

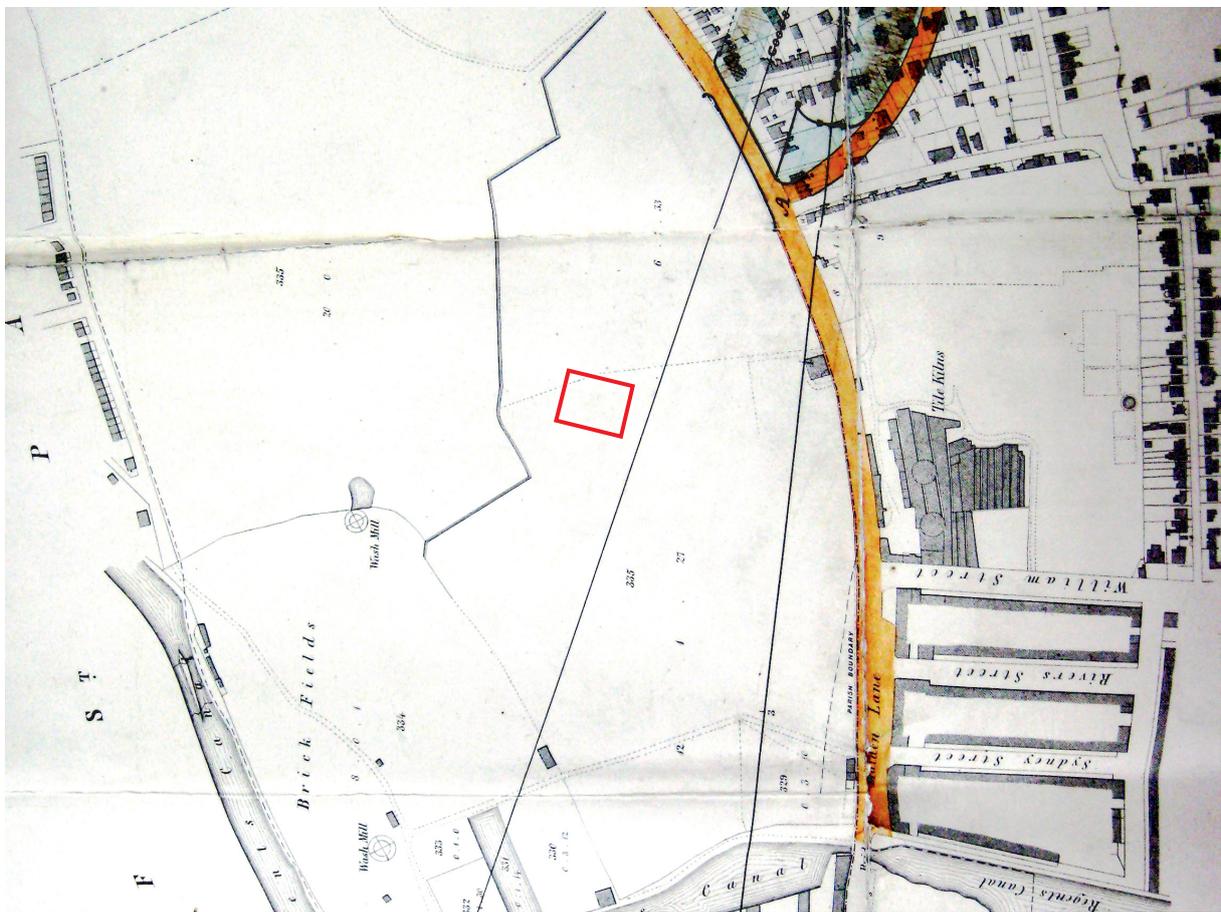
Historic Environment Assessment

Building R1

King's Cross Central General Partner Ltd and
Aga Khan Foundation (United Kingdom)

May 2015

King's Cross



KING'S CROSS CENTRAL Unit R1 London N1

London Borough of Camden

Historic environment assessment

March 2015



**King's Cross Central
Plot R1
London N1**

An historic environment assessment

NGR 530153 183739

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Fig 1 Site location

Fig 2 Historic environment features map

Fig 3 Rocque's map of 1746

Fig 4 Great Northern Railway map of the site of the proposed Goods Yard (c 1850)

Fig 5 Ordnance Survey 1st edition 6": mile map of 1873–74

Fig 6 The site location within the King's Cross Central development

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

Executive summary

Argent LLP on behalf of Aga Khan Development Network has commissioned MOLA (Museum of London Archaeology) to carry out a historic environment assessment in advance of proposed development at Plot R1, King's Cross Central, in the London Borough of Camden. The scheme comprises construction of a new building on the site, which currently lies on brownfield land, formerly part of the railway goods yard. The proposed 'IIS/AKU-ISMC/AKF Building' would house teaching, learning and administration facilities, and would contain a double basement.

The site forms part of the King's Cross Central development site which was granted Outline Planning Permission (ref. 2004/2307/P) on 22 December 22/12/06. However, the proposed scheme for Plot R1 falls outside the parameters of the consented development.

This desk-based study provides an update on the previous archaeological assessment submitted as Part 10 in Volume 2 of the Environmental Statement (IHCM 2004) that accompanied the 2004 application for the Kings Cross Central; it 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 buried remains of mid-19th century rail tracks and/or ancillary railway structures, associated with the development of the former Great Northern Railway Goods Yard, the tracks themselves are of low heritage significance. The railway lines that crossed the site provided access to the 1850s Granary Building and Eastern Coal Drops to the south and south-west of the site.

The site is considered to have a low potential for prehistoric, Roman and medieval remains. Past archaeological investigations in the vicinity of the site, largely carried out as part of the ongoing extensive King's Cross Central development, have not revealed any finds or features dated to these periods, and the clay geology of the site is unlikely to have attracted settlement or agricultural activity. During the Roman and medieval periods the site lay at some distance from the known main settlements.

The site lay within open fields until construction of the Great Northern Railway Goods Yard began in the early 1850s. By the early 1870s, several rail tracks ran through the site serving the newly constructed Granary building and Eastern Coal Drops, to the south and south-west of the site. The site was cleared between the mid-1960s and the mid-1980s. By the 1990s the site and surrounding area had been redeveloped into a golf driving range. In comparison to the rest of the Kings Cross Central development area, the level of past ground disturbance within Plot R1 is low. The site has never been developed with buildings and any levelling/terracing carried out for the laying of railway tracks in the 19th century is likely to have been concentrated in the northern half of the site, where the ground level is higher. This may have resulted in localised truncation or removal of any archaeological remains dated to earlier periods in this part of the site.

The building would contain a double basement with a formation level 8.0m below ground level. At this depth, any surviving archaeological remains would be entirely removed from within the basement footprint. Landscaping for garden areas or courtyards surrounding the building is unlikely to have an impact on archaeological remains unless significant ground works are proposed.

1 Introduction

1.1 Origin and scope of the report

- 1.1.1 Argent LLP on behalf of Aga Khan Development Network has commissioned MOLA (Museum of London Archaeology) to carry out a historic environment assessment in advance of proposed development at Plot R1, King's Cross Central, London N1 (National Grid Reference 530153 183739: Fig 1). The scheme comprises construction of a new building on the site, which currently lies on brownfield land, formerly part of the railway goods yard. The IIS/AKU-ISMC/AKF Building would house teaching, learning and administration facilities, and would contain a double basement.
- 1.1.2 The site forms part of the Kings Cross development site which was granted Outline Planning Permission (ref. 2004/2307/P) on 22 December 22/12/06. However, the proposed scheme for Plot R1 falls outside the parameters of the consented development.
- 1.1.3 This desk-based study provides an update on the previous archaeological assessment submitted as Part 10 in Volume 2 of the Environmental Statement (IHCM 2004) that accompanied the 2004 application for the Kings Cross Central; it 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.
- 1.1.4 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 (ie, 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 (eg visible changes to historic character and views).
- 1.1.5 The assessment has been carried out in accordance with the requirements of the National Planning Policy Framework (NPPF) (DCLG 2012; see section 10 of this report) and to standards specified by the Institute for Archaeologists (IfA Oct 2012/Nov 2012), English Heritage (2008), and the Greater London Archaeological Advisory Service (GLAAS 2009). Under the 'Copyright, Designs and Patents Act' 1988 MOLA retains the copyright to this document.
- 1.1.6 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 does not lie within a conservation area, as defined by Camden Council. The northern boundary of the Regent's Canal conservation area lies c 20m to the south of the site.

- 1.2.3 There are two Archaeological Priority Areas (APAs) in the locality. One relates to the medieval and post-medieval hamlet of Battle Bridge, to the south of the site, and the other relates to the area of the existing St Pancras churchyard, to the south-west of the site. The site does not lie within either APA, however, and neither extends into the wider study area.
- 1.2.4 There are no statutorily or locally listed buildings (included in Camden's Local List, Consultation Draft October 2013) within the immediate vicinity (i.e. 100m-radius) of the site.

