 19th to 20th century. Construction of the nearby Euston Road in 1757, and construction of 19th century Metropolitan Railway beneath, may have truncated the northern part of the site, although the extent of any disturbance or truncation is uncertain such activity is likely to have completely removed any earlier deposits.
- 5.1.3 Construction of the present basements and foundations within the footprints of the Georgian properties set back from Euston Road is likely to have removed all original ground surfaces and any archaeological remains present, possibly with the exception of the bases of deep cut features (ie pits, wells, footings for buildings and possible palaeochannels associated with the Fleet River). In the northern half of the site, outside the footprint of the basements, archaeological survival may be greater, with possibly 1m of horizontal deposits present between the underside of the current single-storey shop fronts and the surface of London Clay.

5.2 Archaeological potential

- 5.2.1 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.
- 5.2.2 Any archaeological remains within the footprint of the existing basement, which occupies most of the site (Fig 12), are likely to have already been removed, possibly other than the bases of atypically deep cut features, such as pits, wells, wall foundations and palaeochannels associated with the former Fleet River. Survival of archaeological remains outside the existing basement (the southern part of the site) is likely to be better.
- 5.2.3 *The site has an uncertain potential to contain archaeological remains dated to the prehistoric period.* The site's location on London Clay is unlikely to have made the area attractive for early farming although the Fleet River would have provided

predictable resources (food and water) which may have attracted settlement. There is evidence for extremely rare *in-situ* Palaeolithic activity within the study area, although these occur within the gravel terrace deposits. Alluvial deposits associated with the Fleet River may be present within the site, which may contain or overlie prehistoric remains and/or palaeoenvironmental remains.

- 5.2.4 *The site has an uncertain, but possibly low potential to contain archaeological remains dated to the Roman period.* The site is located some distance from the Roman city of Londinium near to a possible Roman road oriented along modern day York Way. The isolated findspots in the vicinity do not indicate that the area around the site was densely occupied in this period. Any activity, if any survives, is likely to be confined to agricultural deposits.
- 5.2.5 *The site has an uncertain, but possibly low potential to contain archaeological remains dated to the early medieval period.* A church was apparently founded in the early 6th century on the site of an existing church, c 700m to the north of the site. The church would have provided a focus for the settlement, the exact location and extent of which is not currently known.
- 5.2.6 *The site has an uncertain, possibly low, potential to contain archaeological remains dated to the later medieval period.* The site was located to the west of, probably outside, the medieval village of Battle Bridge. The settlement grew up at a ford crossing of the River Fleet, c 70m to the north-east of the site. Although its exact extent is not known, historic maps dating from the mid 16th century suggest that the site probably lay in the surrounding open fields.
- 5.2.7 *The site has high potential to contain archaeological remains dated to the post-medieval period.* The site is located within identifiable fields of 17th century and later date and as such may contain evidence of cultivation, drainage ditches and unspecified external land use, possibly brick pits. The site was built up from the early 19th century and buildings remains and features may exist in the central and southern parts of the site, with possible late Georgian garden deposits from the front gardens in the northern part of the site.

6 Impact of proposals

6.1 Proposals

- 6.1.1 The proposed works will involve the demolition of the current 20th century properties and the construction of a new seven-storey hotel with retail units at ground and basement levels. The building footprint at ground and basement levels will be modified to accommodate the new build (Bill Greensmith Architects proposal drawings received June 2006). A new basement is proposed within the entire site footprint (see Fig 13). The proposed basement slab level lies at 13.3m OD, with a formation level of *c* 13m OD, *c* 3.0–3.5 m below the existing ground level. A new lift pit is indicated within the centre of the site, which may require deeper excavation than the proposed basement slab.

6.2 Implications

- 6.2.1 As discussed above, survival of archaeological remains is likely to varied across the site. Any archaeological remains within the footprint of the existing basement, which occupies most of the site (Fig 12), are likely to have already been removed, possibly other than the bases of atypically deep cut features, such as pits, wells, wall foundations and palaeochannels associated with the former Fleet River. Survival of archaeological remains outside the existing basement (the southern part of the site) is likely to be better.
- 6.2.2 The principal impact of the proposed development would be the removal of any surviving archaeological remains from the footprint of the proposed basement. Deeper constructions such as foundations and a lift pit would remove any atypically deep features that might have survived the proposed basement construction.

7 Conclusions and recommendations

- 7.1.1 The site contains no Scheduled Monuments or statutorily Listed Buildings. The site lies outside of, but immediately adjacent to, an Area of Archaeological Priority associated with the medieval settlement of Battle Bridge. The site lies within the Kings Cross Conservation Area.
- 7.1.2 The site has an uncertain potential to contain prehistoric remains. There is evidence of Palaeolithic activity within the study area, although this is confined to the gravel terrace deposits. The site's location on London Clay is unlikely to have made the area attractive for early farming although the Fleet River would have provided predictable resources which may have attracted settlement. Alluvial deposits associated with the Fleet River may be present within the site, which may contain or overlie prehistoric remains and/or palaeoenvironmental remains. The site has an uncertain, but possibly low potential to contain Roman remains. The site is located some distance from Londinium, close to a possible Roman road. Isolated findspots in the vicinity do not indicate that the area was densely occupied. The site has an uncertain, but possibly low potential to contain early medieval and later medieval remains. A possible early 6th-century church c 700m to the north of the site, would have provided a focus for the settlement, the exact location and extent of which is not currently known. During the later medieval period the site lay in open fields to the west of the medieval village of Battle Bridge. The site has high potential to contain archaeological remains dated to the post-medieval period, associated with early 19th century and later buildings on the site.
- 7.1.3 Survival of archaeological remains is likely to vary across the site. Any archaeological remains within the footprint of the existing basement, which occupies most of the site, are likely to have already been removed, possibly other than the bases of atypically deep cut features, such as pits, wells, wall foundations and palaeochannels. Survival of archaeological remains outside the existing basement (part of the southern part of the site) is likely to be better.
- 7.1.4 The proposed development comprises demolition of the present buildings and construction of a new building with a new basement within the entire site footprint. The principal impact of the proposed development would be the removal of any surviving archaeological remains from the footprint of the proposed basement. Deeper constructions such as foundations and a lift pit would remove any atypically deep features that might have survived the proposed basement construction.
- 7.1.5 In order to clarify the archaeological potential of the site, it is recommended that any geotechnical work carried out for engineering purposes be monitored archaeologically. This would aim to confirm the level of the existing basement slab, and provide further information on the nature and levels of any deposits or features surviving on the site, in particular the southern area outside the existing basement footprint, where archaeological survival is anticipated to be greater. Depending on the results of the survey, archaeological field evaluation (ie trial trenches) may be required in order to clarify further the exact nature, extent and significance of any archaeological remains present. Any field evaluation would need to be carried out in consultation with the local authority. The results of the evaluation would enable the local authority to make an informed decision in respect of an appropriate mitigation strategy (if required) for any significant archaeological remains on the site.

