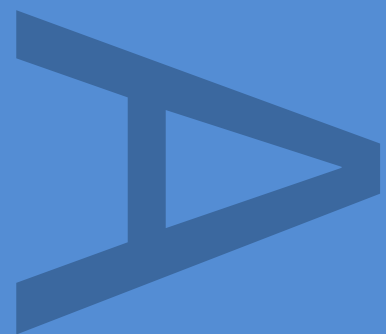


**20-21 KINGS MEWS,
LONDON BOROUGH OF CAMDEN**

**AN HISTORIC ENVIRONMENT
DESK-BASED ASSESSMENT**

**LOCAL PLANNING AUTHORITY:
LONDON BOROUGH OF CAMDEN**

**FEBRUARY 2016
REPORT NO. R12346**



PRE-CONSTRUCT ARCHAEOLOGY

20-21 KINGS MEWS, HOLBORN, LONDON BOROUGH OF CAMDEN, WC1B 2JB

AN HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

OS Central National Grid Reference: TQ 30925 82037

Local Planning Authority: Camden Council

Commissioning Client: Marek Wojciechowski Architects Ltd

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February 2016

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DOCUMENT VERIFICATION

20-21 KINGS MEWS,
LONDON BOROUGH OF CAMDEN

AN HISTORIC ENVIRONMENT DESK-BASED ASSESSMENT

Quality Control

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1 NON-TECHNICAL SUMMARY

- 1.1 Planning permission is being sought by Marek Wojciechowski Architects Limited on behalf of their Client to develop land at 20-21 Kings Mews, Holborn, Camden, WC1B 2JB. It is proposed to demolish the existing 2 storey building on the Site, conduct excavation works to facilitate a lower ground floor level, and construct a four storey residential building. The Site lies within a Conservation Area. The building on the Site is not listed or locally listed. It is currently in use as Godlemans Garage. Its façade is 1930s in appearance although the building may retain earlier, possibly 19th century elements.
- 1.2 The Site is located within an area which has a low potential for prehistoric remains, a low to moderate potential for Roman remains, a low to no potential for Saxon remains, a moderate potential for medieval remains, and a high potential for post-medieval remains.
- 1.3 No remains have been identified within the study area, a 300m radius around the site, which are considered to be of national importance, thereby meriting preservation *in situ*. However, the assessment has shown that there is potential for below-ground remains of local and/or regional significance which would require preservation by record, in the likely event that they will be adversely impacted by the proposed development.
- 1.4 Pre-Construct Archaeology (PCA) expects that the Archaeology Advisor to the London Borough of Camden, Sandy Kidd of the Greater London Archaeology Advisory Service (GLAAS) at Historic England, may recommend to the LPA that archaeological work will be required for the redevelopment, to investigate the presence or absence of archaeological remains and their significance, if present. PCA considers that such work, if required, could be secured by means of a suitable worded condition attached to planning consent for the development. The work might include building recording of the existing building before its demolition and an archaeological trial trench evaluation following demolition or archaeological watching brief during groundworks.

2 INTRODUCTION

2.1 Outline

- 2.1.1 This historic environment desk-based assessment has been commissioned by Marek Wojciechowski Architects Limited on behalf of their Client in advance of a proposal to develop land at 20-21 Kings Mews, Holborn, Camden (**Figure 1**). The proposed development area (or PDA) is centred on Ordnance Survey National Grid Reference TQ 30925 82037 and is comprised of a rectangular plot of land which lines the east side of King's Mews towards the northern end of this street (**Figure 2**).
- 2.1.2 The PDA is currently entirely occupied by a 2 storey building in use as Godlemans Garage (**Plate 1**). It is bounded by King's Mews to the west, and various properties to the north, east and south, of mixed residential, commercial and industrial use.
- 2.1.3 An historic environment desk-based assessment (DBA) is required as part of the planning process and accords with policies set out in the National Planning Policy Framework, published in March 2012. Section 12: 'Conserving and enhancing the historic environment' states, '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'.
- 2.1.4 This report has been written in accordance with the standards specified by the Chartered Institute for Archaeologists (2014).
- 2.1.5 An historic environment desk-based assessment is undertaken in order that the local planning authority (LPA) may formulate an appropriate response to impacts upon any identified archaeological resource. This report aims to assess the archaeological potential of the site and to examine the likely impact of the proposed development upon that resource. This assessment may be followed by a requirement, from the archaeological advisor to the LPA, for further archaeological investigation(s) or survey.
- 2.1.6 This desk-based assessment was researched by Maria Buczak and Evgenia Nikolopoulou both of Pre-Construct Archaeology Limited, and written by Maria Buczak. The research included visits to the Camden Local Studies and Archives Centre to acquire relevant cartographic and documentary sources, and to the site itself for assessment and photographing. Additional photographs of the existing garage were also supplied by Marek Wojciechowski Architects Limited. Finally, a 300m radius area search of the holdings of the Greater London Historic Environment Record (GLHER) was conducted.
- 2.1.7 Extensive use has been made in preparing this report of local archaeological studies, both desk-top and invasive. Most useful have been the report for an archaeological evaluation at 24-28 Warner Street, Camden (Edwards, 2012) and the report for an archaeological evaluation and assessment at nearby Lincoln's Inn (Gibson, 2009).

2.2 Report Objectives

- 2.2.1 As defined by the Chartered Institute for Archaeologists (CIfA 2014), an Historic Environment desk-based assessment should aim to:

Determine as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct and other relevant regulations of CIfA. In a development context desk-based assessment will establish the impact of the proposed development on the significance of the historic environment (or will identify the need for further evaluation to do so), and will enable reasoned proposals and decisions to be made whether to mitigate, offset or accept without further intervention that impact.

- 2.2.2 A desk-based assessment should consist of:

An analysis of existing written, graphic, photographic and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets and, in England, the nature, extent and quality of the known or potential archaeological, historic, architectural and artistic interest. Significance is to be judged in a local, regional, national or international context as appropriate.

- 2.2.3 The desk-based assessment is required in order to assess the merit of the archaeological resource and lead towards one or more of the following:

- The formulation of a strategy to ensure the recording, preservation or management of the resource.
- The formulation of a strategy for further investigation, whether or not intrusive, where the character and value of the resource is not sufficiently defined to permit a mitigation strategy or other response to be devised.
- The formulation of a proposal for further archaeological investigation within a programme of research

- 2.2.4 The degree to which archaeological deposits survive on site will depend upon previous land-use and so consideration is given to the destructive effect of past and present activity from a study of the information available. In order that the appropriate archaeological response may be identified the impact of the proposed development is also considered.

- 2.2.5 The desk-based assessment usually forms the first stage in the process of archaeological assessment and may, if the quality of the archaeology and the perceived threat warrants, be

followed by further mitigation measures.

3 THE STUDY SITE AND PROPOSED SCHEME

3.1 The Study Site

- 3.1.1 The proposed redevelopment area is centred at Ordnance Survey NGR TQ 30925 82037. The development site comprises a square plot of land bounded by Kings Mews to the west and various buildings - of mixed industrial, commercial and residential use – to the north, east and south, which themselves line Northington Street, Gray's Inn Road and Kings Mews, respectively (**Figures 1 and 2**).
- 3.1.2 The Site lies within the Bloomsbury Conservation Area. This is an area of approximately 160 hectares which extends north-south between Euston Road and Lincoln's Inn Fields, and east-west between King's Cross Road and Tottenham Court Road. It is widely considered to be an internationally significant example of town planning, with the survival of the original street layouts, including formal landscaped squares and street grids, and many predominant building forms. The area is protected for both its underlying townscape (which developed largely between c.1660 to c.1840) and the influence of the major institutional uses that established and developed in the district (Camden Council, 2011).
- 3.1.3 The Site also lies just outside an Archaeological Priority Area and within 300m of a great number of listed buildings, as recorded within the GLHER (**Appendix 1; Figure 5**).
- 3.1.4 The Site lies at a height of between 27.78 and 27.63m AOD (Above Ordnance Datum) and is generally flat, with the exception of a small step down across the western half of the building.
- 3.1.5 In terms of the modern land-use, the development site is currently occupied by one large building; a 2-storey garage arranged over ground and first floor levels (**Plates 1 to 4**).
- 3.1.6 A visit to the Site was made by Evgenia Nikolopoulou on 2nd February 2016 to photograph its exterior, and again by Maria Buczak (both of Pre-Construct Archaeology Limited) on 4th February 2016 to photograph its interior.
- 3.1.7 The inspection of the garage as it exists today revealed that although altered the façade is 1930s in appearance (**Plates 1 and 5**). The building is supported by RSJs (Rolled Steel Joists) and steel struts (**Plate 4**). The timber first floor is in part supported by timber beams, which are 19th century in appearance (**Plate 3**). The double pile roof is covered with a corrugated asbestos roof. The rear outer brick walls, foundations and stairs may be 19th century in date.

3.2 The Proposed Scheme

- 3.2.1 The proposed development will entail the demolition of the existing 2 storey garage, and below ground excavation for the erection of a 4-storey residential property, arranged over lower ground, ground, first and mansard levels (**Figures 3 and 4**). The existing garage has no basement or other below-ground features, such as vehicle inspection pits or fuel tanks. The proposed development will involve excavation for a basement level. This makes it likely

that the proposed construction phase will adversely impact upon any potential archaeological features, deposits or remains.