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 to 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 and 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 300m-radius study area around the area of proposed development, as held by the primary repositories of such information within Greater London. These comprise the Greater London Historic Environment Record (HER) and the London Archaeological Archive and Research Centre (LAARC). The HER 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. 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 – Geographical Information System, the deposit survival archive, published historic maps and archaeological publications;
 - English Heritage – information on statutory designations including scheduled monuments and listed buildings;
 - Landmark – 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;
 - Argent LLP on behalf of Aga Khan Development Network – Maki and Associates Architecture and Planning, King’s Cross Central Limited Partnership, Stage D Report for AKDN Plot R1, 05-12-2013; International Heritage Conservation Management – King’s Cross Central Environmental Statement, Volume 2: Part 10: Archaeology Specialist Report (May 2004);
 - Internet - web-published material including LPA local plan, and information on conservation areas and locally listed buildings.
- 2.1.4 Several investigations have already been carried out within the King’s Cross Central development and the current report draws on the results of that work:
- 2.1.5 Built heritage forms an important part of archaeological work carried out on the King’s Cross Central site. However, the present archaeological report focuses on potential buried heritage assets within the site.
- 2.1.6 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 are not shown. Archaeological Priority Zones are shown where appropriate. All distances quoted in the text are approximate (within 5m).
- 2.1.7 Section 10 sets out the criteria used to determine the significance of heritage

assets. This is based on four values set out in English Heritage's *Conservation principles, policies and guidance* (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.

- 2.1.8 Section 11 contains a glossary of technical terms. A full bibliography and list of sources consulted may be found in section 13. This section includes non-archaeological constraints and 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 in the centre of the King's Cross Central development site, c 425m to the north-east of St Pancras International railway station and c 475m to the north-east of King's Cross railway station (NGR 530153 183739: Fig 1). York Way, which bounds the eastern side of the King's Cross Central development, lies 125m to the east. Regent's Canal lies 245m and 265m to the west and south respectively.
- 3.1.2 The site falls within the historic parish of St Pancras (1660), and lay within the county of Middlesex prior to being absorbed into the administration of the Greater London Borough of Camden.

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 site lies within part of the King's Cross Central development area which is currently a large construction site. The ground on which the site lies slopes down from north to south, towards the northern bank of the River Fleet c 700–800m to the south of the site. The river was culverted in the 19th century. Ground level on the site lies at c 24.2m–25.5m Ordnance Datum (OD), representing a slope down from north to south across the site.

3.3 Geology

- 3.3.1 Geology can provide an indication of suitability for early settlement, and potential depth of remains.
- 3.3.2 London occupies part of the Thames Basin, a broad syncline of chalk filled in the centre with Tertiary sands and clays. The site lies on London Clay (BGS digital data).
- 3.3.3 A recent geotechnical report following a ground investigation was produced in August 2012. As the report was commissioned for engineering, rather than archaeological purposes, no distinction was made between modern and undated made ground (the latter having the potential to contain material of archaeological interest). The results of the three boreholes for which data is available are summarised in Table 1, below.

*Table 1: summary of geotechnical data (Bam Ritchies, Factual Geotechnical Report on Ground Investigation 4843 – Kings Cross Building R1 Final, August 2012)
Levels are in metres below ground level (m bgl)*

BH/TP ref.	Ground level (metres OD)	Modern made ground	Undated made ground	Alluvial clay	London Clay
BH5 NW corner of the site	24.9m	0.5	0.5–3.0	N/A	3.0+
BH6 NE corner of the site	25.5m	1.3	1.3–3.0	N/A	3.0+
BH7 SE corner of the site	24.2m	0.9	0.9–1.0	1.0–1.5	1.5+

- 3.3.4 The borehole results show some variation in the depths at which natural Clay was encountered (between 21.9m OD and 22.7m OD) as well as a large variation in the thickness of made ground. In BH5 and BH6, at the two northern corners of the site,

there was a considerable depth of made ground (c 3.0m). Made ground was only 1.0m thick in BH7, however, in the south-eastern corner of the site. Of this, the top 0.9m may be classified as modern, as it contains modern building materials such as concrete. Beneath the made ground a 0.5m-thick layer of alluvial clay was encountered. While this may be evidence of a small former stream or watercourse running through the site, it is more likely to be redeposited as made ground.

- 3.3.5 At Building P1, King's Cross Central (**HEA 34**), c 165m to the west of the site, an archaeological watching brief of geotechnical investigations and an archaeological evaluation of twenty test pits and nine observation trenches recorded London Clay at between 22.4m OD and 23.6m OD in the majority of the investigation areas (c 2.4–3.6m below ground level/bgl). Lower levels of clay (with surfaces lying between 20.2m OD and 22.0m OD; 4.0–5.8m bgl) were recorded in some of the larger observation trenches. Made ground comprised a mix of 19th to early-20th century and modern deposits. No archaeology pre-dating the mid-19th century development of Goods Yard was discovered.
- 3.3.6 The presence of made ground at depths of 1.0–3.0m, or deeper, is comparable with several other sites investigated as part of past archaeological investigations carried out within the area of the former Goods Yard, concentrated to the south of the site. Natural clay was observed at 21.0m OD (c 3.0m bgl) at the Granary Complex (**HEA 7**), c 85m to the south of the site, and at between 19.5m and 22.3m OD at the Midlands Goods Shed (**HEA 8**), c 100m to the south (c 2.0–4.5m bgl). The variation in the levels of the latter site are explained by its proximity to the Fleet, where the ground will have sloped down to the south more steeply, and would consequently have been built up using thicker deposits of made ground to create a level platform overlooking the canal. At Wharf Road (**HEA 14**), c 150m to the south-west of the site, c 2.0m of made ground was recorded. In all sites, the majority of the made ground deposits were dated to the mid-19th century, and related to the construction of the former Goods Yard.
- 3.3.7 The existing surface of London Clay is likely, based on these results, to lie approximately between c 21.9m OD and c 22.7m OD, with significant depths of modern and undated made ground deposits (c 1.0–3.0m) likely to be present across the site area.

4 Archaeological and historical background

4.1 Overview of past investigations

- 4.1.1 No past archaeological investigations have been carried within the site, although numerous investigations have been carried out within the study area, in particular within the extensive King's Cross Central development area. These allow for a detailed understanding of the 19th and 20th century development of the Great Northern Railway Goods Yard and its associated structures. The majority of the past investigations have been recently carried out since 2006. Excluding those sites where no below-ground excavation took place (i.e. those comprising above-ground building recording), and sites for which no information is currently available, there are twenty-seven past investigations from which information may be derived.
- 4.1.2 A common feature of these investigations is the lack of archaeological evidence for any activity pre-dating the mid-19th century, when the Great Northern Railway (GNR) Goods Yard began to be developed. In most sites, natural Clay was recorded as being directly overlain by 19th century deposits of made ground associated with preparation of the GNR Goods Yard buildings and rail tracks. The foundations of numerous structures associated with the former Goods Yard, including railway turntables, capstans, platforms, rails, and pipes, were recorded in almost all the past investigations within the study area.
- 4.1.3 The lack of any archaeological evidence for prehistoric to medieval activity/occupation, combined with information derived from historic maps and literary sources, indicates the site remained undeveloped and unoccupied until the area of St Pancras began to be developed in the 19th century. Any remains dated to earlier periods, which may have been preserved on the site prior to 19th century development, were probably removed by subsequent ground preparation across much of the Kings Cross development area.
- 4.1.4 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 There is no archaeological evidence for prehistoric activity within the site or study area, which lies on the London Clay at some distance from the fertile river terrace gravels. At some distance from the boundaries of the study area, to the south, scattered prehistoric finds have been recorded within gravel and alluvium deposits close to the Fleet Valley.

Roman period (AD 43–410)

- 4.2.2 The site is located c 3km to the north-west of the Roman city of *Londinium*, in the area of the present day City of London. Whilst it has been postulated that York Way, which runs c 120m to the east of the site, may be of Roman origin (VCH *Middlesex viii*, 3–8). There is, however, little evidence to support this hypothesis and no finds of Roman date have been discovered within the study area. Scattered finds have, however, been discovered to the south and south-east of the study area, including a hoard of silver coins dating to the late 3rd/early 4th 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 450m to the south of the site, three coins discovered at King's Cross c 500m to the south, and a tombstone, discovered c 575m to the south-east. St Pancras Old Church at the northern end of Pancras Road, c 450m to the south-west of the site. Roman bricks and tiles have also been reported as part of

the masonry fabric of the medieval St Pancras Old Church, c 450m to the south-west of the site (GLHER ref. 081767), suggesting that a possible Roman building or settlement may underlie the church.

- 4.2.3 It is likely that the site lay within woodland or undeveloped open land, or possibly agricultural (pasture) land, in this period. The find of a tombstone to the south of the study area, assuming it was discovered *in situ* and had not been disturbed and relocated by later development, may indicate the presence of a Roman cemetery and possibly a settlement closer to the site than the city of *Londinium*. However, if this is the case, the find spot and any associated settlement would still have lain at some distance from the site.

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

- 4.2.4 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 was abandoned and the main Saxon settlement of *Lundenwic* shifted westwards to what is now Covent Garden and the Strand, c 3km to the south of the site (Cowie and Blackmore 2008, xv).
- 4.2.5 The site lay within the extensive manor (estate) of St Pancras. St Pancras Old Church lies beside the River Fleet (now underground) at the northern end of Pancras Road, c 450m to the south-west of the site. The church was believed to have been founded 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 to early-7th century, beneath the 13th century tower of the church (Weinreb and Hibbert 1995, 774). The church would have formed a focus for settlement, however, the exact location and extent of this settlement is not currently known.
- 4.2.6 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, and lay c 3km to the south-east of the site. 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.
- 4.2.7 The main St Pancras manor was eventually broken up into smaller estates. The site fell within the smaller St Pancras manor, which Domesday Book (AD 1086) records as being of 'two plough' size. The main settlement remained close to the church of St Pancras c 450m to the south-west of the site. There was also a small settlement at Holborn in the south-eastern corner of St Pancras manor, c 2.5km to the south-east of the site. In AD 959, King Edgar granted land including the church of St Andrews (the date of construction being unknown) at *Helebourne* (Holborn) to Westminster Abbey (Denford and Hellings 1999, 10). The name of Holborn comes from the *bourne in the hollow*, referring to the steep-sided valley of the River Fleet (*ibid*, 10).
- 4.2.8 Apart from the literary evidence for the manor, and the proximity of the St Pancras Old Church, there is no evidence to suggest Saxon occupation or activity extended into the site or study area. The site probably lay in woodland or possibly open fields throughout this period.