8 Gazetteer of known archaeological sites and finds

8.1.1 The table below represents a gazetteer of known archaeological sites and finds within the 700m study area around the site. The gazetteer should be read in conjunction with Fig 2.

Abbreviations

AOC

GAP:

ILAU: Inner London Archaeology Unit

OAU: Oxford Archaeology Unit

PCA: Preconstruct Archaeology

DBA No.	Description	Site code/ SMR No.
1	A MoLAS watching brief at the Hotel Curve, during redevelopment of King's Cross Underground Station in 2001–2003. Alluvial clay was recorded <i>c</i> 2m below ground level (at <i>c</i> 14.3–14.7m OD) in two trenches excavated for service connections. Some of the clay may represent Fleet channel deposits. Later works adjacent to the Northern Hotel were monitored and two icehouses dating to <i>c</i> 1860 were identified. A tunnel connecting the one of the ice houses to the Great Northern Hotel was also recorded	KXS01
2	A MoLAS Standing Building Survey of St Pancras Station in Midland and Pancras Roads and former Somers Town Goods Station in 2001–2003. The brick vaults , station sheds and station concourse of part of the Grade I and II buildings were recorded prior to demolition of the station as during construction of the Channel Tunnel rail link terminus	PNC01
3	An excavation by ILAU in 1976 at 267-275 Grays Inn Road, WC1 revealed a cylindrical brick structure identified as a 19th century earth closet. There was no evidence of the Saxon Manor House. Site of Saxon manor house according to Victoria County History, vol.1 Middlesex	GIR76 082061
4	An excavation by OAU in 1995 at St Pancras Station in Midland Road and Pancras Road recorded Roman, Medieval and post Medieval deposits. An earlier watching brief and evaluation revealed 19th century deposits associated with construction of the Midland Railway and Regent's Canal	SPN95
5	A watching brief and excavation carried out by PCA/GAP in 2001 recorded palaeochannels possibly associated with the Fleet and Brill Rivers. These were overlaid by River Fleet alluvial silts that were sealed in turn by 19th century deposits. The 19th century deposits consisted of the railway heritage around Kings Cross and post medieval St Pancras burial ground including tombstones and gravestone from a 20th century embankment.	YKW01
6	An evaluation and watching brief carried out by AOC at the site of P & O Land Holdings (Block C) in York Way in 1999 recorded natural gravels sealed by demolished 19th century buildings	KGC99
7	AOC carried out an investigation at the Albion Foundry, 32 York Way in 2001. 18th century cultivation soils and dumped deposits overlay natural gravels. The soils were truncated by the foundations of the 19th century foundry buildings, including machinery bases, floors flues and party walls.	YKY01
8	Possible Palaeolithic kill site including pointed handaxe with elephant bones found in 1690. One of the earliest recorded finds of a Palaeolithic date in Britain. Recovered in the vicinity of Battle Bridge during gravel quarrying.	080351
9	Antiquarian find spot of 2 (unlocated) Palaeolithic handaxes by WG Smith in 'Pentonville Hill'	080343
10	An old road of possible Roman origin	080540
11	Roman Tombstone of a soldier of Legio XX, discovered in 1842, and used as evidence for the final battle site of Boudicca in the area. Three coins of Carausius, AD 287–289 found in the area of Kings Cross in 1920	080382 080360

DBA No.	Description	Site code/ SMR No.
12	Roman hoard of silver and possibly gold coins found in an iron urn, under building foundations in Maiden Lane (now York Way) in 1845.	080365
13	Roman 1st century (discredited) battle site. Argued by 18th and 19th century historians as the site of Boudicca's last stand in AD 61. Contemporary accounts (Tacitus) do not wholly agree with the topography however.	080377
14	Roman tile used in the masonry fabric of St Pancras Oldchurch in medieval construction Anglo-Saxon altar stone found under 13th century church tower Anglo-Saxon church, suspected precursor to Norman/Medieval St Pancras Old Church. Associated with 7th century gift of manor of St Pancras to St Paul's Cathedral by King Ethelbert, c AD 604. Post-medieval St Pancras Old Church	081767 081792 081796 202503
15	St Pancras Medieval Village mentioned in Domesday, centred on St Pancras Old Church. Deserted in mid 16th century in favour of Kentish Town, when the church is described as being "all alone, ..forsaken ,sad and weather-beaten"	082053
16	Battle or Bradford Bridge Medieval village. Settlement derives its name from the nearby bridge across the Fleet. Suspected to be cut off from the Manor of Tothede by marshy fields until the late 18th century, as no routes oriented east-west are known between Crowndale Road (former Fig Lane) to the North, and Holborn to the south.	082063
17	Battle Bridge medieval bridge, formerly Bradford Bridge until Tudor corruption of the name to battle, possibly influenced by the supposed nearby site of Boudicca's last battle	082062
18	An unnamed medieval road ran from Battle bridge, northward to pass St Pancras Church to Kentish Town	082051
19	The Fleet River course culverted in the early 1800s and acts as a sewer, running roughly under the line of Pancras Road. The Fleet is visible on Rocque's map but not Horwood's map of 1799. Thompson shows a possible cutting /watercourse crossing the junction of Gray's Inn Lane and the New Road	083804
20	Tile Kilns recorded in Horwood's 1813 plan of London	080511

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9.3 Cartographic sources

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Thompsons' parish map of St Pancras c 1803

Ordnance Survey maps

Ordnance Survey 25" first edition map 1873

Ordnance Survey 25" second edition map 1896

1922 Ordnance Survey map

1959 Ordnance Survey map

Geology map

British Geological Survey map sheet 256

Engineering/Architects drawings

Present basement survey, scale 1:250, supplied by Metropolis Planning and Design, July 2006