Plate 1: The Site as it currently exists occupied by a two-storey garage, looking north east



Plate 2: A typical view of the garage interior (first floor), looking south east (courtesy of Marek Wojciechowski Architects Ltd)



Plate 3: A typical view of the garage's interior (ground floor), looking north-east (courtesy of Marek Wojciechowski Architects Ltd)

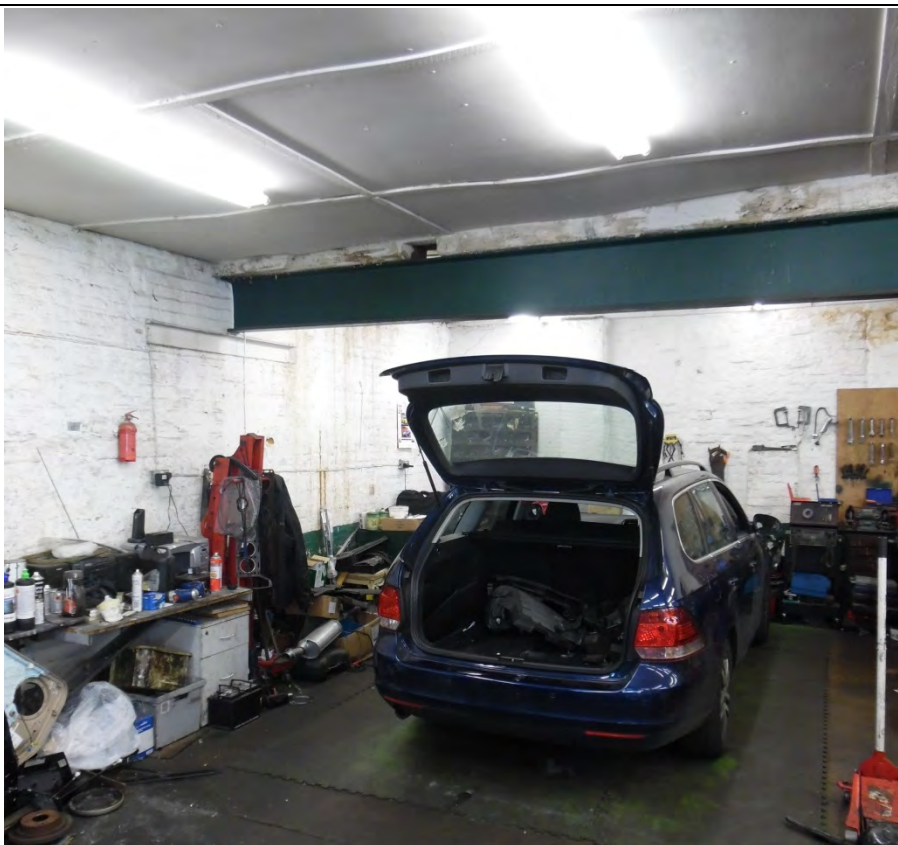


Plate 4: A typical view of the garage's interior (ground floor), looking north-east (courtesy of Marek Wojciechowski Architects Ltd)



Plate 5: Photograph of the garage taken in 1980, looking north (courtesy of Camden Archives)

4 PLANNING BACKGROUND

4.1 National Planning Policy Framework (NPPF)

4.1.1 The National Planning Policy Framework (NPPF) was adopted on 27 March 2012. The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications (Department for Communities and Local Government, 2012).

4.1.2 Chapter 12 of the NPPF concerns the conservation and enhancement of the historic environment, with the following statements being particularly relevant to the proposed development:

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.

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.

4.1.3 Additionally:

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.

4.1.4 In considering any planning application for development, the local planning authority will

now be guided by the policy framework set by the NPPF.

4.1.5 The NPPF also states that:

214. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with this Framework.

215. In other cases and following this 12-month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

4.1.6 As such the Local Planning Authority will continue to also be guided by the existent Development Plan policy and by other material considerations.

4.2 The London Plan

Policy 7.8

Strategic

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.

Planning decisions

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.

LDF preparation

- 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.

4.3 Local Planning Policy: Camden Local Plan

- 4.3.1 This study aims to satisfy the objectives of the London Borough of Camden, which fully recognises the importance of the buried heritage for which they are the custodians. The Borough's Local Development Framework – Core Strategy (adopted August 2010) contains policy statements in respect of protecting the buried archaeological resource.
- 4.3.2 The proposed development of the site is subject to the Council's Archaeology Policy:

Policy CS14 – Promoting high quality places and conserving our heritage

The Council will:

- b) preserve and enhance 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;
- e) protect important local views

4.4 Conservation Areas

- 4.4.1 The site falls within the Bloomsbury Conservation Area. Under policies mentioned above, Camden Council has a duty to "pay special attention to the preserving or enhancing the character or appearance of [conservation areas]" within the borough (Camden Council, 2011).
- 4.4.2 The Council's policies and guidance for conservation areas are contained in the Camden Core Strategy and the Camden Development Policies of the Local Development Framework which were adopted on 8 November 2010, and reflect the requirements of national policy.

4.5 Scheduled Monuments and Listed Buildings

- 4.5.1 There are no Scheduled Monuments within the boundary of the Site. There are however a great number of listed buildings within the study area, all of which are described in more detail within section 6. The closest, and only one with a view to the Site, is an enamel and metal works built c.1935 on Northington Street (**43 on Figure 5**). It is not considered that the setting of this building will be affected by the proposed development, whose design is planned to remain sympathetic to the mews context in which it is situated.

5 GEOLOGY AND TOPOGRAPHY

5.1 Geology

- 5.1.1 The British Geological Survey shows that the bedrock geology of the Site comprises London Clay Formation. This is a deposit of clay, silt and sand which formed approximately 34-56 million years ago in the Palaeogene Period and typifies a local environment previously dominated by deep seas. As regards the superficial geology, the Site sits on the boundary of two different types of superficial deposits; Lynch Hill Gravel Member and Hackney Gravel Member. Both comprise deposits of sand and gravel which formed up to 2 million years ago and signify a local environment previously dominated by rivers (BGS, 2015).

5.2 Topography

- 5.2.1 The topography of the Holborn area is a generally flat which, before its urban development, was characterised by fertile meadowland, well irrigated by various rivers, lakes and abundant springs (Weinreb and Hibbert, 1983). The (now buried) River Fleet runs roughly down the line of Farringdon Road approximately 400m to the north-east of the site (Barton, 1962).
- 5.2.2 The Site presently sits within a built-up area of mixed residential, commercial and industrial properties. Kings Mews is now principally residential while Grays Inn Road is mainly lined with commercial properties. The Site itself is completely occupied by a two-storey garage, the present floor height of which lies between 27.78 and 27.63m AOD and is generally flat, with the exception of a small step across the western half of the building.

6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

6.1 Introduction

6.1.1 In order to assess the archaeological potential within the Site, an examination of all archaeological entries in the Greater London Historic Environment Record (GLHER) has been made within a 300m radius from the central point of the Site at Ordnance Survey NGR TQ 30925 82037. This search area is defined as the 'study area' for the purposes of this assessment. A summary of these entries is provided in **Appendix 1** and is presented in **Figure 5**. Within the following text the GLHER entries are referred to by their GLHER reference number and (in bold) their location number on **Figure 5** (e.g. MLO23431; **1**).

6.1.2 The purpose of the GLHER search is to identify all known archaeological sites and finds in the vicinity in order to predict the likely archaeological conditions within the Site itself. It is important to understand that many of the entries on the GLHER result from chance discoveries and are at best a small and unrepresentative sample of the total buried heritage.

6.1.3 The information sourced from the GLHER is supplemented by other archaeological, documentary and cartographic resources. Future archaeological investigation in the region and/or further research may result in a significant change to the baseline data, which then in turn may greatly affect the archaeological potential of the Site.

6.2 Prehistoric

6.2.1 The site sits on the boundary of two different superficial geological deposits; the Lynch Hill Gravel Member to the west and the Hackney Gravel Member to the east (BGS 2015). Both are deposits of sand and gravel, deposits generally believed to have been favourable to prehistoric settlement and activity (Museum of London, 2002).

6.2.2 The site would also have lain within fairly close proximity to a number of water sources, which are also considered to have been attractive to prehistoric peoples (*ibid.*). The (now buried) River Fleet ran almost exactly down the line of Farringdon Road some 400m to the north-east of the Site (**Figure 5**), whilst one of its tributaries is known to have flowed eastwards passing close to Lamb's Conduit Street (some 300m to the west of the site) (Barton, 1962). How close to the Site this water course was, or whether it may ever have sat within the floodplain of the Fleet, is currently unknown.

6.2.3 Although well-drained sands and gravels close to water sources are generally considered favourable for prehistoric settlement and activity (Museum of London, 2002), prehistoric finds within the general area are rare and of a scattered nature, thus not suggestive of any widespread prehistoric occupation of the area. Nevertheless, some activity is known; several Palaeolithic hand axes (and other prehistoric finds) have been found in the general Holborn, Clerkenwell and Chancery Lane area (Gibson, 2009).

6.2.4 Within the study area itself, prehistoric finds have been recorded, ranging across a very extensive period of time. The earliest comprise a number of Lower Palaeolithic and

Palaeolithic flakes, side scrapes and handaxes (MLO23431; **1**) which were recovered during excavations at Gray's Inn Road in 1883 and 1884 (Evans, 1897). In the same place, the GLHER also records a Mesolithic Tranchet Axe (MLO17696; **2**) and a Neolithic polished stone axe (MLO17697; **3**). This suggests that the area did witness activity during a wide range of prehistoric periods.

- 6.2.5 The lack of later prehistoric evidence within the study area, and the relatively few instances of early prehistoric evidence recorded (all of which come from just one distinct findspot) are, however, indicative of only a fairly minimal, probably periodic, use of the area during the prehistoric period. The potential for prehistoric activity on the Site is thus considered to be **low**.