Later medieval period (AD 1066–1485)

- 4.2.9 The site lay within the parish of St Pancras. The location of the manor house was thought to lie along Grays Inn Road c 980m to the south-east of the site, although an excavation at this location by the MOL Inner London Archaeology Unit (site code GIR76) found no evidence for the manor house. During this period the focus of the main settlement shifted north towards Kentish Town (Richardson 1997, 8), c 1.8km to the north-west of the site. It is believed that this relocation of the settlement was due to the constant flooding of the land and roadway near the church of St Pancras

from the Fleet river which flowed beside the Pancras Road (*ibid*, 8). This shift is emphasised by the development of a chapel-of-ease at Kentish Town c AD 1200, which was later rebuilt during the 15th century (*ibid*, 8). After the shift of settlement the area around the old church of St Pancras appears to have been abandoned (Weinreb and Hibbert 1995, 440).

- 4.2.10 A small settlement called Broad Ford Bridge, which was later corrupted during the Tudor period to become known as Battlebridge, grew up in the area just south of the current Kings Cross Station, c 850m to the south-east of the site. The settlement derived its name from the bridge which spanned the river Fleet which flowed on the west side of St Pancras road (Weinreb and Hibbert 1995, 447).
- 4.2.11 There is no evidence to suggest that development related to the later medieval settlements of St Pancras or Battlebridge extended to the site. This is reinforced by early post-medieval maps, which show that the area of the site remained open fields until the mid-19th century. The site may have lain within woodland, fields or meadows belonging to the settlements.

Post-medieval period (AD 1485–present)

- 4.2.12 Historic maps show the area of the site remained open land until the construction of the Great Northern Railway Company Goods Yard in the mid-19th century. The earliest map consulted is the Agas map of 1562 (not reproduced). The site is located at the very periphery of the mapped area, within a rural landscape on the northern fringes of the developed area of London. The map shows a church to the south-west of the approximate site location, which is probably St Pancras Old Church. The site itself appears to lie in undeveloped fields. There are isolated, scattered buildings across the area, probably farmhouses, and it is possible the site area was being used as pasture by this period.
- 4.2.13 Rocque's map of 1746 (Fig 3) shows the site continuing to lie within open fields at some distance from any development. Buildings, cultivated land, gardens and meadows are concentrated around St Pancras Old Church. The settlements of Bruel and Battle Bridge are shown to the south of the site. The map shows the River Fleet flowing to the west of the site, and the precursors of Pancras Road to the west, and York Way to the east.
- 4.2.14 Faden's 1813 revision of Horwood's map of 1799 (not reproduced) does not extend as far north as the site. It shows the London Smallpox Hospital (constructed in 1767), c 750m to the south-west of the site, in the area of the later Great Northern Hotel. The map also shows a linear development of terrace houses along the eastern side of 'Pancras Place' (Camley Street), at the northern edge of the expanding suburban development of London. The land to the west of the double-row of terraces is shown as open fields, and, although the map does not extend as far as the site, it is likely that the site remained undeveloped at this time. This is reinforced by Greenwood's map of 1824 (not reproduced) which shows only open fields surrounding the site and study area. The map shows that the area to the south of the site had been further developed with houses and the Imperial Gas Lights Company Works. The developed area is bounded to the north by Regent's Canal, opened in 1820, which runs c 250m to the south of the site. The map shows the land to the north of the canal, including the site, lying in open fields.
- 4.2.15 As London developed in the 19th century the demand for, and supply of, key commodities such as coal and food grew. The new and expanding railway network provided a regular, reliable and quick service, transporting goods around the entire country, thereby stimulating further demand.
- 4.2.16 The Great Northern Railway's (GNR) Goods Yard at King's Cross station was one of the most important of its kind and covered an area of 59 acres (Cherry and Pevsner 2002, 366). The GNR hoped to become the primary supplier of coal from the north of England into London, and the primary material to pass through it was coal. In addition to the inwards supply of coal, the transfer of other goods between road,

- canal and rail was an important factor. A commercial service for general merchandise movement was also provided by the new goods yard for consignments of any size or nature, including fruit and vegetables, fish and stone.
- 4.2.17 The GNR chose a site to the north of the Regent's Canal. A plan of the proposed site drawn up in 1850 by the GNR (Fig 4) and the 1851 Ordnance Survey 12": mile map of 1851 (not reproduced) show the site had remained open ground until this date and is shown lying within a large field. The adjoining field to the south-west is labelled "Brick Fields", and it seems likely that this area had been used for quarrying, with the material being transferred via an existing canal basin and then transported via barge. The area clearly afforded good road and canal connections and the two 'Goods Lines' running across the map probably represent the intended route of the first railway lines to be put through the area. That on the left led to the intended Goods Yard, whilst that on the right tunnelled beneath the canal and ran to the proposed terminus station at King's Cross.
- 4.2.18 The Great Northern Railway Company Goods Yard first opened in 1850 (presumably whilst buildings were still under construction). Due to the finalizing of land purchases and negotiations, however, the beginning of the construction of the goods yard was somewhat delayed. It catered for general merchandise traffic, in particular coal to and from London and all stations on the GNR system in the North of England and Scotland. It remained the focal point in the freight network of the GNR Company (Clarke 1999). The premises were served by road and waterside facilities on the Regent's Canal, where goods could be loaded or unloaded from carts or from barges in the open western basin or undercover inside the Granary basin. The goods yard housed a temporary passenger terminus from 1850 to 1852 prior to the completion of the passenger terminus at King's Cross.
- 4.2.19 The complex originally comprised a large number of buildings with various functions, although none were located within the site or immediately adjacent. The Granary and Eastern Coal Drops were constructed and operational by 1851. The architect was Sir William Cubitt (unrelated to Lewis Cubitt the architect of King's Cross Station), who was GNR's consulting engineer. The Goods Yard originally included the following structures:
- The Granary (Lewis Cubitt), located immediately to the south of the site, and the first part of the Fish and Coal Buildings (**HEA 6**);
 - The Eastern Coal Drops (**HEA 11**), 65m to the south-west of the site;
 - Wharf Road Viaduct (**HEA 15**), 220m to the south-east of the site;
 - The canal portal and the Stone and Coal Basin (located between the Granary and Regent's Canal, to the south of the site);
 - The temporary passenger terminus (later the area of the Midlands Goods Shed/Potato Market, to the east of the Granary) (**HEA 8**), 90m to the south of the site.
- 4.2.20 Subsequent additions include the Western Coal Drops, built in 1859–60; the Plimsoll Viaduct (1855–66) (**HEA 15**); the Western Goods Shed (1897) (**HEA 11**) and the Western Coal Drops Viaduct. The Potato Market (**HEA 8** and **22–26**) was expanded in 1864–65. Further additions, improvements and enlargements were made throughout the 19th and 20th centuries as the goods yard adapted and expanded.
- 4.2.21 The goods yard was generally upgraded in the 1890s as part of a programme of modifications aimed at maintaining a lead in the face of new competition from the Great Central Railway (GCR). The GCR had opened the "fifth line to the north" between Manchester and London (Clarke 1999), which triggered a general upgrading of GNR distribution points. By the 1890s the GNR also had direct rail access to London's Docks, and the movement of commodities by canal was becoming less important.
- 4.2.22 The Ordnance Survey 1st edition 6": mile map of 1873–74 (Fig 5) shows the GNR Goods Yard c 20 years after construction began, and illustrates the massive extent

of railway infrastructure development which had occurred over this period. The site is shown lying immediately to the north of the Granary building and is occupied by several railway lines; these were probably originally laid down when the building was constructed in 1850–51. Those lines in the eastern part of the site run into the Granary building, whilst those in the western part of the site run towards the Eastern Coal Drops.

- 4.2.23 The Ordnance Survey 2nd edition 6": mile map of 1895–96 (not reproduced) shows no changes to the layout of the site. The Ordnance Survey 25": mile map of 1916, and the 1:1,250 scale maps of 1953, 1954 and 1958 (not reproduced) similarly show no changes to the site other than the removal or realignment of certain rail tracks over time.
- 4.2.24 The next map to show a major change to the site is the Ordnance Survey 25": mile map of 1966–1985 (not reproduced) which shows all the former rail lines cleared, and the site lying in open ground. No further changes are shown on later Ordnance Survey maps until the mid-1990s. The Ordnance Survey 1:1,250 scale map of 1997 (not reproduced) shows the grounds in which the site lies re-landscaped to form part of a golf driving range, with a field boundary, or possibly a water feature running across the site.
- 4.2.25 The site currently lies in brownfield land and is located in the centre of the extensive ongoing King's Cross Central development.

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, eg, building foundations or 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 current knowledge, the predicted level of natural geology within the site is as follows:
- Current ground level lies at 24.2m–25.5m OD.
 - The top of natural Clay lies at c 22.0–23.0m OD (c 1.0m–3.0mbgl, depending on surrounding ground level and extent of former truncation).
- 5.2.2 Between the top of the natural and the current ground level is c 1.0–2.5m of undated made ground, much of which probably dates to the mid-19th century, which may potentially contain archaeological remains.