Bill Greensmith Architects, Plan of proposed new basement, scale 1:200

Birkenhead Street Elevation, scale 1:250, supplied by Metropolis Planning and Design, July 2006

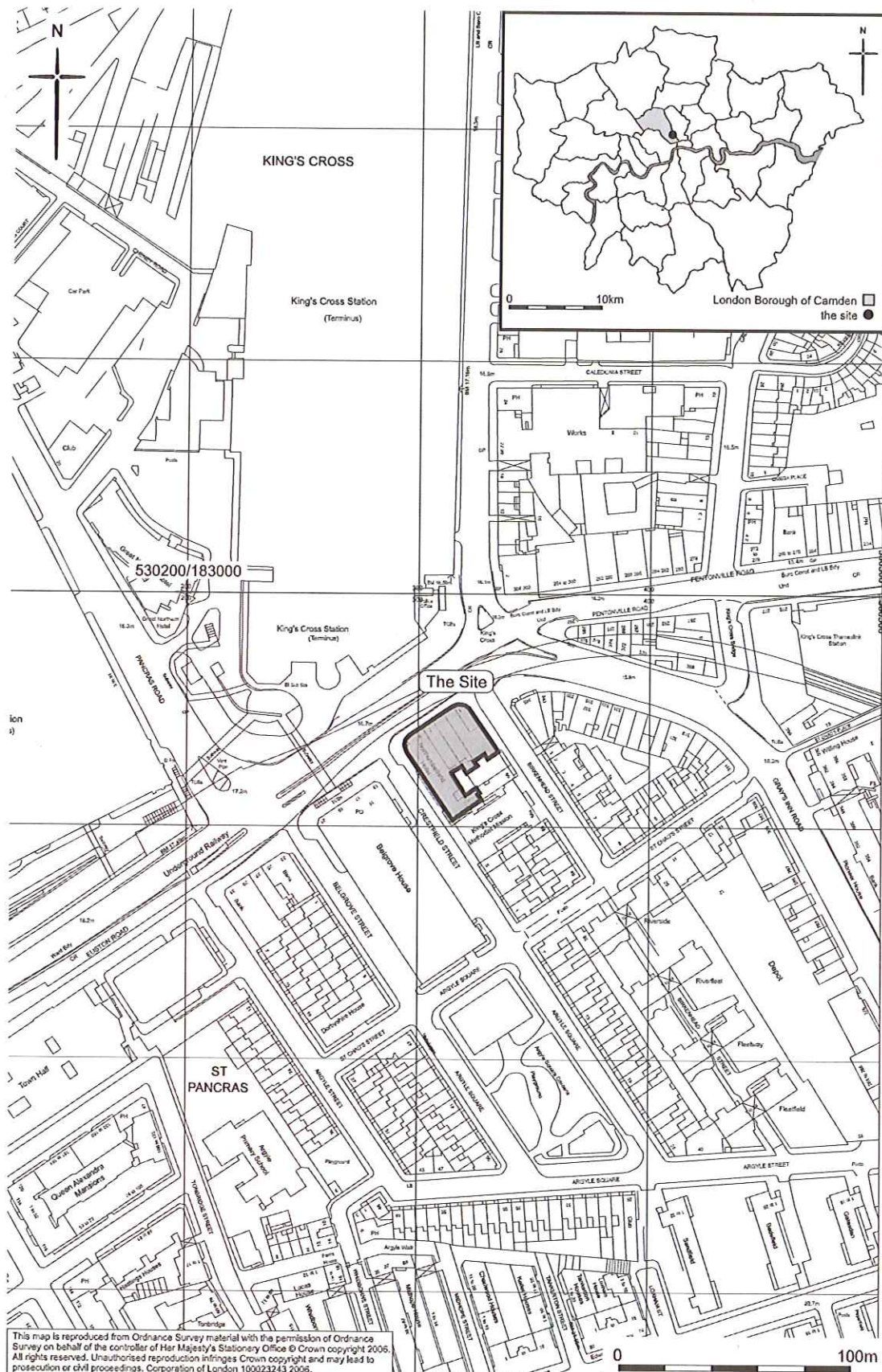