6.3 Roman

- 6.3.1 The site lies to the north-west of Roman London (*Londinium*), outside the city walls. It is, however, situated close to two Roman roads which exited the city. The Site lies approximately 430m north of Ludgate (now High Holborn) (Gibson, 2009), and just 80m north of Theobald's Road, which ran from London towards Silchester/Colchester (Edwards, 2012). Roads leading to (but outside of) cities were often lined with burials and cemeteries during the Roman period, and a fairly high concentration of burial activity is indeed evidenced within the general area. For example, cremation burials are known from Holborn Station and Southampton Buildings, whilst cemeteries have been excavated at St Bartholomew's Hospital and Barnard's Inn (Gibson, 2009).
- 6.3.2 Within the study area itself, two cremations are recorded, in very close proximity to Theobald's Road. Contained within one Greyware urn and one biconical buffware urn, they were dated by the style of the former container to c.100-150 AD (MLO17782; **7**). There was thus certainly Roman activity within the study area, although burial evidence would appear to be confined to the immediate vicinity of the Roman road and so may not be expected to appear further north, upon the site itself.
- 6.3.3 Other burial evidence recorded within the study area includes a tombstone discovered in 1911 which featured a relief and a Greek inscription referring to the deceased, and was dated to 43 AD – 409 AD (MLO16263, **6**). This tombstone was not, however, discovered within its original context; it is described in records as coming from Islington and thus must have been moved to the study site by 1911.
- 6.3.4 Other Roman evidence recorded from within the study area include a primitive copy of a brass coin of Germanicus or Claudius (MLO17777; **4**), and another coin dating to the reign of Claudius (MLO71747; **5**), both dated to 43 AD – 409 AD. Although records are not clear as to whether these finds were found within secure contexts, their presence is at least further support of a Roman presence within the general area.
- 6.3.5 Although there is some Roman activity within the study area, the site's location both outside the city boundaries, and beyond the immediate vicinity of the road, make it more likely that

any Roman activity on the site is likely to have been only minimal and/or of a purely agricultural nature. The potential for Roman activity on the Site is thus considered to be **low-moderate**.

6.4 Saxon

- 6.4.1 The Saxon settlement of London, *Lundenwic*, is believed to have been established in the 7th and 8th centuries in the area of modern day Aldwych, the Strand and Covent Garden. Evidence for a middle Saxon Settlement (7th-9th centuries AD) has also been discovered between Kingsway and the Strand (Cowie 2000). The study site is fairly distant, about 1km, from these Saxon settlements and is thus more likely to have lain within agricultural or entirely undeveloped land during this period. There is currently no archaeological evidence for any substantial Anglo-Saxon activity within either the study area or the more general surrounding area (Gibson, 2009). The potential for Saxon activity on the Site is thus considered to be **low to none**.

6.5 Medieval

- 6.5.1 In contrast, there is considerable medieval evidence within the vicinity of the study site. The earliest record of the area is in the 10th century, when Holborn is mentioned within a charter in which King Edgar granted land here to Westminster Abbey. In 1249, one finds the first record of Halebournstreete which, just as in Roman times, represented an important highway into London. Indeed, it was known at this time as the principal route for the cartage of wool, hides, corn, cheese and wood into the city; it was paved in 1417 and again in 1535 (Weinreb and Hibbert, 1983).
- 6.5.2 Holborn was also of importance due to its proximity to the medieval city boundary; the boundary of the city lay not far south – at the end of Gray's Inn Road – in which place a boundary marker was first set up in 1130. Here, tolls and commercial dues were exacted, and the passage of rogues, vagabonds and lepers prevented by guards (*ibid*).
- 6.5.3 Other early recorded activity, meanwhile, comes from nearby Clerkenwell which grew up as a hamlet serving the 12th century monastic foundations of St Mary's Nunnery and the Priory of St John of Jerusalem. The surrounding area at the time was described as fertile meadowland, well-irrigated by the Fleet and abundant springs. Records also report a number of lakes which are no longer extant. Water supply was evidently important to this area's development; the name Clerkenwell derives from Clerk's Well (or *Fons Clericorum*) from which St Mary's drew its water, while the Fleet in this area was called Turnmill Brook, after the local agricultural function it performed (*ibid*).
- 6.5.4 Also some 400m to the south of the Site was Chancery Lane, recorded in 1377 (although it is known to have existed earlier as New Street). Gray's Inn Road, some 20m to the east of the Site, is known as an "ancient" route from the north to the city markets although a first date is unclear (*ibid*).
- 6.5.5 Within the study area itself, there is a considerable amount of medieval evidence recorded,

- including three further roads. Leather Lane (MLO17851; **9**) runs north-south roughly parallel to Gray's Inn Road and is first recorded as Le Vrunelane in 1241. By the 16th century it had been re-named as Liver Lane before it became Leather Lane, as recorded first on Rocque's Map of 1746.
- 6.5.6 Portpool Lane (MLO17852; **10**), which runs east-west between Leather Lane and Gray's Inn Road, is first recorded earlier still in 1237 and is shown on plans of 1682, 1720, 1746, 1755, 1799 (**Figures 6 to 10**). At the west end of Theobalds Road lies Bloomsbury Way (MLO5713, **14**), which was constructed later than Portpool Lane, first appearing as an unnamed road on the Agas map (mid 16th century), before its depiction as Theobalds Row in 1749 (Rocque).
- 6.5.7 The general area's location close to the city boundary, and next to important entry routes, clearly made it an attractive place to settle and work, and was soon seeing more dramatic development as various peoples and institutions arrived to take advantage of this. In 1377, Edward III is recorded as taking over a house at Chancery Lane for use of the Keeper of the Rolls of Chancery, whilst the 14th century also witnessed the foundation of the Charterhouse, the site of a Carthusian monastery.
- 6.5.8 In Holborn itself, a Manor House was constructed as the London residence for Sir Reginald le Grey (Chief Justice of Chester) which by 1370 had become a *hospitium* for lawyers; this represents the beginnings of the site's settlement by the society of Gray's Inn (MLO21218; **15**). The site has witnessed numerous alterations since its foundation, although the earliest medieval buildings of this Inns of Court are grouped around one square, with the earliest surviving building dating to 1556-60. Gray's Inn lies less than 100m to the south of the Site.
- 6.5.9 An Inn of Chancery or *Hospida Cancellarie* (a group of buildings and legal institutions used by the clerks of chancery and, later, solicitors) is also recorded within the study area. First established as an inn in 1383 ('Furnivals Inn' (MLO17840; **12**)), it had become an Inn of Chancery by 1408 and closely associated with Lincoln's Inn by 1547 when the latter purchased the freehold. Furnival Inn was eventually dissolved and its buildings destroyed in 1817.
- 6.5.10 In addition to historical and cartographic sources, medieval activity has also been evidenced within the study area by archaeological investigation. At 49 Doughty Street, medieval brick and stone masonry (MLO61482; **8**) was exposed and recorded within the building's cellar walls. It is believed that their re-use within this building, and possibly in many buildings along the street, suggest a contemporary demolition of a large medieval building, probably nearby.
- 6.5.11 Other archaeological findings include a number of wooden conduits. These are perhaps not surprising discoveries; given the abundance of water in the area, the development of infrastructure to transport and redistribute it is to be expected. One such conduit was discovered excellently preserved in a workman's trench in 1905 and may be associated with Lambs Conduit nearby (MLO6969; **11**). The other was found incorporated into a much later

18th century house on Rugby Street (MLO80524; **13**).

- 6.5.12 In summary, there is clearly much evidence for medieval activity in and around the study area. The area was crossed by a number of roads (many of which constituted important trade routes into London) which soon led to the establishment of various monastic, administrative and legal institutions. Water infrastructure for the supply of these buildings and drainage of the land was also clearly developed.
- 6.5.13 Despite the amount of activity evidenced, it is nevertheless clear that much of the study area remained undeveloped or as purely agricultural land during this period. This appears to have been especially true for land situated north of Gray's Inn, land in which the Site lies; contemporary records of medieval Gray's Inn record the area to the north of the Inn as "open country" (Weinreb and Hibbert, 1983), and the GLHER clearly records the majority of medieval evidence as coming from south of, or on a level with, Gray's Inn.
- 6.5.14 The Site during this period is thus most likely to have been used for only peripheral activity such as farming. More substantial evidence, however, could well still exist on the Site; the presence of various archaeological evidence to the north of the Site demonstrates that this probable area of "open country" is far from devoid of important cultural traces. Also, whilst the Site does not sit within the immediate boundaries of the nearby legal institutions, it was no doubt located within their sphere of influence and could contain important information related to them. The potential for medieval activity on the Site is thus considered to be **moderate**.

6.6 Post-medieval

- 6.6.1 Already an important trade route into the city during the medieval period, Holbournstreete and the surrounding area continued to flourish in the post-medieval period, with a number of inns built to serve travelers entering and leaving the City. It also continued to be a place where important people and institutions were attracted to settle, right into the early 21st century. In 1957-60 the *Daily Mirror* building was constructed at No. 33 Holborn Road, whilst other distinguished occupants of Holborn have included Sir Francis Bacon, Charles Dickens, and Sir Thomas Moore (Weinreb and Hibbert, 1983).
- 6.6.2 Some of the earliest post-medieval evidence to survive comes from Gray's Inn, which continued to see use and development. Its gardens were laid out (possibly by Francis Bacon) c.1598, Gray's Inn Square was added c.1676-88 and the 19th century witnessed the construction of various chambers, (the Raymond and Verulam) buildings and other structural additions. Gray's Inn suffered considerable damage during the Second World War and it was extensively rebuilt in the 1950s and 60s (MLO21218, MLO80777, MLO59307, MLO80782, MLO80781, MLO103787, MLO80785; **15**, MLO80045, MLO80048, MLO80049, MLO80044; **18**, MLO80787, MLO80786, **39**).
- 6.6.3 The earlier post-medieval period also witnesses the construction of a brewery on Clerkenwell Road (on a site now occupied by 'The Griffin' Pub) which would become one of