Past impacts

- 5.2.3 The greatest past impact to the site is will have been ground works associated with the laying of rail tracks across much of the site in the mid-19th century. Although development dating to the 19th century should not strictly be considered an ‘impact’, in the sense that it forms part of the historic record, the construction of the Goods Yard railway sidings is the first significant development on the site and may have had an impact upon earlier archaeological remains. Works required for laying above-ground track are likely to have involved spreading and levelling dumps – effectively sealing the natural ground – rather than extensive excavation, although some minor levelling/terracing may have been carried out, particularly in the northern part of the Kings Cross Central site, where the ground is naturally higher. This may have resulted in localised truncation or removal of earlier remains. As this appears to have been the only development carried out on the site, with no buildings or other structures with deep foundations present, ground works will have caused little overall impact to any pre-existing archaeological remains.
- 5.2.4 By the late-1990s, the site area had been redeveloped to form part of a golf driving range which is unlikely to have had a significant impact on archaeological remains.

Likely depth/thickness of archaeological remains

- 5.2.5 Any archaeological remains which may be present on the site are likely to be contained within undated made ground deposits, which lie directly above the surface of natural clay. Based on the results of the recent borehole investigations, the top of undated made ground deposits are likely to be located at depths of between 24.2m OD and 24.4m OD, and made ground may reach depths/thicknesses of c 1.7m.

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.* There is no archaeological evidence for prehistoric activity within the site or study area, which lies on the London Clay at some distance from the fertile river terrace gravels. Any residual prehistoric artefacts which may be present on the site would be of **low** significance, as derived from their evidential value.
- 5.3.3 *The site has a low potential for Roman remains.* No archaeological evidence for Roman activity has been recovered from within the site or study area and it is likely that the site lay within undeveloped open land, or possibly agricultural (pasture) land, in this period. Although there is some evidence to the south of the study area of burial and reused Roman building fabric this does not indicate intense activity that would extent as far as the site. Any residual finds, or cut features associated with agricultural activity, such as drainage ditches, would be of **low** significance, as derived from their evidential value.
- 5.3.4 *The site has a low potential for early and later medieval remains.* There is no evidence to suggest Saxon occupation or activity extended into the site or study area. Similarly, there is no evidence to suggest that development related to the later medieval settlements of St Pancras or Battlebridge extended into the site. This is reinforced by early post-medieval maps, which show that the area of the site remained open fields until the mid-19th century. The site may have lain within woodland, fields or meadows belonging to the settlements, or within open, unoccupied ground. Residual finds, or cut features associated with agricultural activity, such as drainage ditches or field boundaries, would be of **low** significance, as derived from their evidential and historical value.
- 5.3.5 *The site has a moderate potential for post-medieval remains.* Historic mapping indicates the site was never intensively developed with buildings, or other structures which may have had deep foundations. The site was occupied by rail tracks from the mid-19th century, until its clearance at some point between the mid-1960s and the mid-1980s, when it lay in open waste ground. By the late-1990s the site formed part of a golf driving range. The greatest potential would be for the buried remains of rail tracks and any small ancillary structures such as the foundations of control boxes or signal bases. Such remains in isolation would be of **low** significance, as derived from their evidential and historical value.

6 Impact of proposals

6.1 Proposals

- 6.1.1 The scheme comprises construction of a new building on the site, which currently lies on brownfield land that forms part of the Kings Cross Central development. The IIS/AKU-ISMC/AKF Building would have a double basement. For the purposes of this assessment the foundations are assumed to be piled. Ground levelling works would be carried out prior to construction (Maki and Associates Architecture and Planning, King's Cross Central Limited Partnership, Stage D Report for AKDN Plot R1, 05-12-2013).

6.2 Implications

Ground levelling

- 6.2.1 Prior to the construction of the IIS/AKU-ISMC/AKF Building, the ground would be levelled to a uniform height of 24.2m OD. This is equal to the lowest current ground level in the southern part of the site, but would involve removal of up to 1.5m of ground from the higher, northern part of the site. Between 0.2 and 1.0m of relatively modern made ground of low significance, would be removed as part of the ground levelling works.

Basement construction

- 6.2.2 The building would contain a double / split-level basement with a formation level of c 8.0m below ground level, as shown in the Final Stage D Report (Maki and Associates Architecture and Planning, King's Cross Central Limited Partnership, Stage D Report for AKDN Plot R1, 05-12-2013). At this depth, any surviving archaeological remains, if present (low potential other than for railway infrastructure) would be entirely removed from within the basement footprint, reducing asset significance to nil.

Landscaping

- 6.2.3 Landscaping for garden areas or courtyards surrounding the building would not have an impact on archaeological remains unless significant ground works are proposed.

Services/drainage

- 6.2.4 New service and drainage is assumed here to be required, although their location is not known. The excavation for service/drainage trenches beyond the footprint of the proposed new building would entail ground disturbance to 1.0–1.5m bgl. This would potentially locally remove any 19th century railway infrastructure remains to this depth.

7 Conclusion and recommendations

- 7.1.1 Any archaeological remains which may be present on the site are likely to be contained within made ground deposits, which lie directly above the surface of natural Clay. The site has a low potential for prehistoric, Roman and medieval remains. Any archaeological remains on the site are likely to be limited to the remains of mid and late-19th century rail tracks, and/or ancillary structures (eg possible signal bases and control boxes), associated with the development of the former Great Northern Railway Goods Yard, which in isolation would be of relatively low significance.
- 7.1.2 Table 2 summarises the known or likely buried assets within the site, their significance, and the impact of the proposed scheme on asset significance.

Table 2: Impact upon heritage assets (prior to mitigation)

Asset	Asset Significance	Impact of proposed scheme
Buried remains of mid/late-19th century rail tracks and/or ancillary structures, associated with the development of the former Great Northern Railway Goods Yard. (moderate potential)	Low	Site levelling works and basement construction Significance of any affected assets reduced to nil.
Possible archaeological remains dating from the prehistoric to early 19th century (low potential)	Uncertain (Low for isolated finds)	

- 7.1.3 In light of the relatively low potential of the site to contain archaeological assets of high significance, along with the nature of the proposed development, i.e. the construction of new buildings largely in areas previously disturbed, it is likely that the local authority will not require any additional archaeological constraints than the standard condition attached to the existing outline consent to secure an archaeological watching brief during construction, carried out in accordance with an approved Written Scheme of Investigation (WSI).

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 300m-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 13/12/2013 and is the copyright of English Heritage 2013.
- 8.1.3 English Heritage statutory designations data © English Heritage 2013. Contains Ordnance Survey data © Crown copyright and database right 2013. The English Heritage GIS Data contained in this material was obtained September 2013. The most publicly available up to date English Heritage GIS Data can be obtained from <http://www.english-heritage.org.uk>.

Abbreviations

GLHER – Greater London Historic Environment Record

MoLAS – Museum of London Archaeology Service (now named MOLA)

OAU – Oxford Archaeology Unit

PCA – Pre-Construct Archaeology

SAS – Sutton Archaeological Services

IHCB – International Heritage Conservation Management

HEA No.	Description	Site code/ HER No.
1	Rail Marshalling Yards, King's Cross Lands, Camden No information on this investigation is currently available on LAARC or the GLHER.	ELO8575
2	Area North of and Adjacent to Midland Shed, York Way/Wharf Road Junction, Camden, N1 Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information was available from the interim report. Engineering excavations were carried out to locate the brick lined 'Camden Sewer' and recorded the 19th century main storm drain/sewer running across the site.	ELO8649 YKW01 (site G76)
3	King's Cross Lands, West of York Way, Camden No information on this investigation is currently available on LAARC or the GLHER.	ELO8632
4	Rail Marshalling Yards, King's Cross Lands, Camden No information on this investigation is currently available on LAARC or the GLHER.	ELO8569
5	Rail Marshalling Yards, King's Cross Lands, Camden No information on this investigation is currently available on LAARC or the GLHER.	ELO8583
6	Wharf Road, King's Cross Goods Yard, Kings Cross, Camden King's Cross Central: Eastern Goods Yard/Stable, Pancras Road KXI07: An archaeological watching brief was carried out by PCA in 2007–08. The initial watching brief identified redeposited London Clay sealed by modern made-ground. Later investigation revealed 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. King's Cross: Granary Complex, King's Cross Central, York Way	KXI07 KXC06 KXF07 ELO12934 ELO4990