Fig 1 Site location

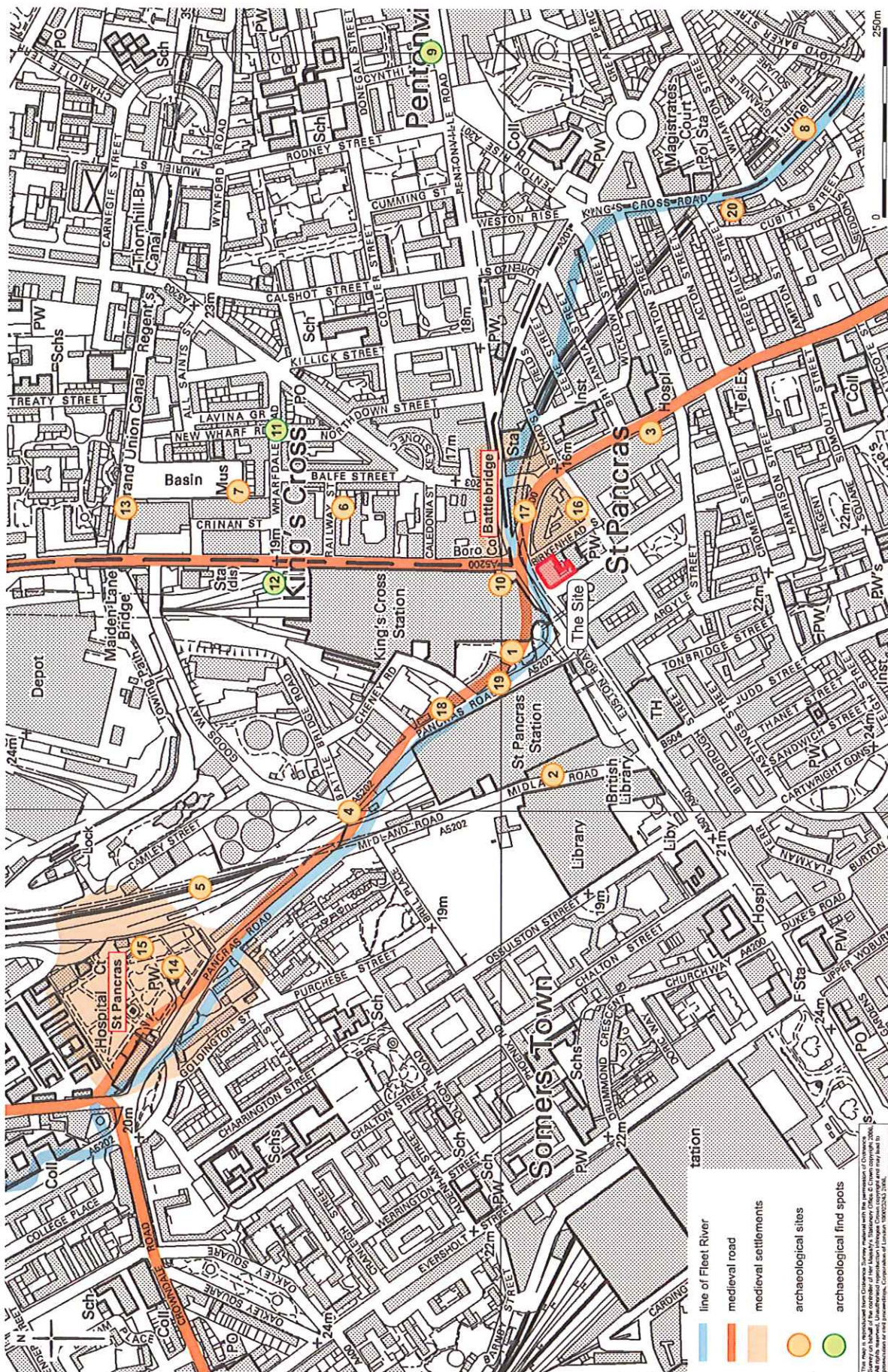


Fig 2 Selected archaeological sites and finds within 700m radius of the site



Fig 3 Agas' map of 1562

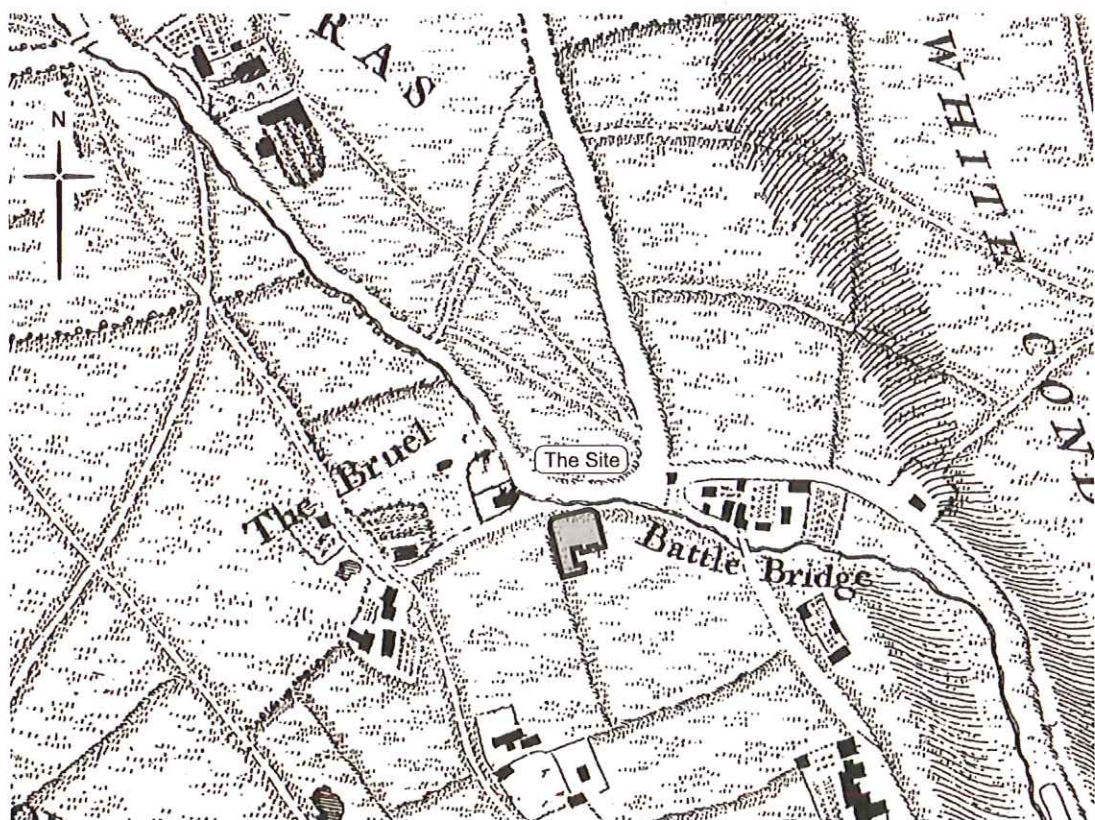