- the largest breweries in London (MLO19227; **17**). Meanwhile, a watching brief revealed extensive tips of 16th and 17th century garden soil just 40m east of the site (MLO63101; **16**).
- 6.6.4 A large expansion of (residential) development occurs within the study area during the late 17th and 18th centuries. Single terraced houses and whole rows of terraces from this date are recorded (as listed buildings) in numerous locations along Lamb Conduit's Street (MLO81430, MLO81431; **25**), Bedford Row (MLO80425, MLO80415, MLO80416, MLO80427, MLO80417, MLO80426; **27**), Leather Lane (MLO81445, **28**), Great James Street (MLO80149, MLO80148, MLO80151, MLO80152, MLO80154, MLO80155; **29**), Mount Pleasant (MLO80103, **30**), Rugby Street (MLO80524; **13** MLO80522, MLO80560, MLO80562; **32**), Great Ormond Street (MLO80157, MLO80723, MLO80704, MLO80724, MLO80156; **33**), Theobald's Road (MLO81159; **35**), John Street (MLO81325, MLO81324, MLO81327; **36**), Doughty Street (MLO80603, **21**), Guildford Street (MLO80568, MLO80475, MLO80476; **38**), Gray's Inn Rod (MLO80053, MLO80051, MLO80052; **26**) and Northington Street (MLO80714; **19**). Whilst mostly residential some also included, or were later converted into, shops and most would undergo at least some alterations and additions during the 19th and 20th centuries.
- 6.6.5 For the first time, development occurs across the entire study area and it is thus likely that the site itself witnessed its first substantial development around this time. This is supported by the available cartographic sources.
- 6.6.6 The earliest available map for the area is the William Morgan map from 1682 (**Figure 6**) which shows the area to the south and east of Gray's Inn already considerably built up by residential developments, whilst the area to the north and east remains within agricultural land and clearly beyond the settlement boundary. The Site at this point clearly lies outside the settlement, within agricultural fields. It might be expected that some of the earliest post-medieval evidence on Site to constitute horizons of garden or plough soil.
- 6.6.7 By the time of St Andrew Holborn Parish Map c.1720 (**Figure 7**), the settlement has expanded further, to nearly completely surround Gray's Inn. Despite being almost completely encircled by development at this point, the Site itself continues to lie within an undeveloped area, in what appears to be an orchard, garden or small field.
- 6.6.8 Rocque's map of 1746 (**Figure 8**) shows the Site itself is now depicted as being occupied by building(s). The detail of this map is not great enough to determine how many or what form these building(s) would have taken, but they may have had a residential character or, being on the settlement's outskirts, acted as stables.
- 6.6.9 The St Andrew Holborn Parish Map of 1755 (**Figure 9**) appears to show the Site as an orchard or agricultural land.
- 6.6.10 By Horwood's map of 1799 (**Figure 10**), the Site appears to be occupied by Mews buildings/stables and the rear gardens of two terraced houses on Grays Inn Lane.
- 6.6.11 During the 18th and 19th century further terraced houses are recorded in the study area

which presumably mostly occupied previously undeveloped ground. Such 18th and 19th century terraced houses (surviving isolated and in rows) are recorded as listed buildings in Doughty Street (MLO80894, MLO80603, MLO80893; **21**), Calthorpe Street (MLO80373, MLO80370; **22**), Gray's Inn Road (MLO80054, MLO80080, MLO80371; **26**), Rugby Street (MLO80527; **32**), Theobald's Road (MLO81158; **35**) and John Street (MLO81326, **36**).

- 6.6.12 Such large residential developments evidently required a considerable amount of amenities and infrastructure. Listed public houses within the study area include the mid 18th century Apple Tree Public House (MLO80102, **40**) on the corner of Warner Street and Mount Pleasant, and the Yorkshire Grey Public House (MLO81160, **23**), built in 1877 on Theobald's Road not far to the south of the Site.
- 6.6.13 Gray's Inn Workhouse is also recorded within the study area, and existed here in some form since at least 1730. In 1838 it was enlarged using money authorised for its use by the Poor Law Commissioners, and in 1902 it was further renovated to become a 'casual ward' for people seeking work. By 1923 it was formerly labelled as a hostel (MLO107083, **34**).
- 6.6.14 Meanwhile, instances of 19th century infrastructure include a number of bollards along Guildford Street (MLO80569, MLO80965, **20**) (two of which are inscribed "Foundling Hospital" and "Doughty Estate"), and a bridge viaduct which carries Rosebery Avenue across Warner Street, joining the boroughs of Camden and Islington. Built in 1890 by Westwood Baillie and Co., it is of cast-iron and brick construction (MLO81430, MLO81431, **25**).
- 6.6.15 The Ordnance Survey map of 1872 (**Figure 11**) shows the general area is more densely developed by the 19th century, while the Site itself is still occupied by two terraced buildings. The buildings are however now depicted as being longer and covering the entire area of the site.
- 6.6.16 The Ordnance Survey map of 1894 (**Figure 12**) shows the two buildings which existed on the site have now been replaced by, or altered to form, one large one. It is possible that the buildings were simply combined. The façade of the existing building is 1930s in appearance (**Plates 1** and **5**) although parts of the earlier building may survive behind the façade.
- 6.6.17 Some further development within the study area took place during the 20th century. The so-called Bourne Estate is an early 20th century housing estate of council flats which comprises the third of three key estates built by the London County Council during its years of greatest innovation (MLO80454, **41**). A further group of flats built in 1938 are recorded next to the Duke of York Public House (Johns Mews/Doughty Mews). Comprising residential and office units, they are also of special architectural interest, as is the Public House next door which has a strong period character (MLO103941, **44**).
- 6.6.18 Further modern developments include Holborn Library on Theobald's Road (opened 1960 and built by Holborn Borough Council Architects' Department) (MLO89419, **45**), a brewery stables on Northington Street (built in 1903 and later converted into offices and a workshop)

- (MLO80715, **42**), and a metal and enamel works built around 1935 (MLO103793, **43**) which is the only listed building within the study area that has a view of the development site.
- 6.6.19 A Goad Insurance plan of 1901 (**Figure 13**) shows no significant changes to the general area with the turn of the century, and the building on Site (now labelled 'no. 11') appears the same. Many of the other buildings in Kings Mews are labelled as 'stables'. The building on the Site is not labelled.
- 6.6.20 The Ordnance Survey map of 1914 (**Figure 14**) shows no significant changes to the Site, nor within the surrounding area.
- 6.6.21 A Goad Insurance plan of 1942 (**Figure 15**) also shows no significant change to the form of the building on site, although it does indicate that the building has become a garage, as have many of the buildings along Kings Mews. The street has also been renumbered, with the buildings on Site becoming 20, 21 and 21A. The latter perhaps leading to a dwelling on the first floor. Consultation of London trade directories revealed that the premises was first listed as a garage in the early 1930s, at which time it was owned by Fred Whitbread, Motor Engineer. It remains a garage to this day.
- 6.6.22 The Ordnance Survey map of 1951-54 (**Figure 16**) shows no significant changes to the Site, or within the surrounding area.
- 6.6.23 The Ordnance Survey map of 1996-7 (**Figure 17**) also show no significant changes to the buildings on site, although they are now referred to as no's 20-21, and a number of nearby buildings along Kings Mews have undergone demolition, replacement and/or considerable alteration.
- 6.6.24 Finally, the Ordnance Survey map of 2009-2014 (**Figure 18**) shows no further substantial changes to the Site or within the surrounding area.
- 6.6.25 It is clear that the potential for post-medieval activity on the site is **high**. Whilst such activity may be expected to be minimal and of a purely horticultural/agricultural nature until the early-mid 18th century, the remains of buildings may survive from subsequent years, both as part of the existing building on Site, and below-ground.

7 ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

7.1 Prehistoric

- 7.1.1 The site is situated close to a number of water sources and upon deposits of sand and gravel, conditions considered favourable for prehistoric activity. A number of prehistoric finds - ranging from the Lower Palaeolithic to the Neolithic – have been found within the study area, although their relative paucity and concentration in just one distinct findspot are not indicative of widespread occupation. The potential for prehistoric activity is thus considered to be **low**. If prehistoric remains were found at the Site they may be of **local** to **regional** significance.

7.2 Roman

- 7.2.1 The Site lies just 80m north of Theobald's Road, an important highway running into the nearby city of London. A number of Roman cremation burials are known to line this road, including two within the study area itself, although these were found only in very close proximity to the road and it is thought that burial evidence is unlikely to be encountered on the site itself. Some Roman evidence is recorded elsewhere within the study area although this tends to come from secondary or uncertain contexts, and is suggestive rather of minimal and/or sporadic activity within the area generally. It is thus considered that the site at this time is most likely to have seen only minimal Roman activity, perhaps of a purely agricultural nature. The potential for Roman activity on the Site is thus considered to be **low** to **moderate**. If Roman remains were found at the Site they may be of **local** significance.

7.3 Anglo-Saxon

- 7.3.1 Both the Site's distance from known Saxon settlements, and the lack of archaeological evidence for substantial Saxon activity within the general area, suggest that the potential for finding Saxon remains on the Site is **low**. If Anglo-Saxon remains were found at the Site, however, they could be of **local** to **regional** significance.

7.4 Medieval

- 7.4.1 There is considerable medieval evidence for settlement and activity within the study area – residential, monastic, legal and administrative. Much of this was a result of the area's proximity to Holford Street, some 400m to the south of the Site. This was a principal route for travelers and various goods into the city, whose boundary lay not far to the south at the end of Grays' Inn Road.
- 7.4.2 This activity, however, was not consistent across the entire study area; whilst the area surrounding, and to the south of, Gray's Inn appears to have been settled fairly early, the area to the north (long recorded as a fertile and naturally well-irrigated area) appears to have remained outside the settlement as agricultural land for a far longer period of time.
- 7.4.3 The Site during this period is thus most likely to have been used for only peripheral activity such as farming, although its location within the sphere of influence of nearby legal

institutions – notably Gray’s Inn – mean it could still contain important related evidence. The potential for medieval activity on the Site is therefore considered to be **moderate**. If found, medieval remains on the Site may be of **local** significance.