HEA No.	Description	Site code/ HER No.
	<p>KXC06: An archaeological watching brief was carried out by PCA in 2006. Natural clay was sealed by a series of 19th century made-ground deposits. The 19th century footings for still extant walls were recorded, together with contemporary subterranean structures relating to the former canal basin. A series of 19th century services was also recorded, consisting of ceramic, lead and, most commonly, cast iron pipes. The prevalence of cast iron hydraulic pipes testifies to the extent to which hydraulic power was utilised in the Granary during the 19th century.</p> <p>KXF07: Standing structure recording was carried out by PCA in 2007. The initial recording noted within the Goods Yard two sets of subterranean stables, one to the east of the Granary and one to the west. The western stables run beneath the middle and southern end of the Western Transit Shed. The investigation monitored the clearance of demolition rubble from within the stables and also involved a preliminary assessment of the stables structure, including the original function of the stables and the recording of subsequent modifications to the layout and usage. Evidence of wartime air-raid shelter use and later theatre equipment storage was also noted. The later phase of the survey continued on the Grade II listed complex which comprised the Granary, the Eastern and Western Transit Sheds (with accompanying below ground stables), the Train Assembly Shed, and the Eastern and Western Granary Offices. All of these buildings, apart from the Eastern and Western Offices, were built in 1852 as part of Lewis Cubitt's design for the King's Cross Goods Yard. The Eastern and Western Offices were added between 1865 and 1871. The buildings handled incoming and outgoing goods, particularly grain, from the north of England, and facilitated the transport of goods to the markets of London via the Regent's Canal and by road. The Eastern and Western Handyside Canopies in the King's Cross Goods Yard were constructed in 1888 against the eastern and western walls of the Midland Goods Shed respectively, and fall within the curtilage of the Grade II listed Granary. Both roofs were designed by the Great Northern Railway's engineer Richard Johnson, and were fabricated by the well-known ironworking firm of Andrew Handyside & Co of Derby. The Canopies provided covered areas for unloading fish, potatoes, and other perishable traffic directly from railway vans into road vehicles, while continuing to give roadway access to the goods sheds on either side of the Goods Yard and beyond it. The 19th century Granary complex walls, within the King's Cross Goods Yard, lie to the west of the complex and act as a retaining wall for the higher level roadway immediately to their east. The Laser Building was built between 1921 and 1942, after the removal of the gas works viaduct. It acted as a mess room for the Goods Yard's employees.</p>	
7	<p>Watching Brief at the Granary Complex, Kings Cross Central, Camden An archaeological watching brief was carried out in 2006–07 by PCA on geotechnical trial pits. In all pits, apart from 15, 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 pipes 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. Natural clay was observed at c 21.0m OD in test pit 4 (TP4).</p>	ELO8064
8	<p>Wharf Road [Midland's Good Shed], King's Cross King's Cross Central: Culross Buildings, Battle Bridge Road KXG08: Standing structure recording was carried out by PCA in 2008. The Culross Buildings were constructed in 1891–92 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</p>	ELO10336 KXG08 KXM08 ELO13425 KGE12 ELO8639

HEA No.	Description	Site code/ HER No.
	<p>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 western 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> <p>King's Cross Central: Midlands Goods Shed, Goods Way KXM08: Standing structure recording was carried out by PCA in 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 east. 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 in c1880 on the north-eastern 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>King's Cross Central, Midland Goods Shed, Wharf Road MOLA maintained a watching brief on the excavation of twenty-seven geotechnical and environmental trial trenches and pits at Midland Goods Shed in 2013. This followed on from a series of watching briefs on trial pits and trenches. Within the area of investigation, the natural London Clay was seen to slope gradually from 22.3m OD in the north down to 19.5m OD in the south. The general deposit sequence was remarkably consistent throughout observations. Weathered (brown) London Clay was exposed at 1.0mbgl. A few observations had coal-ashy (brick quarry?) fill at this level but they were not dig any deeper for safety reasons. Above this level, in both the Canopy and Shed, was a general levelling deposit of crushed brick (with some clay). Beneath the canopy and extending into shed loading bays was a layer of 0.2m-thick granite setts laid on 0.1m-thick bed of concrete. It was overlaid by a layer of modern concrete 0.1m thick. Within the Shed, the general crushed brick levelling deposit was overlain by <1.0m of concrete rubble (beneath the former platforms), or a more mixed rubble fill in the former track area. Quite often there was a substantial void beneath the platform with only a thin layer of rubble. The watching brief succeeded in revealing evidence of a number of below-ground remains relating to the Railway Goods Depot. Located to the east of the Lower Coal Drops, in the form of a weighing bridge/machine and a number of pillar bases, that would have supported the no long present Gasworks viaduct, both of the above appear on the 1871–94 OS map, but are no longer present on the 1895 and 1968 OS map respectively. The only evidence of remains associated with extant buildings within Cubit Square to the north, was a north to south running wall retaining wall associated with the extension to the north of the Western Goods Shed seen to appear between the 1895 and 1968 OS map. Original cobble and surface drainage within the wharf road viaducts was also recorded along with a feature that may have been associated with blacksmithing for the stables within the arches.</p>	MLO57184
9	<p>Archaeological Work in Area Adjacent to Midland Shed, York Way/Wharf Road Junction, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. Parallel 19th century brick wall foundations were exposed in a contractor's trench. These may be the foundations of earlier structures on the site associated with the mid/late 19th century Potato Market.</p>	ELO8648 YKW01 (site G75)

HEA No.	Description	Site code/ HER No.
10	<p>Archaeological Work on Area near Cedar Way, Adjacent to North London Rail Line, Camden</p> <p>Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. Brick foundations believed to be part of the late-19th century Potato Market were recorded.</p>	ELO8635 YKW01 (site G62)
11	<p>Wharf Road, King's Cross Central, Kings Cross, Camden</p> <p>King's Cross: Western Goods Yard, Wharf Road</p> <p>An archaeological investigation was carried out by PCA in 2008. No further information is available on the LAARC or the GLHER.</p> <p>King's Cross, Western Goods Yard, Wharf Road</p> <p>In appearance the building surveyed is a large two-level shed which originally had tracks entering on both floors. It is an example of an early steel framed building, which still relied on load bearing brick walls and also made structural use of the adjacent Western Coal Drops building and an earlier disused canal basin. It was built in the late 1890s and subsequent additions to the building were made to the north. The Western Goods Shed was built 1897–99 for the Great Northern railway in order to provide a specific building to house outward goods traffic at the Kings Cross Goods Yard as until then outwards and inwards traffic had been mixed together, handled by the Granary and its two adjoining transit sheds an arrangement which caused delays. All manner of goods from road to rail were transferred and sent from the building, until 1938, when it was transferred to cater for inwards goods traffic, swapping roles with the Granary and transit sheds. After British Rail abandoned the site in the 1980s the building was converted for light industrial use.</p>	ELO13410 KXV08 KGA11 MLO12021
12	<p>York Way, Kings Cross Central, Camden</p> <p>No information on this investigation is currently available on LAARC or the GLHER.</p>	ELO13463
13	<p>Wharf Road, King's Cross Central, Block T1</p> <p>No information on this investigation is currently available on LAARC or the GLHER.</p>	ELO10335
14	<p>Wharf Road, Kings Cross Central, Camden</p> <p>Gas Holder no 8, Holder Street, King's Cross Central</p> <p>Made ground associated with the goods depots of St Pancras and Kings Cross were recorded across the site along with the mid-19th century red brick boundary wall dividing the two; later made ground was also recorded across the site. The natural gravelly clay was observed at 24.5m OD overlain by a 2.0m depth of made ground.</p>	KGG13 ELO13324
15	<p>Wharf Road/Goods Way, Regent's Canal/Excel Bridge, Camden</p> <p>Building Recording was carried out on the Regent's Canal walls, the Exel Bridge and the wall adjacent to the Camley Street Natural Park by PCA between 26th October 2007 and 15th November 2011. These structures had been identified for demolition as part of the King's Cross Central development. Research showed that the earliest phase of the south canal wall dated c 1820 when the canal was built. The north canal wall was built 1950 when the King's Cross Goods Yard was constructed. The canal walls underwent further alteration in 1920 with the removal of Somers Bridge and its replacement by the Exel Bridge to the east. The wall adjacent to the Camley Street Natural Park formed part of a stable block built by the Great North Railway in 1859–60. Natural clay was observed in some trial pits; however the site appears to have been subject to intensive redevelopment during the 19th and 20th centuries. A number of 19th century features were observed, consisting of footings for still extant walls and possible 19th century walls relating to the Regent's Canal. The remains of the former retaining wall for the canal basin were also recorded. Made-ground and surfaces of 20th century date were observed in all trial pits.</p>	WFI07 ELO12183 ELO9144 MLO76592 MLO76594 MLO76595 MLO76596 MLO76597
16	<p>Wharf Road [Kings Cross Goods Yard - The Engine House], Kings Cross, Camden</p> <p>King's Cross Central: Hydraulic Power Station (KXO08) and Turntable</p>	KXO08 KXP08 ELO13170

HEA No.	Description	Site code/ HER No.
	<p>B and environs (KXP08), Eastern Goods Yard Archaeological excavations were carried out by PCA in 2007–2008. Work was carried out in 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 was currently practicable.</p>	
17	<p>Wharf Road, Kings Cross Goods Yard - Turntables A and B, Kings Cross, Camden No information on this investigation is currently available on LAARC or the GLHER.</p>	ELO13171
18	<p>Wharf Road, Regeneration House, King's Cross, Camden KGD12: Standing building recording was carried out by MOLA in 2012. The building was built in 1850 as offices for the Great Northern Railway's goods yard. 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 and the basic layout of the building on each floor has not been substantially altered. 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.</p>	KGD12 RGR12 ELO12518
19	<p>Adjacent to Midland Shed, North of Wharf Road at Junction with York Way, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. Contractors' excavations for a new water main exposed a length of brick foundation probably associated with Potato Market building dating to the 19th century. This seems unlikely as it is situated outside any buildings depicted on the historic OS maps.</p>	ELO8636 YKW01 (site G63)
20	<p>Wharf Road, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. A post-1840 brick gully believed to indicate a drainage channel on the earlier alignment of Wharf Road was recorded.</p>	ELO8652 YKW01 (site G79)
21	<p>Adjacent to Midland Shed, Junction of Wharf Road and York Way, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. Contractors' excavations exposed brick wall foundations of earlier structures on the site, possibly associated with the late 19th century Potato Market. In fact it seems more likely that they relate to a house or small building visible on this site in the 1875 OS map.</p>	ELO8639 YKW01 (site G66)
22	<p>Wharf Road/York Way, King's Cross Central, Camden An archaeological excavation was undertaken by MoLAS between 24th October and 19th December 2011 at Building J, King's Cross Central. The site is bounded by Wharf Road to the south, York Way to the east, King Cross Central access road/Gate 22 to the north and the former King's Cross buildings to the west. The investigations comprised two areas of excavation. The excavation revealed the remains of the Victorian Potato Market buildings constructed between 1864–65 under the canopy of the former</p>	ELO12288