Fig 4 Rocque's map of 1746

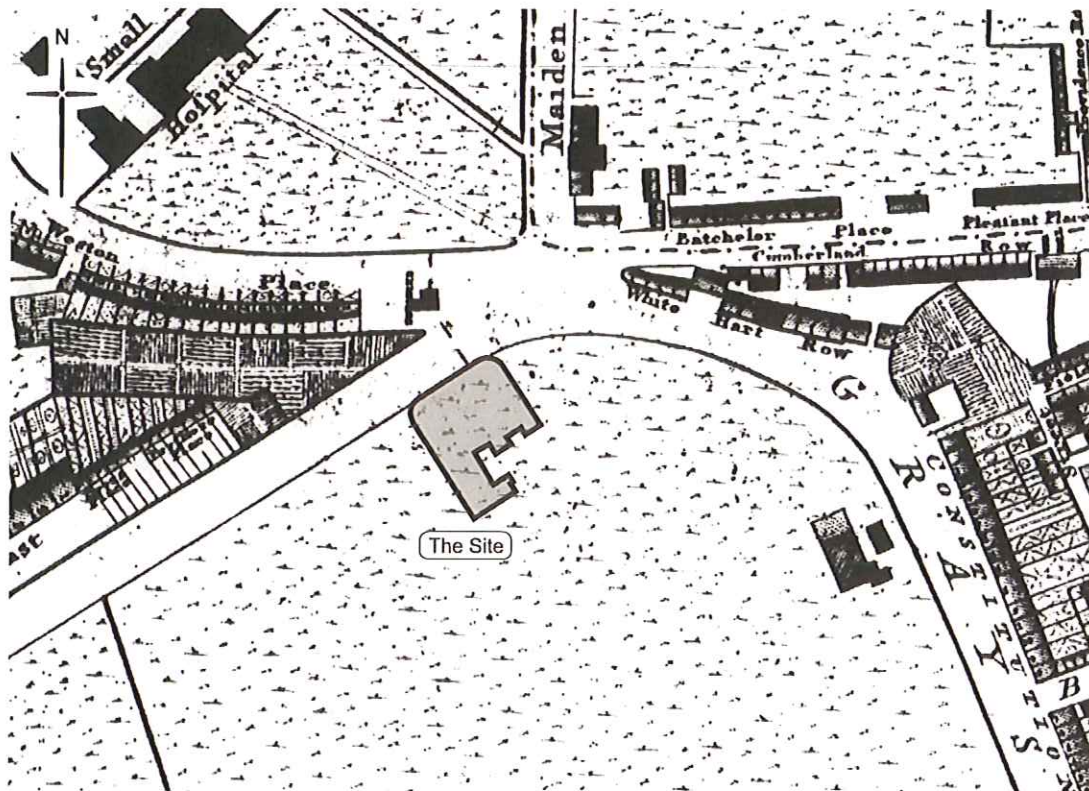


Fig 5 Horwood's map of 1799

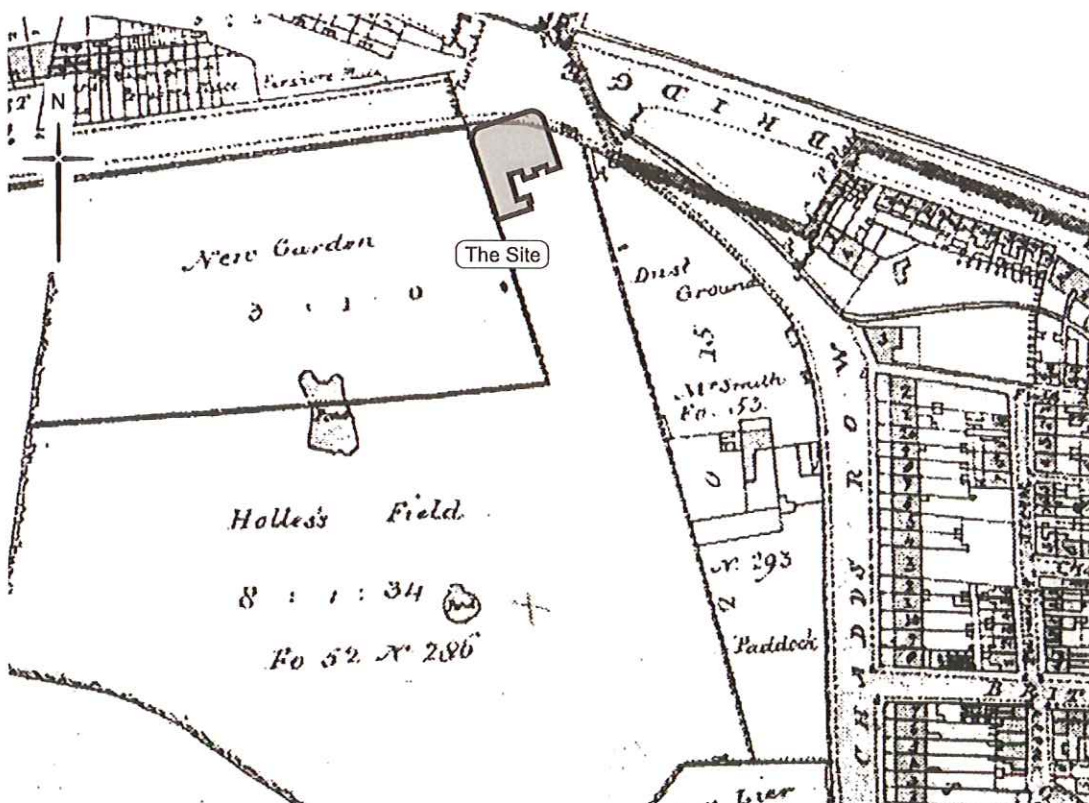


Fig 6 Thompson's parish map of St Pancras, c 1803

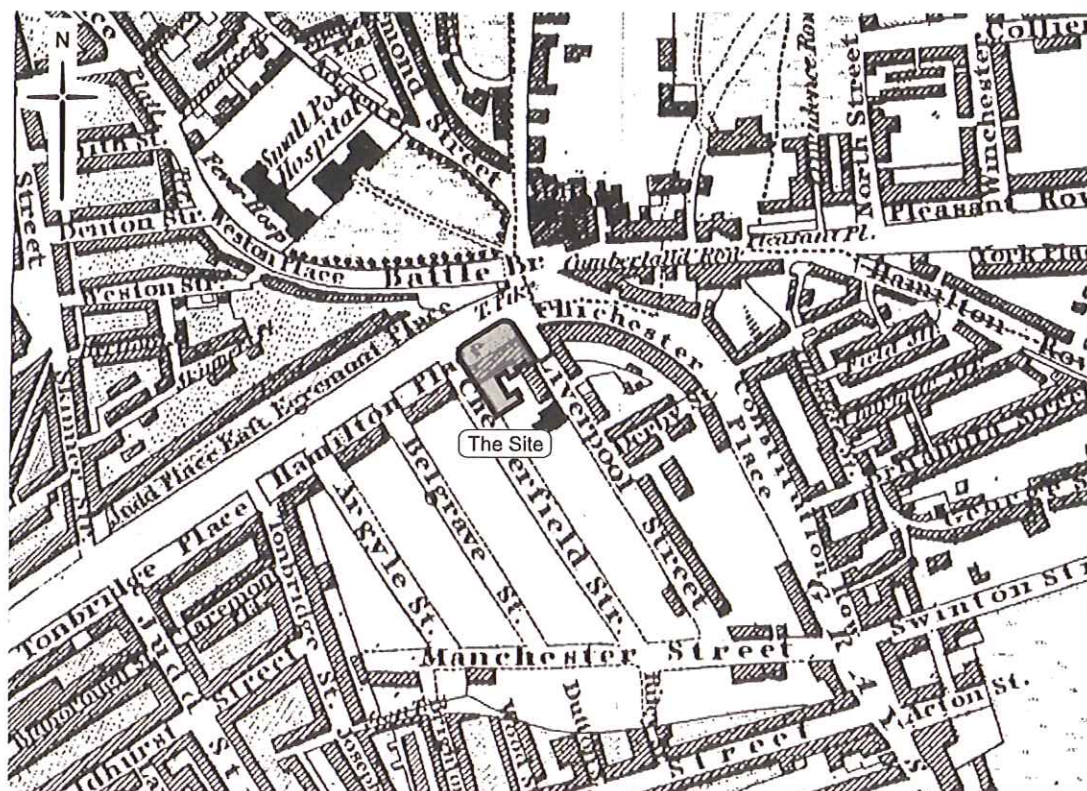