7.5 Post-medieval

- 7.5.1 The importance of the study area as a stopping point on the way into London continued into the post-medieval period, with development (residential, commercial and hospitality) increasing. Although this activity initially continued to be concentrated south of the Site, from at least the late 17th century, residential development (in the form of terraced housing) began to increase rapidly and, by the 18th century, had expanded across the entire study area. The 19th and 20th century witnessed some further development across the area.
- 7.5.2 According to cartographic evidence, the Site itself remained largely undeveloped as part of fields/orchards/gardens until the early 18th century. Sometime between 1720 and 1746, building(s) of unknown form and function were built upon it, although the site is shown as orchards/gardens on a plan of 1755.
- 7.5.3 By 1799, the site is shown with two terraced buildings, possibly stables. By 1893 these buildings had become one either through alteration of the existing buildings or by their complete replacement. The historic maps suggest that the site and the building upon it have remained largely unchanged until the modern day. The façade of the building is 1930s in appearance and it is in the early 1930s that the building is first listed in Trade Directories as a garage (in which form it still exists). The whole building or much of the building may have been rebuilt at this time, although some elements of the earlier building may still survive.
- 7.5.4 It is considered that the Site has a **high** potential for post-medieval activity, evidence for which may survive both below-ground and as part of the existing building on site. Any surviving post-medieval remains discovered on the site are likely to be of **local** significance.

8 IMPACTS ON BURIED ARCHAEOLOGICAL DEPOSITS

8.1 Previous Land Use

- 8.1.1 The study has concluded that archaeological remains are likely to be minimal and of a purely agricultural or horticultural nature until at least 1720. After this the first structure(s), probably stables, were constructed on it. These are likely to have had an impact upon any earlier buried remains, although with no information on their exact nature or construction it is difficult to determine just how substantial this impact may have been. These buildings may have been subsequently demolished by 1755 and the site reverted back to orchards or gardens. The low impact of such a subsequent horticultural use are conducive to good survival of the earlier structural remains.
- 8.1.2 Following this, the Site appears to have witnessed another phase of development in the mid-late 18th century, in the form of the construction of two terraced buildings. These are likely to have had a greater impact upon surviving below-ground remains, although the fact that these buildings do not appear to have had basements is again conducive to some survival. Although it is not certain, it is believed these buildings were later (by 1893) altered to form one large building. The façade of the extant building is 1930s in appearance and it is in the early 1930s that the building is first listed in Trade Directories as a garage. The building may have been rebuilt at this time although some elements of the earlier building may have been retained. An inspection of the garage as it exists today revealed that the building appears to contain elements that may be 19th century in date, such as the rear outer brick walls, foundations and stairs.
- 8.1.3 In summary, the existing building has clearly undergone many alterations during the 20th century, however the foundations and a considerable part of the outer walls may still survive from its original construction. The fact that the extant garage has neither basement nor any below-ground inspection pits is also conducive to good survival of its foundations, and any earlier surviving remains.

8.2 The Proposed Development

- 8.2.1 The proposed development will comprise the demolition of the existing garage and below-ground excavation for the erection of a four-storey residential unit, arranged over lower ground, ground, first and mansard levels, i.e. with a basement level. The below-ground impact will thus be substantial and can be expected to have a very significant impact upon any surviving buried archaeological remains.

8.3 Ground Soil Contamination

- 8.3.1 No data relating to levels of ground soil contamination was available at the time of writing, however the site's long-term use as a garage would suggest a high potential for contamination (fuel, oil, etc.) being present. The present building also has a corrugated asbestos roof (in which case other asbestos may well be present elsewhere within the

building); the demolition of the building and possibly the subsequent ground reduction may therefore comprise a health and safety hazard.

- 8.3.2 A site specific ground investigation should be undertaken, in order to instruct the design of a safe and comprehensive working plan for any archaeological work that will take place at the Site.

9 CONCLUSIONS AND RECOMMENDATIONS

- 9.1 This report aimed to identify the potential for the presence and significance of archaeological remains within the boundaries of the Site, the probable period from which they date and the type of remains that could be expected. The likelihood for the survival of these remains has been discussed, as has the potential impact that the proposed scheme might have on them.
- 9.2 The desk-based assessment has concluded that there is a low potential for prehistoric remains, a low to moderate potential for Roman remains, a low to no potential for Saxon remains, and a moderate potential for medieval remains to be present within the boundary of the Site. If found, remains from these periods could be of local to regional significance.
- 9.3 From the late 17th to 18th centuries, settlement expanded into the previously agricultural area north of Gray's Inn, in which the Site lies. The Site itself appears to have undergone its first phase of structural development – possibly in the form of stables - in the early 18th century. After a possible phase of reversion to horticultural land, the site appears to have undergone a second phase of construction when two terraced buildings were built upon it sometime between the mid to late 18th century. Although it is uncertain, they are likely to have been stables.
- 9.4 In the late 19th century it appears they were converted to form one large building which remains on the site to this day, albeit with a number of modern alterations. The building was used as a garage in the early 1930s, and remains one to this day. There is thus a high potential for post-medieval remains to be present on Site, both below ground and surviving as part of the existing building. If found, remains from this period will most likely be of local significance.
- 9.5 There is likely to be a survival bias favouring those remains existing at greatest depth (e.g. building foundations), and the most recent remains (e.g. the mid-late 18th century buildings) as these are judged to have had the greatest impact upon earlier buried remains. Modern development across the site does not appear to have included any below-ground impact, but is limited rather to amendments and adjustments to the building itself. This is conducive to good archaeological survival below-ground, but suggests a fairly significant impact upon the survival of the remains of the original 18th century construction within the extant building.
- 9.6 In contrast, the proposed development is likely to have a very severe impact upon any surviving archaeological features, deposits or remains; the demolition of the current garage will completely remove all remaining upstanding traces of the original 18th century terraced buildings, while deep excavation for a basement is likely to severely impact, and perhaps even entirely remove, all surviving below-ground remains.
- 9.7 No remains have been identified within the study area which are considered to be of national importance, thereby meriting preservation *in situ*. However, the assessment has shown that there are potential below-ground remains of local and/or regional significance

which would require preservation by record, in the likely event that they will be adversely impacted by the proposed development.

9.8 If further archaeological work is required on the site, this will most likely involve building recording to understand the date that the building on the site was built and its structural development over time and archaeological investigation of potential below ground remains. This might take the form of a trial trench evaluation following demolition of the building on the Site or archaeological monitoring and recording (watching brief) during intrusive groundworks and ground reduction to investigate the presence or absence of archaeological remains and their significance, if present.

9.9 Any required archaeological work at the site should be undertaken by an approved archaeological contractor, following the compilation of a 'Written Scheme of Investigation' which has been approved in advance by the Local Planning Authority, and should conform to established standards for archaeological work in Greater London. Archaeological investigation might lead to post-excavation assessment, analysis and publication followed by the deposition of the site archive with an appropriate repository.

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- 10.3 The author would also like to thank Charlotte Matthews for project managing and editing this report, and Hayley Baxter for preparing the illustrations.

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Figure 1
 Site Location
 1:12,500 at A4

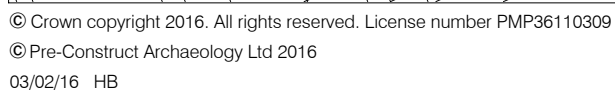
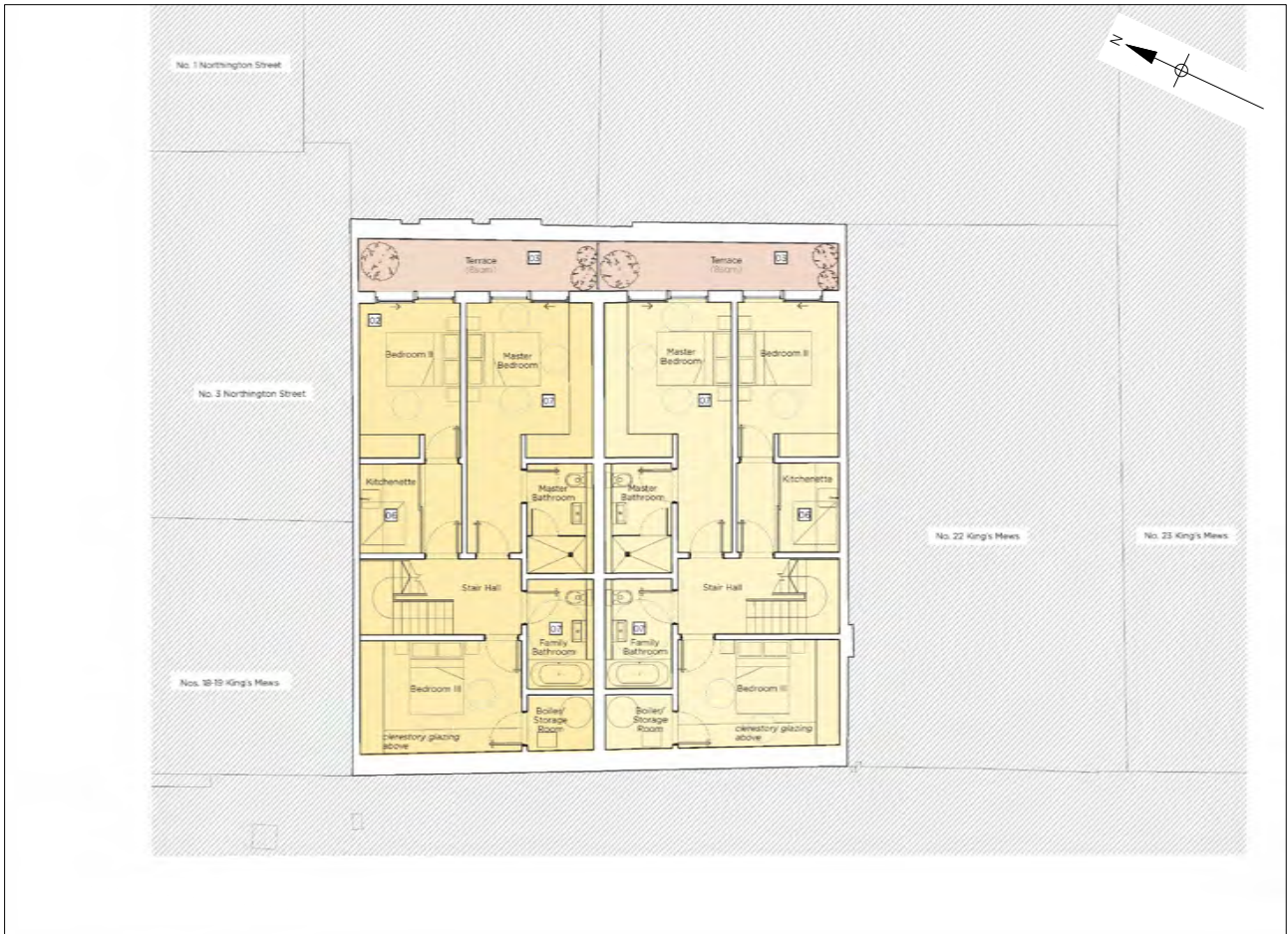