HEA No.	Description	Site code/ HER No.
	temporary Maiden Lane Passenger Terminus designed by Lewis Cubitt and built 1850–52. The main remains comprised warehouses and some evidence of the railway line.	
23	Adjacent to Midland Shed, Junction of Wharf Road and York Way, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by Pre-Construct Archaeology and the Museum of London Archaeology Service. Limited information is available from the interim report. Contractor's excavations to insert a buried storm-water settling tank exposed the basement, floor levels and brick wall foundations of earlier structures on the site. These may be associated with the late-19th century Potato Market.	ELO8640 (site G67)
24	West Side of York Way, Contract 103 Car Park, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. Contractors' service excavations exposed 19th century brick cellar walls believed to relate to the 1851 Potato Market.	ELO8657 YKW01 (site G84)
25	West Side of York Way, Contract 103 Car Park, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by Pre-Construct Archaeology and the Museum of London Archaeology Service. Limited information is available from the interim report. A cast iron post, probably part of the gateway to the mid to late-19th century Potato Market, was recorded. It dated to after 1851.	ELO8656 YKW01 (site G83)
26	Rail Marshalling Yards, King's Cross Lands, Camden No information listed on the GLHER, however, from its site code, this is presumably part of the YKW01 2002 investigations carried out by PCA and MoLAS which discovered post-medieval remains associated with the mid-19th century Potato Market.	ELO8576 (site G32)
27	King's Cross Station: Plot 5, York Way, NC1 A watching brief was carried out at Plot T5 of King's Cross Central by PCA between 9th and 11th June 2010. The watching brief found concrete and brickwork which may have been part of the Midland roundhouse or engine shed which was built in the 19th century but demolished in 1931. A deposit of ashy clinker was found across the site and was probably a bedding layer deposited in the 19th century for the railway tracks leading to the roundhouse. Natural deposits of clay were observed between 23.7m OD and 24.5m OD.	KXT10 ELO11348
28	York Way, King's Cross Central, Camden An evaluation was carried out at King's Cross Station in the area known as King's Cross Central. It was undertaken between 1st and 6th June 2011 by PCA. A single trench was excavated with a further three trenches to be excavated at a later date. The trench was 60m long, 1.8m wide and was excavated to a depth of 2.0m. It was targeted at the 19th century Roundhouse shown on historic maps to be at this location. The building was located and the walls and inspection chambers were visible.	ELO11845
29	Entrance to New Thameslink Tunnel, King's Cross Lands, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. More sections of the 19th to early-20th century brick culvert were recorded. This seems likely to have been part of the 'Camden sewer' seen further to the south on the same alignment.	ELO8573 YKW01 (site G30) ELO8650 (site G77)
30	1 Camley Street, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. Brick foundations, floors and associated drainage exposed during contractors excavations. Probable trackside structure. This is probably the remains of an industrial building containing a tiles floor which may have been re-laid during the 20th century.	ELO8571 (site G28) (site G92)
31	Entrance to New Thameslink Tunnel, West Side of York Way, Camden Archaeological work, probably a watching brief, was carried out in January	ELO8616 YKW01

HEA No.	Description	Site code/ HER No.
	2002 by PCA and MoLAS. Limited information is available from the interim report. The brick capping of a culvert was recorded during contractors' excavations. This was thought to date to the mid to late-19th century or early-20th century. Undated alluvial and London clay deposits were also recorded.	(site G52)
32	Entrance to New Thameslink Tunnel, West Side of York Way, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. A brick culvert previously seen at site G52 (HEA 31) was again recorded.	ELO8619 YKW01 (site G56)
33	Entrance to New Thameslink Tunnel, West Side of York Way, Camden Archaeological work, probably a watching brief, was carried out in January 2002 by PCA and MoLAS. Limited information is available from the interim report. The remains of a brick culvert previously seen in G52 (HEA 31) and G56 (HEA 32) was recorded.	ELO8620 YKW01 (site G57)
34	King's Cross Central, Building P1, Wharf Road, N1 A watching brief was carried out by MOLA during a phase of pile probing carried out in 2013 at the King's Cross Central development on an area defined as Building P1. The excavation of the pile probing pits demonstrated the potential for the survival of ancient ground surfaces (horizontal archaeological stratification) was limited to natural London Clay; this is possibly impart due to the original and later development of the former Kings Cross Western Goods Yard in the mid and late 19th century. The watching brief did establish limited presence of timber structural remains possibly relating to buildings and operations associated with the goods yard, though it was undeterminable what purpose these structures served. It is thought they pre-date the late-1890s extensive development of the Goods Yard. The London Clay was recorded at a height between 20.7m OD and 23.8m OD with archaeological deposits recorded at 23.9m OD.	KGC12
35	King's Cross Central: Plots J, Q1, Q2 (Potato Market), Wharf Road, Camden An archaeological watching brief and excavation was carried out by PCA in 2007–08, 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.	KXH07
36	York Way School, York Way An archaeological watching brief was carried out by SAS in 1999. Modern made ground was discovered overlying the London Clay. No archaeological remains were recorded.	YWS99
37	King's Cross, Building J (JI Arthouse), Wharf Road (off York Way), Camden An archaeological excavation was carried out by MOLA in 2011. The excavation was undertaken in two trenches, the first close to the northern edge of the site and the second to the south. Both trenches revealed the remains of the Victorian Potato Market known to have been built in 1864–65 and demolished in stages during the 1970s and 1980s. The remains consisted of the walls and floors of cellared warehouses with unloading rooms to the west and a cobbled distribution yard to the east, all running south to north between York Way (formerly known as Brecknock Road then York Road) to the east and the railway lines of the former Kings Cross Goods Yard to the west.	KGB11

HEA No.	Description	Site code/ HER No.
38	Lock Keeper's cottage, Grand Union Canal, Camden Grade II listed.	1272512
39	Eastern coal drops, King's Cross Goods Yard, Camden Grade II listed.	1379214
40	The Granary, King's Cross Goods Yard, Camden Grade II listed.	1379215
41	Paget Memorial Mission Hall and ancillary building, King's Cross, Camden Grade II listed.	1195705
42	St Pancras Terminus MLO74353: an archaeological evaluation and watching brief was undertaken by OAU in 1995. 19th century deposits relating to the construction of the Regents Canal and East Coast/Midland mainline were recorded. No further periods recorded under this site code. MLO76590: Three sites were investigated and produced evidence for inhumations or human skeletal material. Some of the work was carried out in conjunction with BGS UK Ltd and recovered 893 inscribed tombstones and gravestones, articulated remains and <i>in situ</i> tombs and approximately 430 individuals. The cemetery was closed in 1851 and a tunnel link constructed through the centre in 1860 although it seems from some tombstones that burials still occurred up to 1860.	SPN95 MLO74353 MLO76590

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). 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 July 2011). 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, 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.

9.3 Local planning policy

9.3.1 Following the Planning and Compulsory Purchase Act 2004, Planning Authorities have replaced their Unitary Development Plans, Local Plans and Supplementary Planning Guidance with a new system of Local Development Frameworks (LDFs). UDP policies are either 'saved' or 'deleted'. In most cases archaeology policies are likely to be 'saved' because there have been no significant changes in legislation or

advice at a national level.

- 9.3.2 Camden Borough Council's LDF¹ replaced its UDP in November 2010. As part of the LDF the Core Strategy Policy CS14 - Promoting high quality places and conserving, our heritage, relates to the historic environment:

The Council will ensure that Camden's places and buildings are attractive, safe and easy to use by:

- a) requiring development of the highest standard of design that respects local context and character;
- b) preserving and enhancing Camden's rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens;
- c) promoting high quality landscaping and works to streets and public spaces;
- d) seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible;
- e) protecting important views of St Paul's Cathedral and the Palace of Westminster from sites inside and outside the borough and protecting important local views.

- 9.3.3 Policy CS14 is implemented through Development Policy DP25² - Conserving Camden's heritage:

Listed buildings

To preserve or enhance the borough's listed buildings, the Council will:

- e) prevent the total or substantial demolition of a listed building unless exceptional circumstances are shown that outweigh the case for retention;
- f) only grant consent for a change of use or alterations and extensions to a listed building where it considers this would not cause harm to the special interest of the building; and
- g) not permit development that it considers would cause harm to the setting of a listed building.

Conservation areas

In order to maintain the character of Camden's conservation areas, the Council will:

- a) take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;
- b) only permit development within conservation areas that preserves and enhances the character and appearance of the area;
- c) prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for retention;
- d) not permit development outside of a conservation area that causes harm to the character and appearance of that conservation area; and
- e) preserve trees and garden spaces which contribute to the character of a conservation area and which provide a setting for Camden's architectural heritage.

Archaeology

The Council will protect remains of archaeological importance by ensuring acceptable measures are taken to preserve them and their setting, including physical preservation, where appropriate.

¹ Camden Borough Council 2010 *Camden Core Strategy 2010–2025*

² Camden Borough Council 2010 *Camden Development Policies*

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 English Heritage Grade I and II* registered parks and gardens Protected Wrecks Heritage assets of national importance	Very high (International / national)
English Heritage 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 (ie 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 of is often uncertain.