Fig 7 Greenwood's map of 1824-6



Fig 8 Daguerreotype "Balloon's view of London", from the North, c 1851

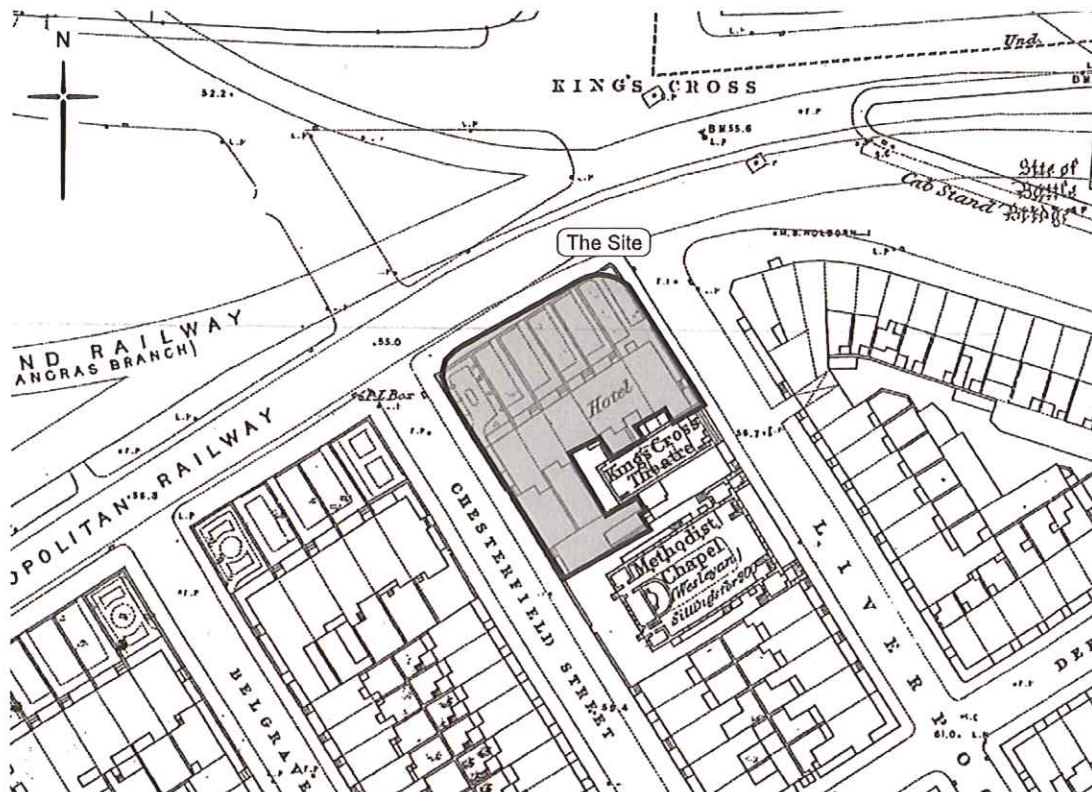


Fig 9 Ordnance Survey 25" first edition map 1873