Figure 2
Detailed Site Location
1:800 at A4

Proposed Lower Ground Floor



Proposed Ground Floor



Based on drawings P-01 & P-02 supplied by Marek Wojciechowski Architects Ltd
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Figure 3
 Proposed Lower Ground Floor & Ground Floor Plans
 1:200 at A4



0 10m

Based on drawing P-06 supplied by Marek Wojciechowski Architects Ltd
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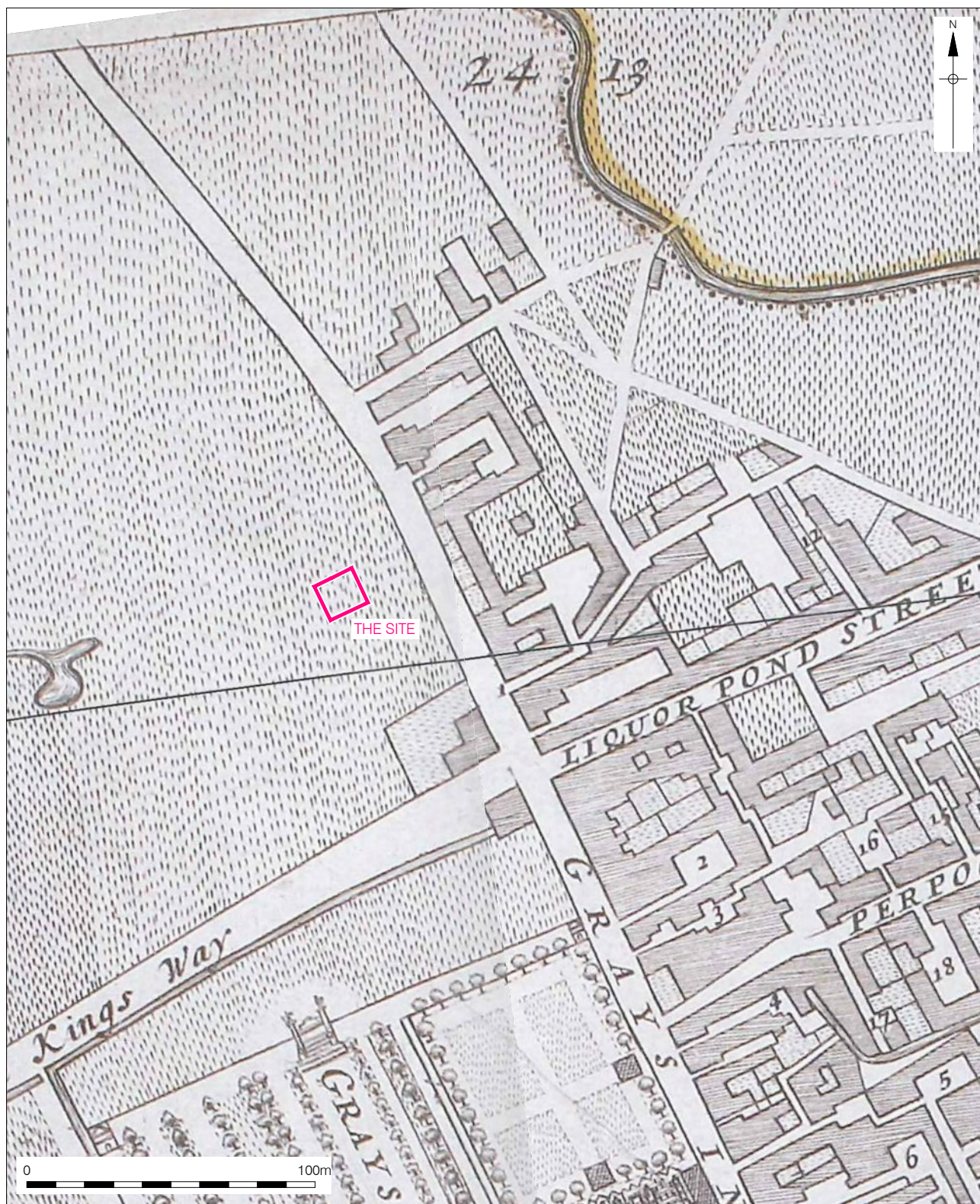
Figure 4
 Proposed Section
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- Prehistoric (1-3)
- Roman (4-7)
- Medieval (9-10)
- Medieval - Post-Medieval (11-14)
- Medieval - Modern (15)
- Post-Medieval (16-24)
- Post-Medieval - Modern (25-40)
- Modern (41-45)
- 300m Search Radius
- Archaeological Priority Area
- Historic Parks & Gardens

Figure 5
 GLHER Locations
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Figure 6
William Morgan, 1682
approx 1:2,000 at A4