11 Non-archaeological constraints

- 11.1.1 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.
- 11.1.2 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 (eg 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 (eg 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 'to document buildings, or parts of buildings, which may be lost as a result of demolition, alteration or neglect', amongst other reasons. Four levels of recording are defined by Royal Commission on the Historical Monuments of England (RCHME) and English Heritage. 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 (ie 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 Monuments Record (NMR)</i>	National database of archaeological sites, finds and events as maintained by English Heritage in Swindon. Generally not as comprehensive as the country SMR/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 English Heritage.
<i>Residual</i>	When used to describe archaeological artefacts, this means not <i>in situ</i> , ie 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, eg 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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13.2 Other Sources

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13.3 Cartographic sources

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Ordnance Survey maps

- Ordnance Survey 1st edition 6": mile map of 1873–74
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- Ordnance Survey 1:1,250 scale map of 1953
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- Ordnance Survey 1:2,500: mile map of 1966–1985
- Ordnance Survey 1:1,250 scale map of 1997

Geology map

- British Geological Survey map sheet 256

13.4 Available site survey information checklist

Information from client	Available	Format	Obtained
Plan of existing site services (overhead/buried)	not known	---	N
Levelled site survey as existing (ground and buildings)	not known	---	N
Contamination survey data ground and buildings (inc. asbestos)	not known	---	N
Geotechnical report	not known	---	N
Envirocheck report	not known	---	N