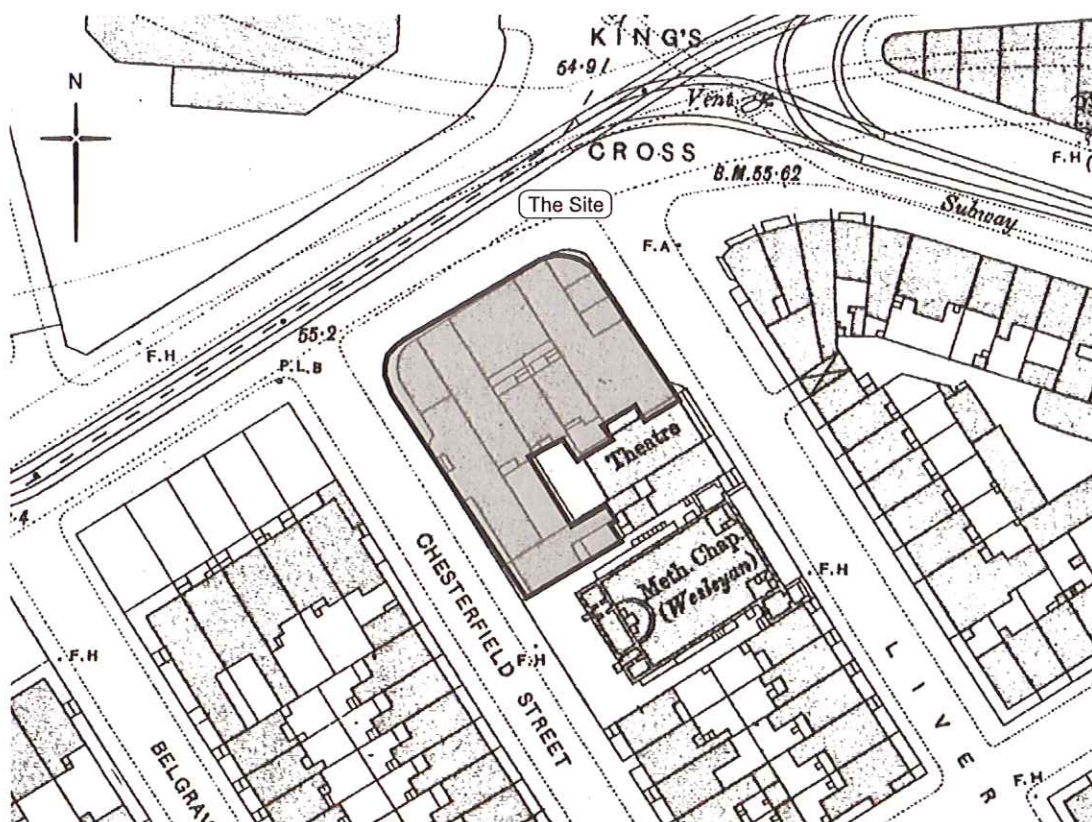


Fig 10 Ordnance Survey 25" second edition map 1896

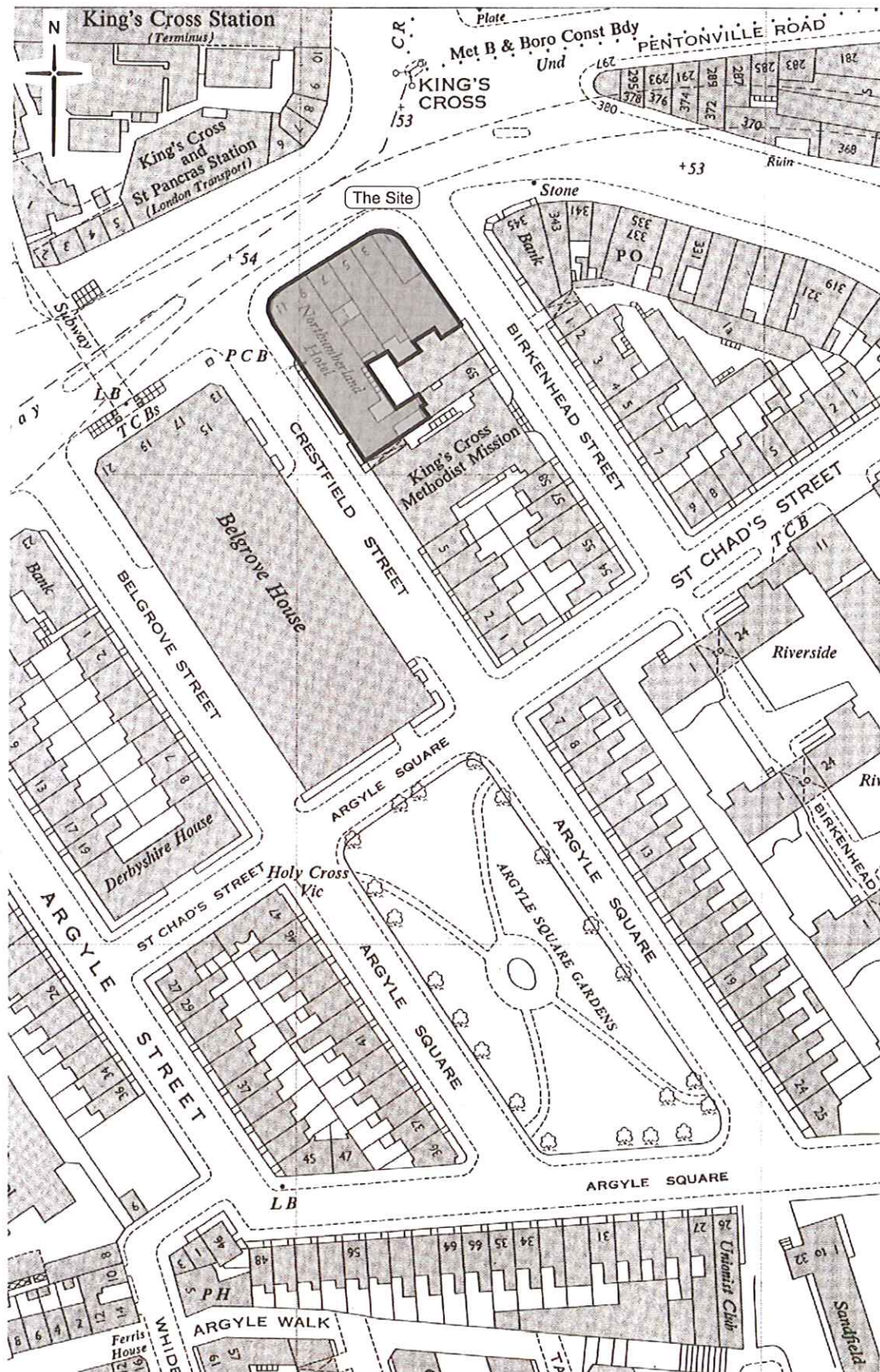


Fig 11 1959 Ordnance Survey map

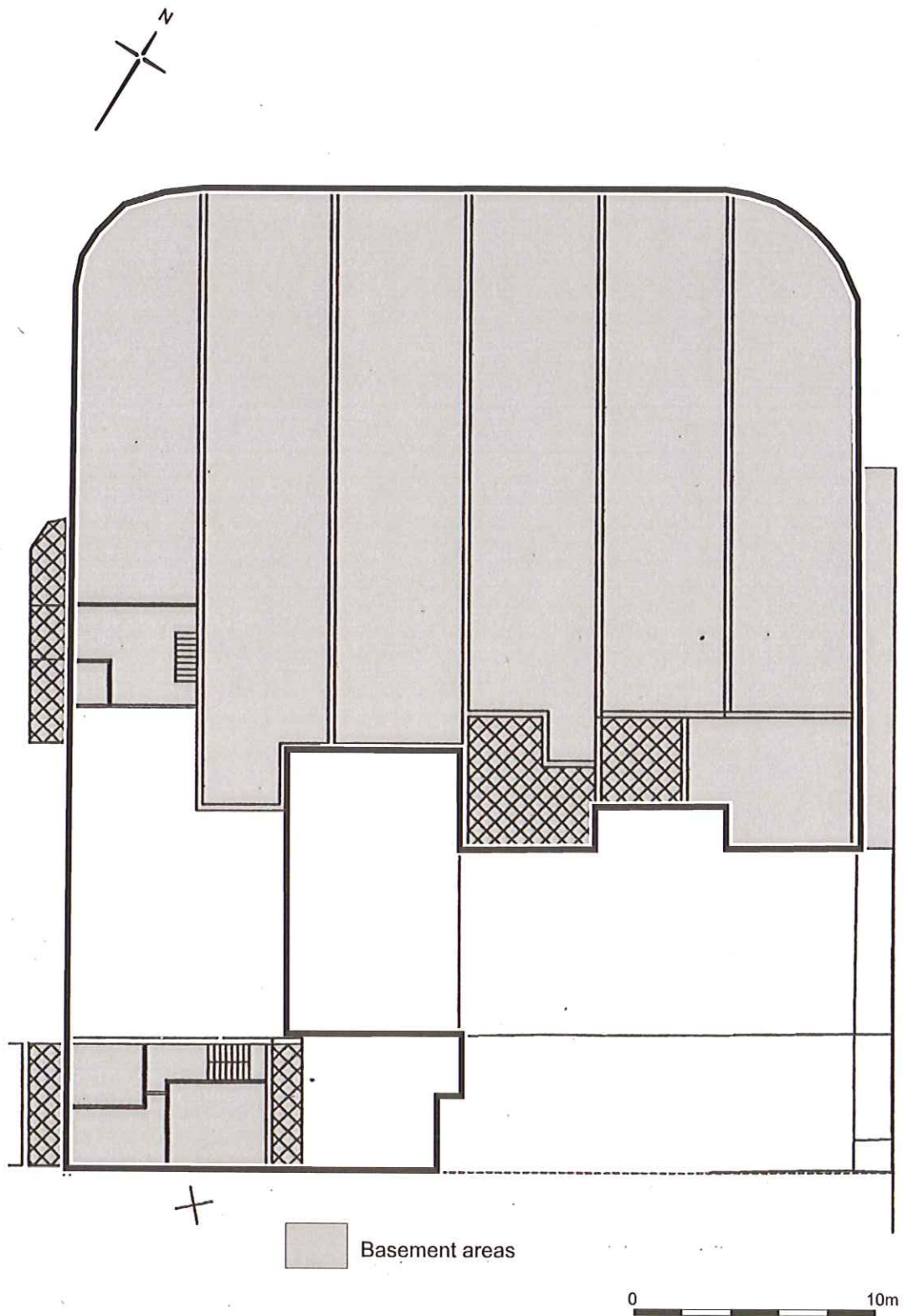