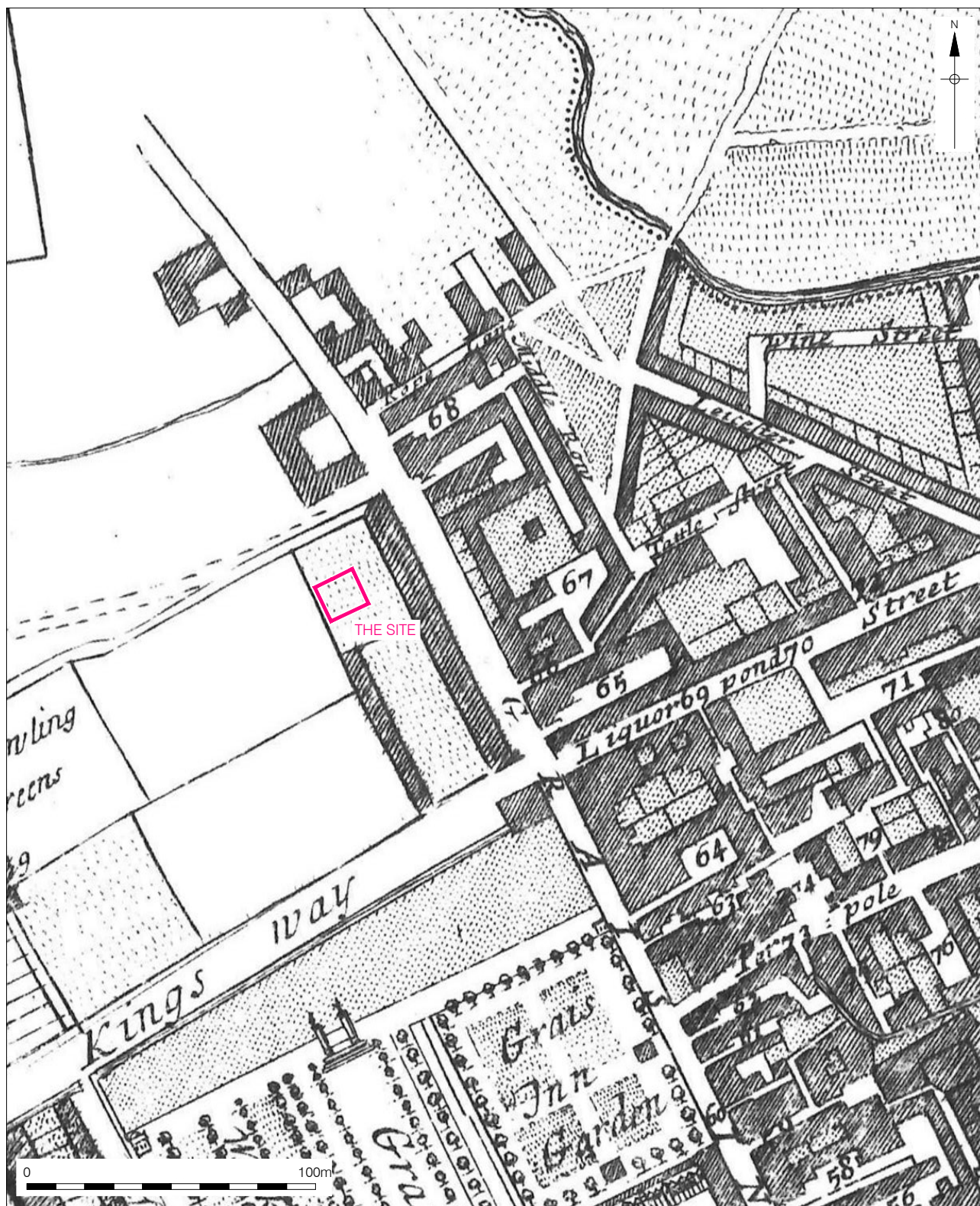
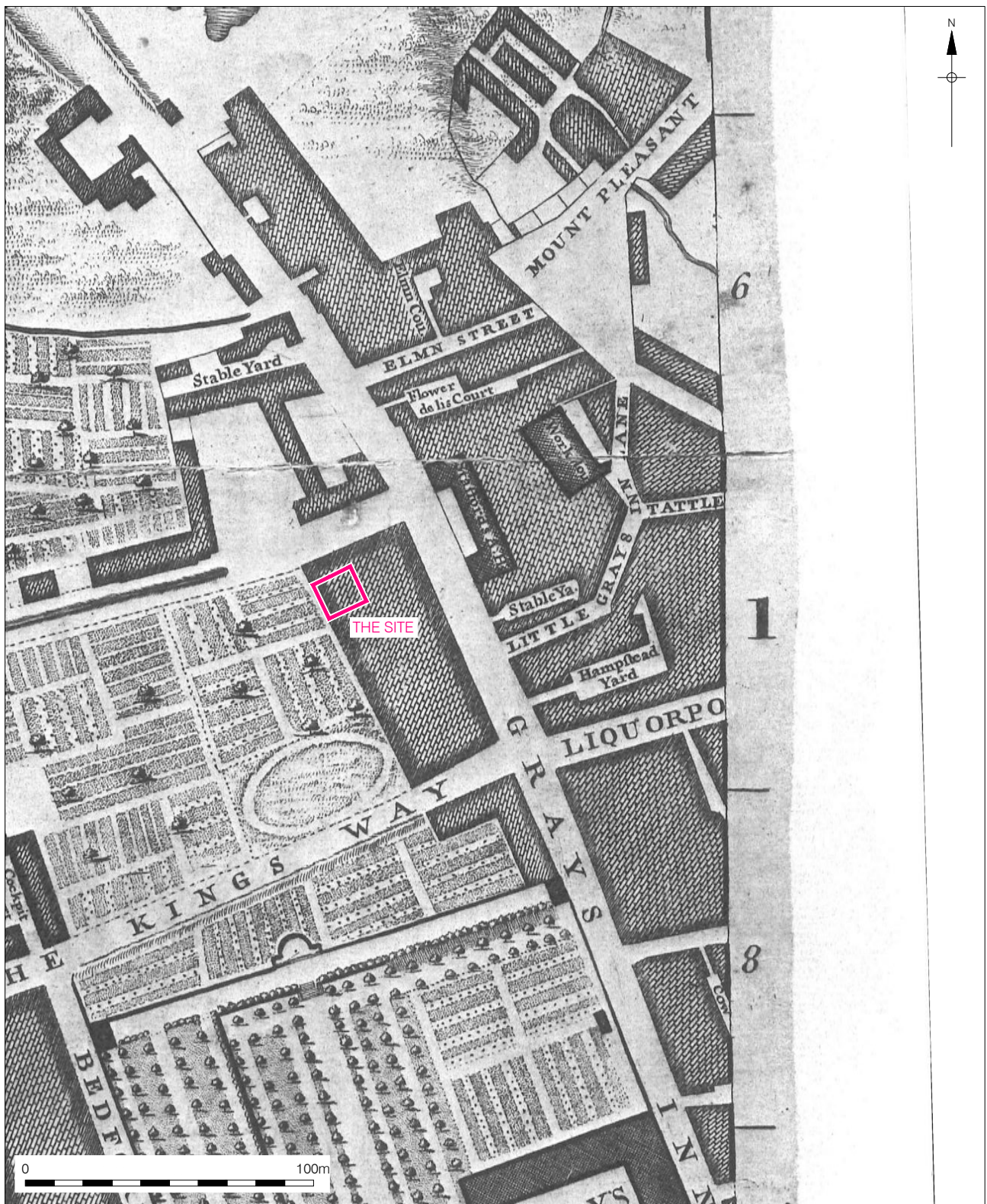


Figure 7
St Andrews Holborn Parish, 1720
approx 1:2,000 at A4



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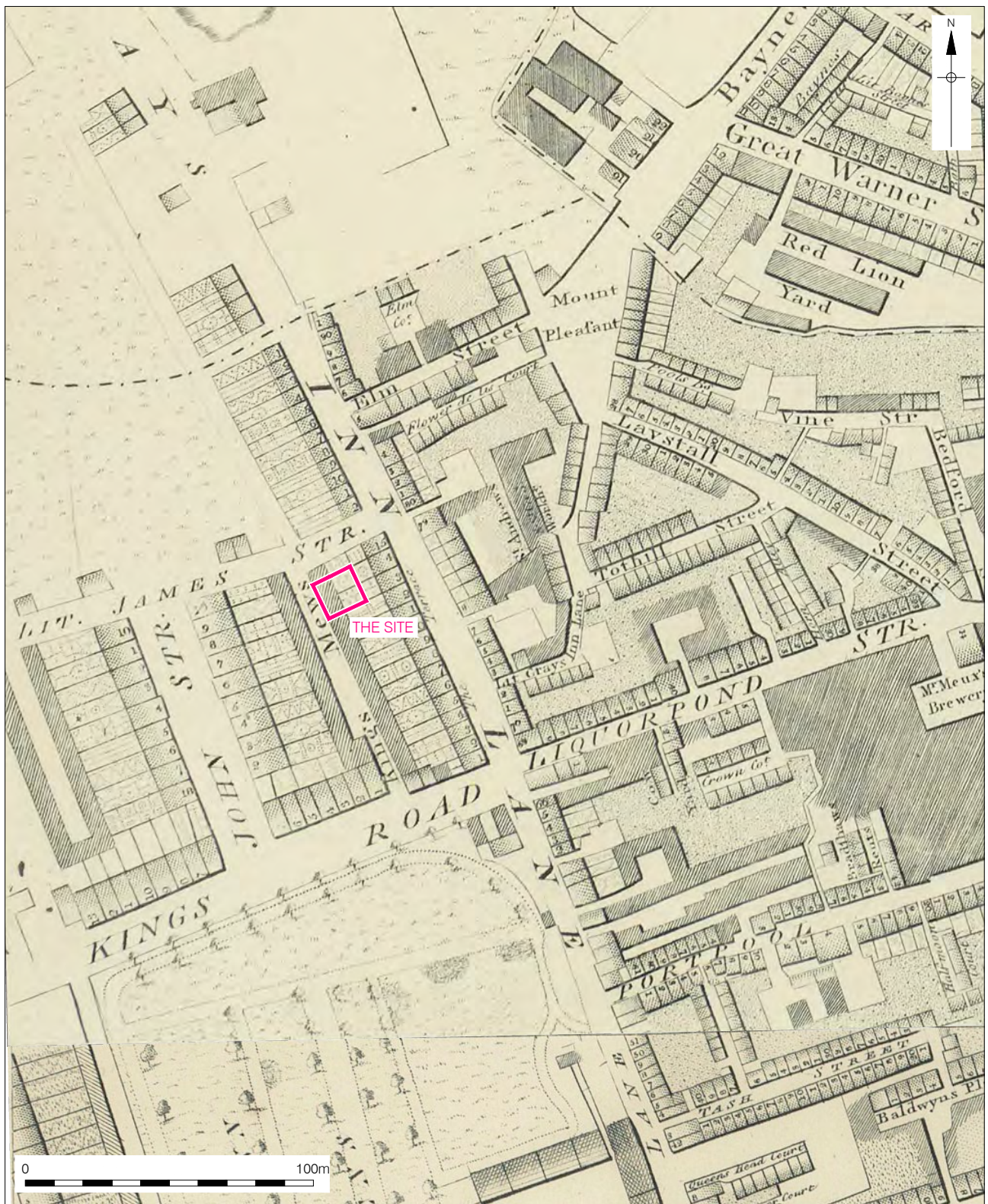
Figure 8
Rocque, 1746
approx 1:2,000 at A4