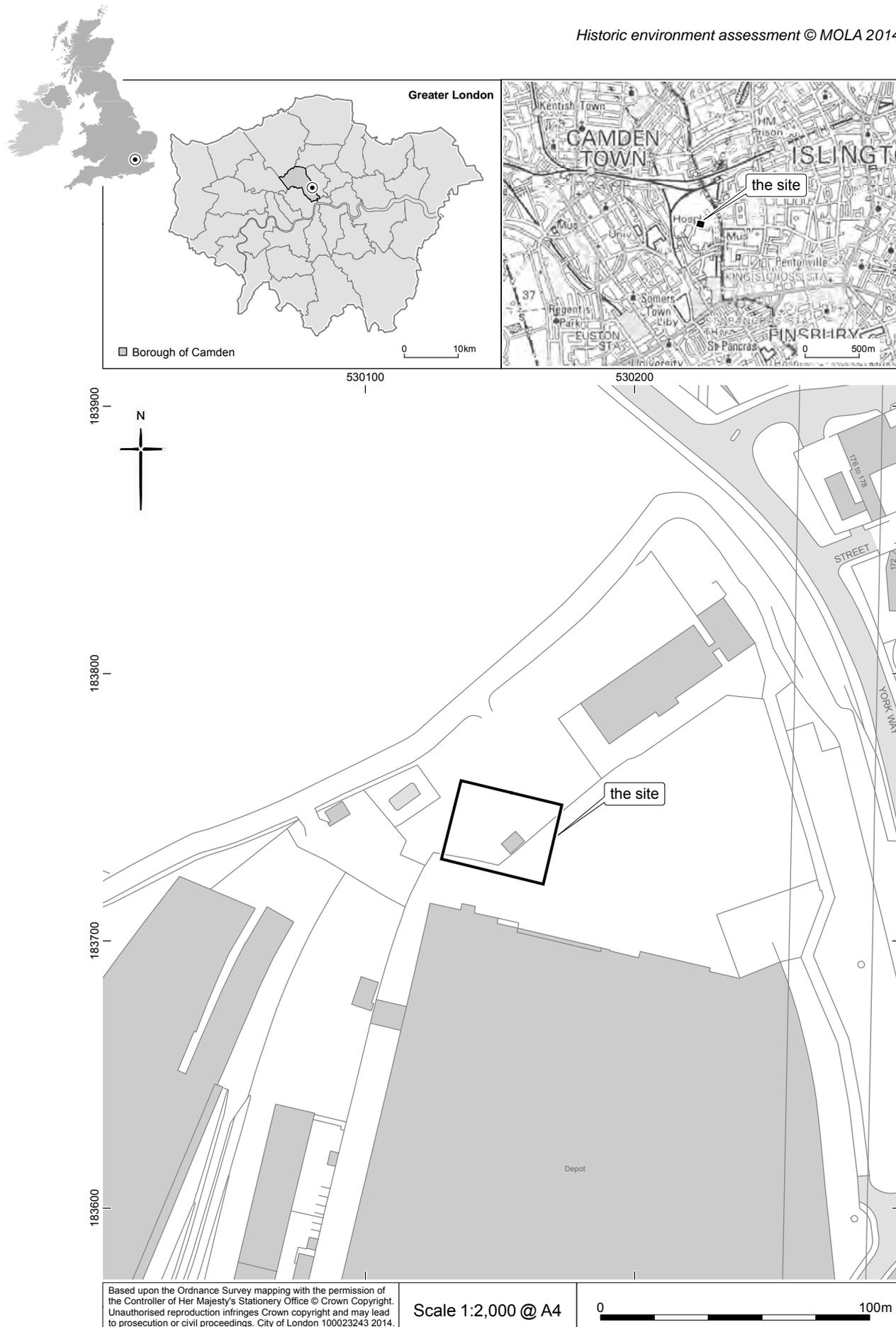


Fig 1 Site location

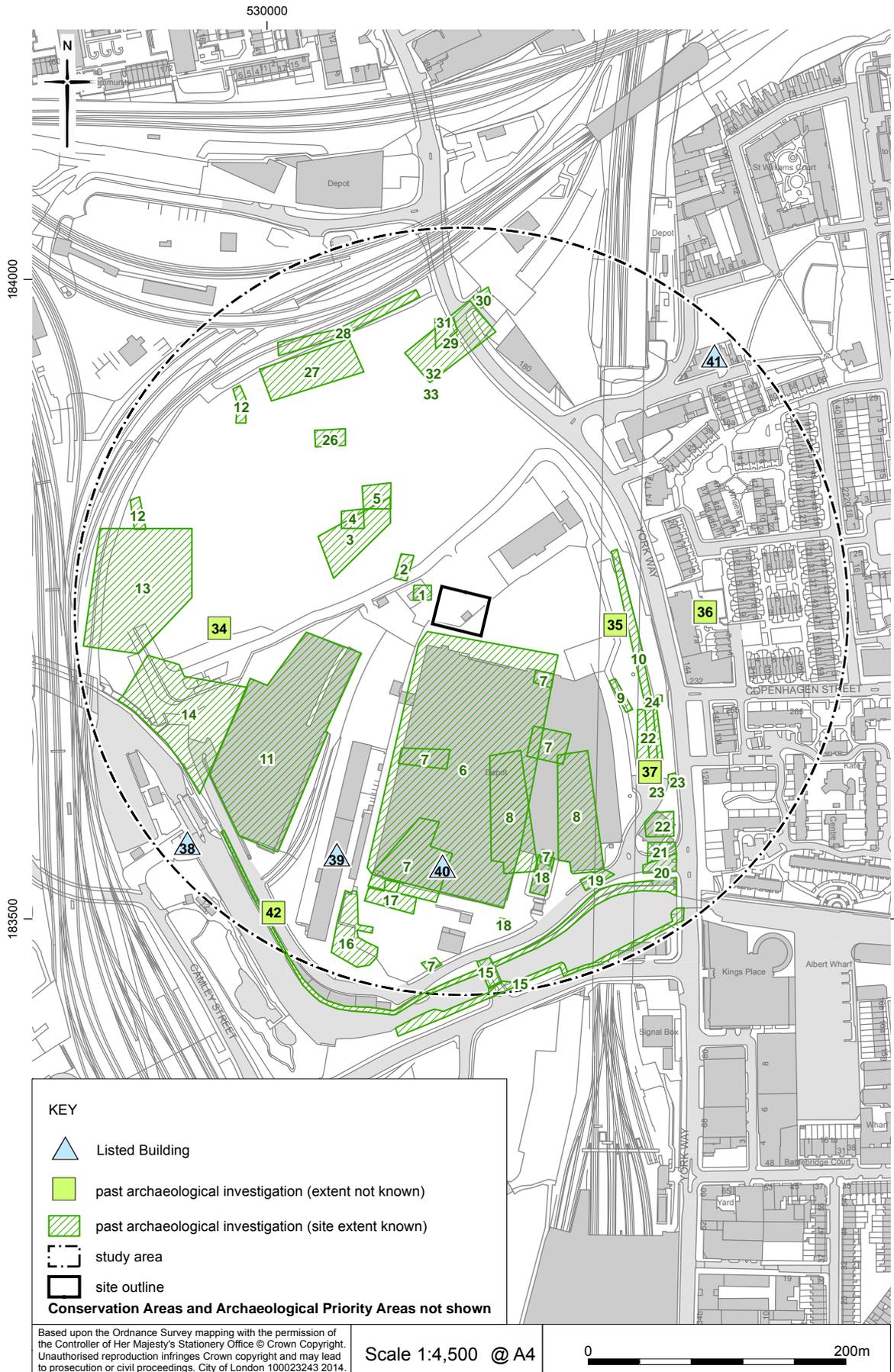


Fig 2 Historic environment features map



Fig 3 Rocque's map of 1746

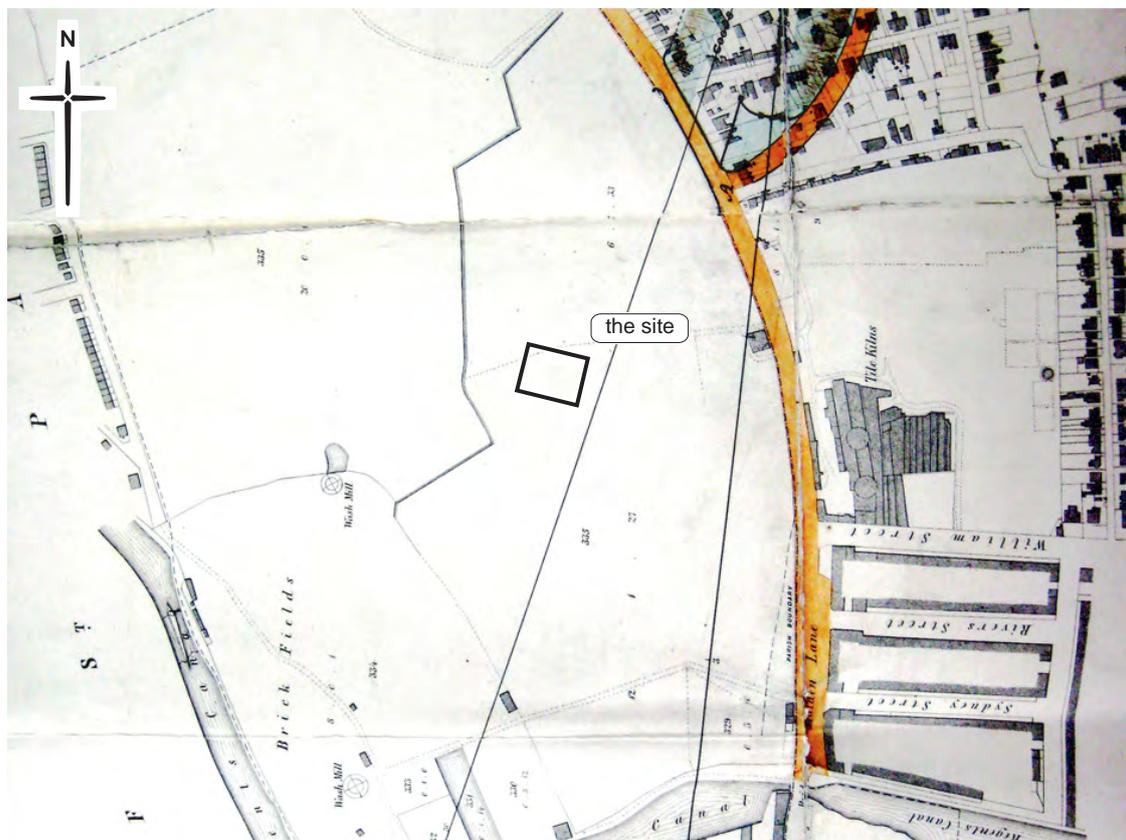


Fig 4 Great Northern Railway map of the site of the proposed goods yard (c 1850)

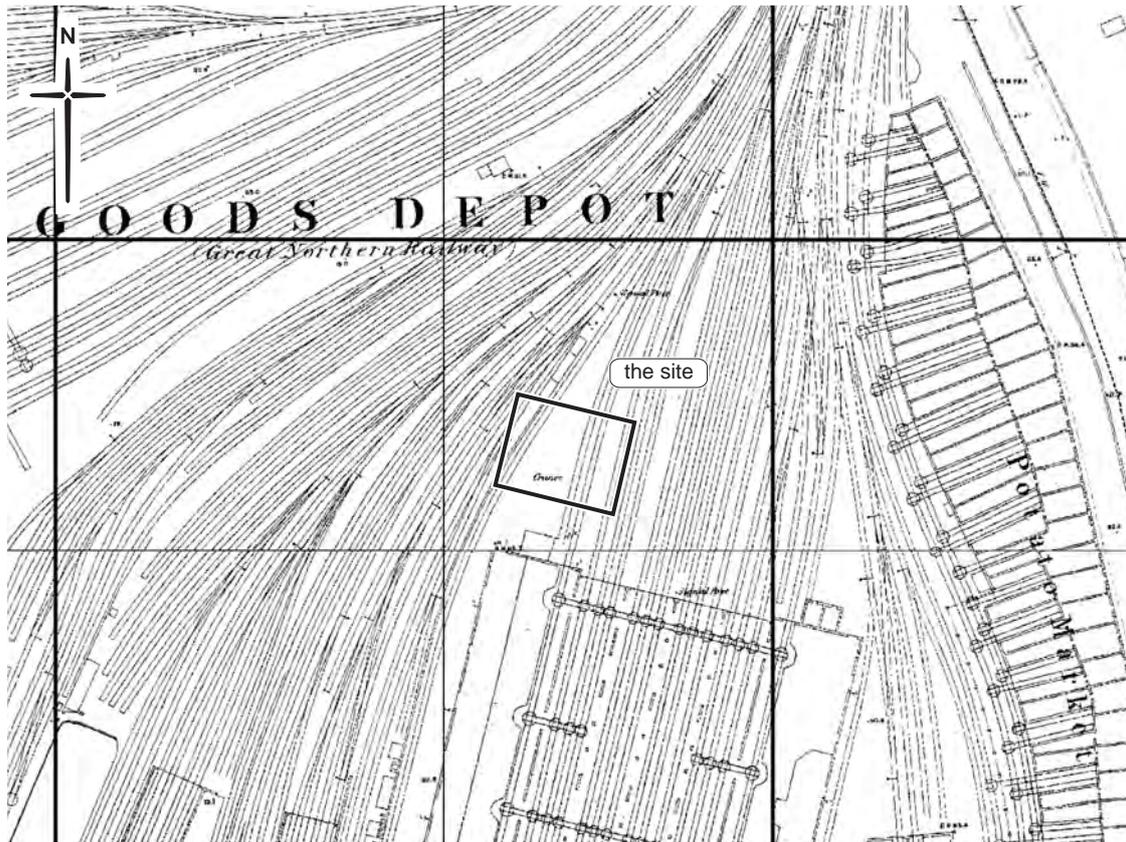


Fig 5 Ordnance Survey 1st edition 6": mile map of 1873-74

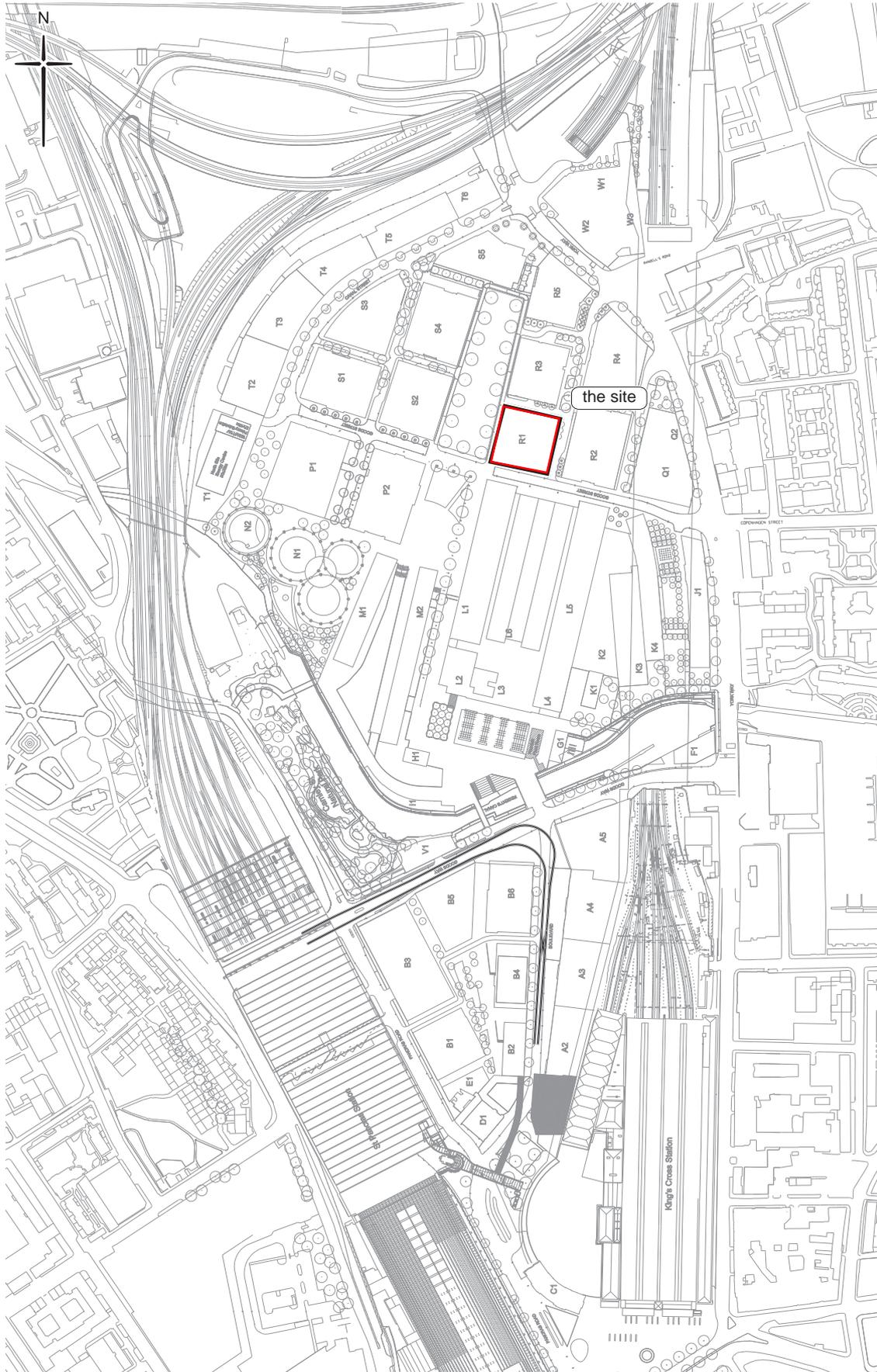


Fig 6 The site location within the King's Cross Central development

King's Cross

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