Fig 12 Present basement survey, supplied by Metropolis Planning and Design, July 2006

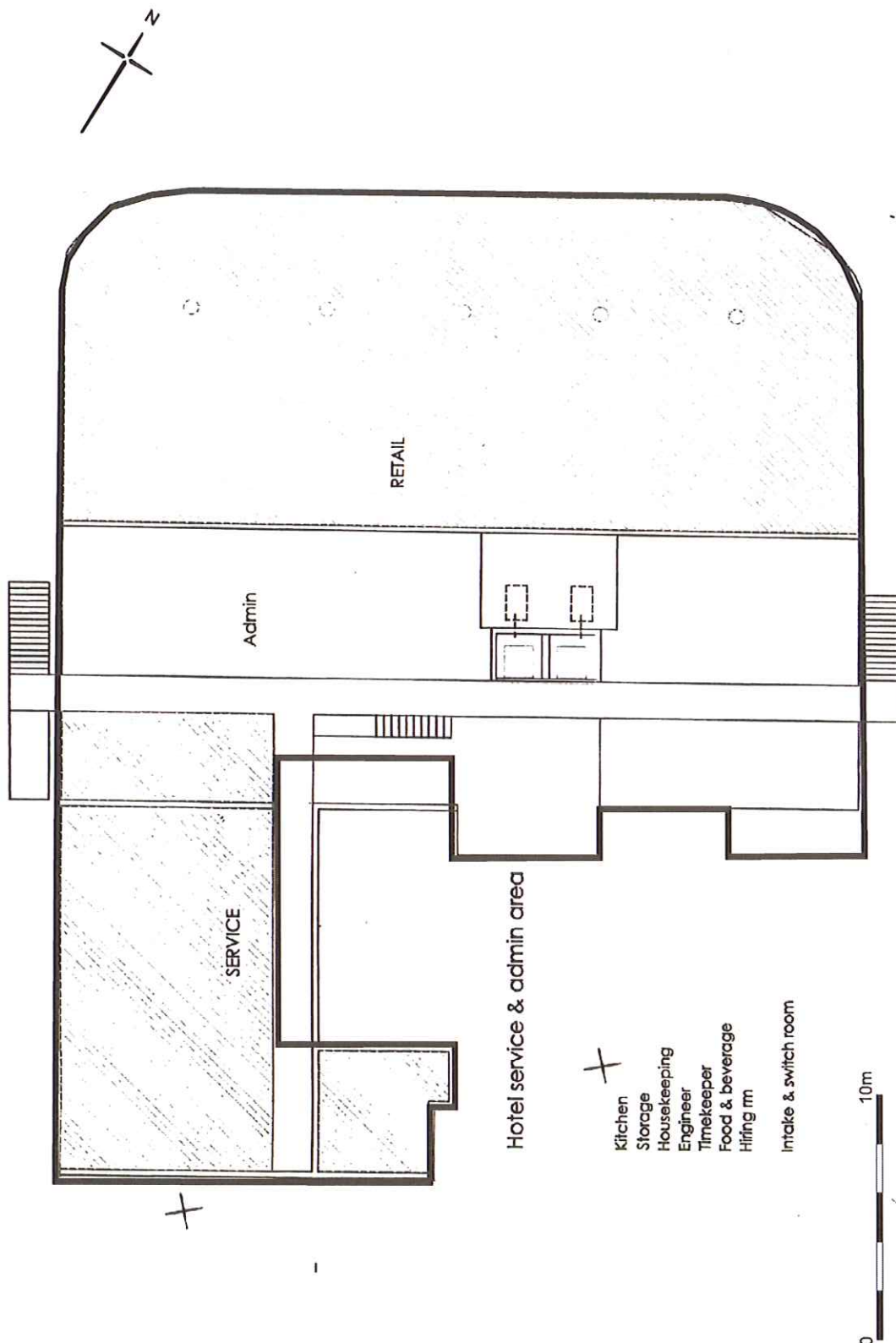


Fig 13 Plan of proposed new basement (Bill Greensmith Architects, received 23.06.06)