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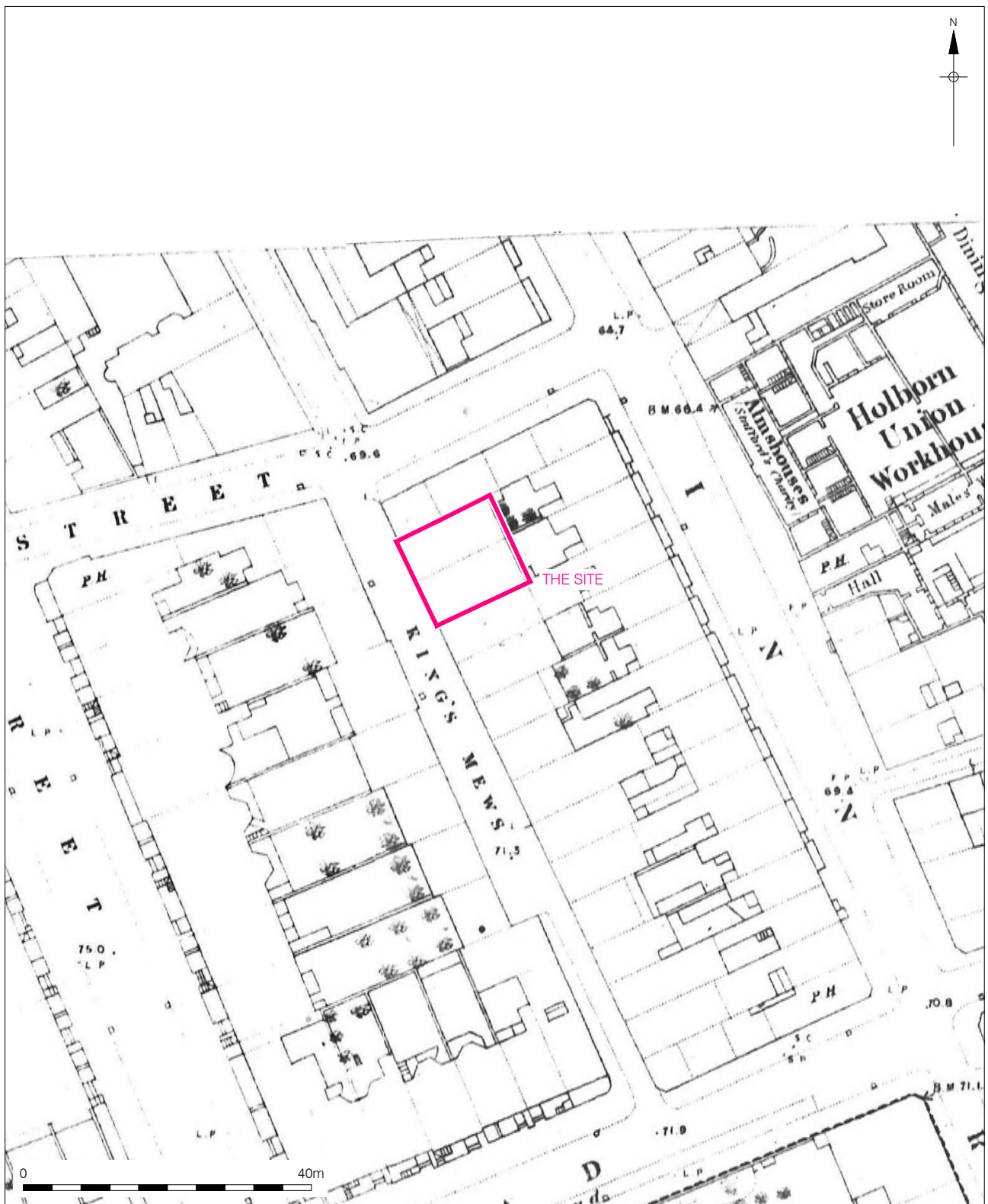
Figure 9
St Andrews Parish Map, 1755
approx 1:2,000 at A4



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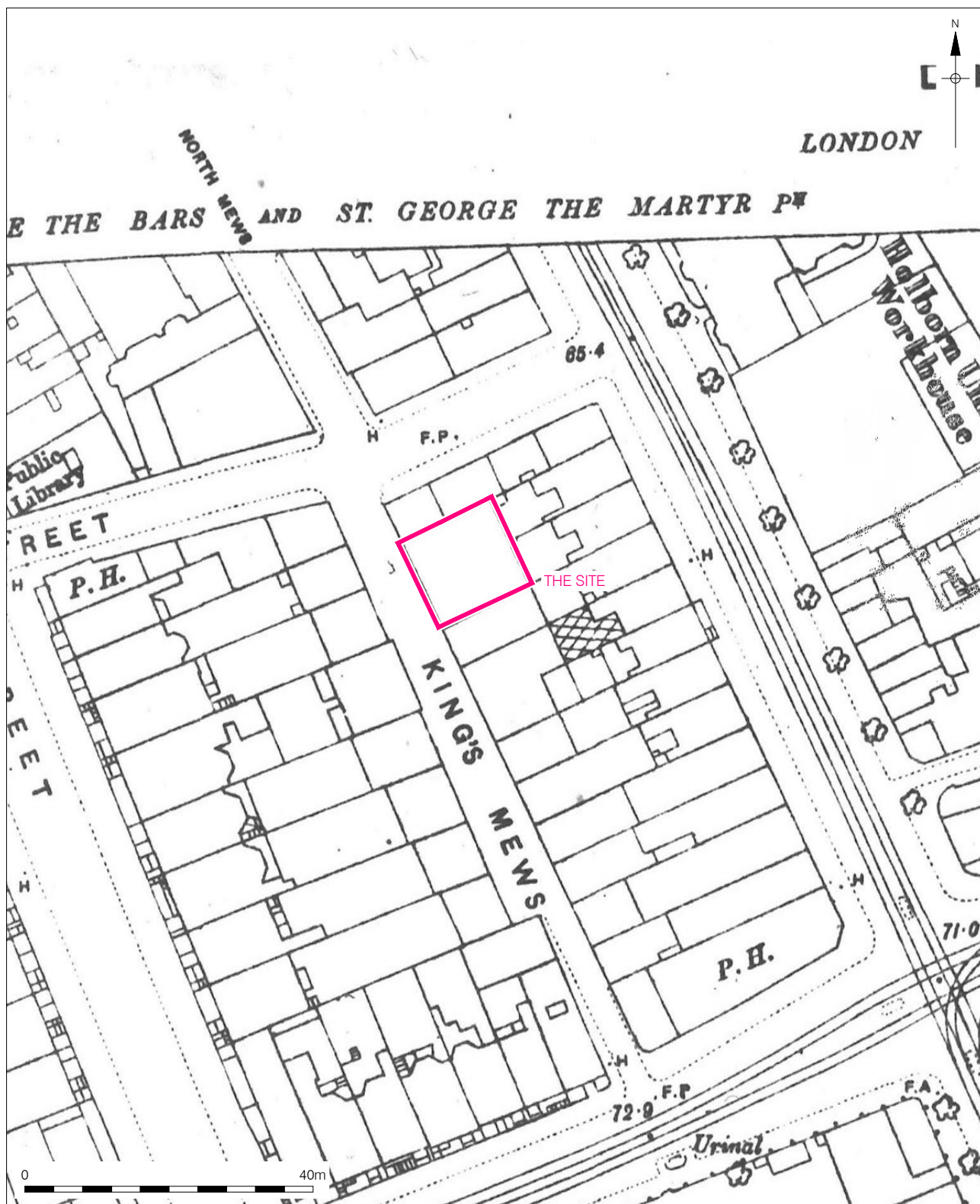
Figure 10
Horwood, 1799
approx 1:2,000 at A4



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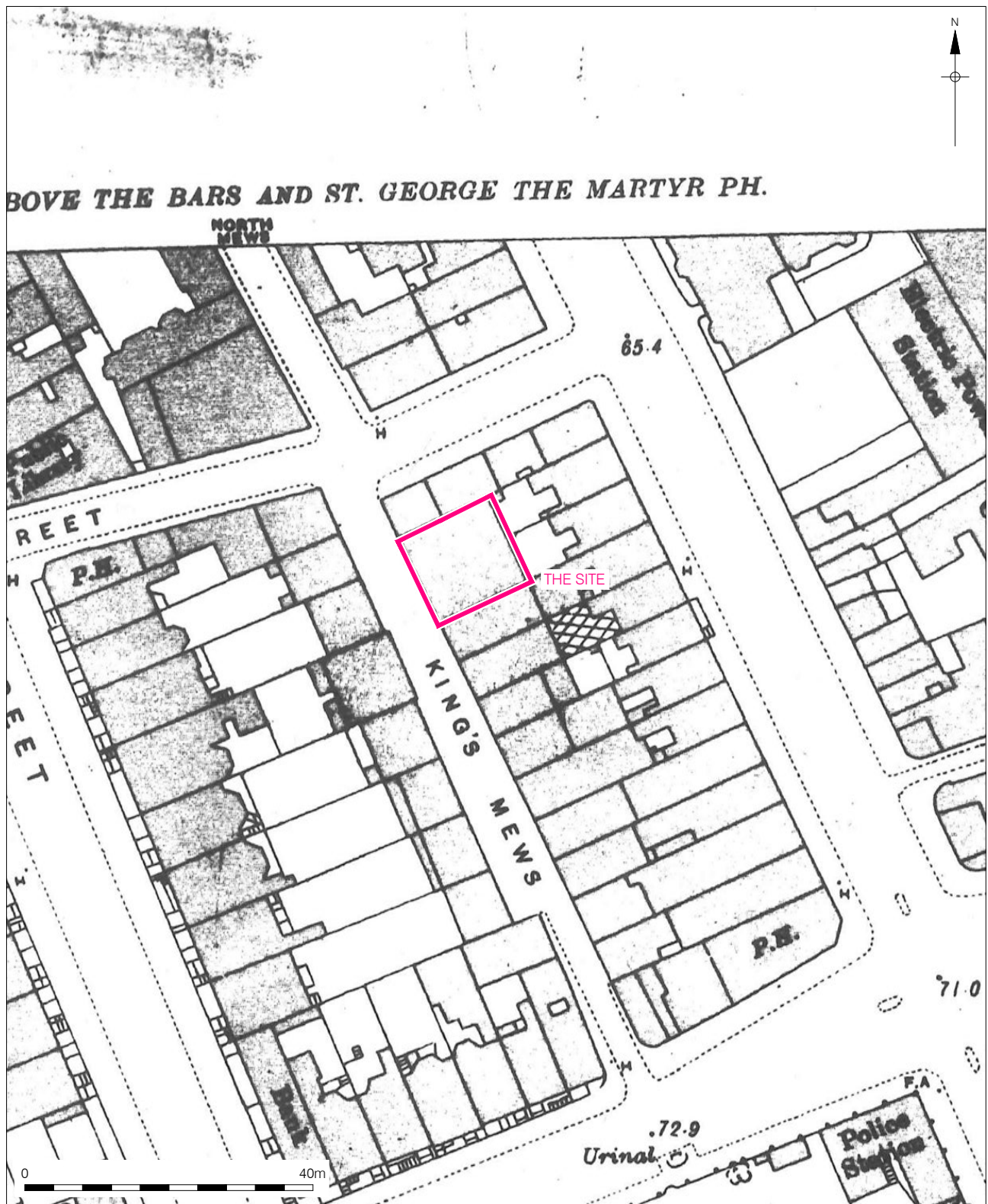
Figure 11
First Edition Ordnance Survey, 1872
1:800 at A4



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Figure 12
Second Edition Ordnance Survey, 1894
1:800 at A4



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Figure 14
Ordnance Survey, 1914
1:800 at A4