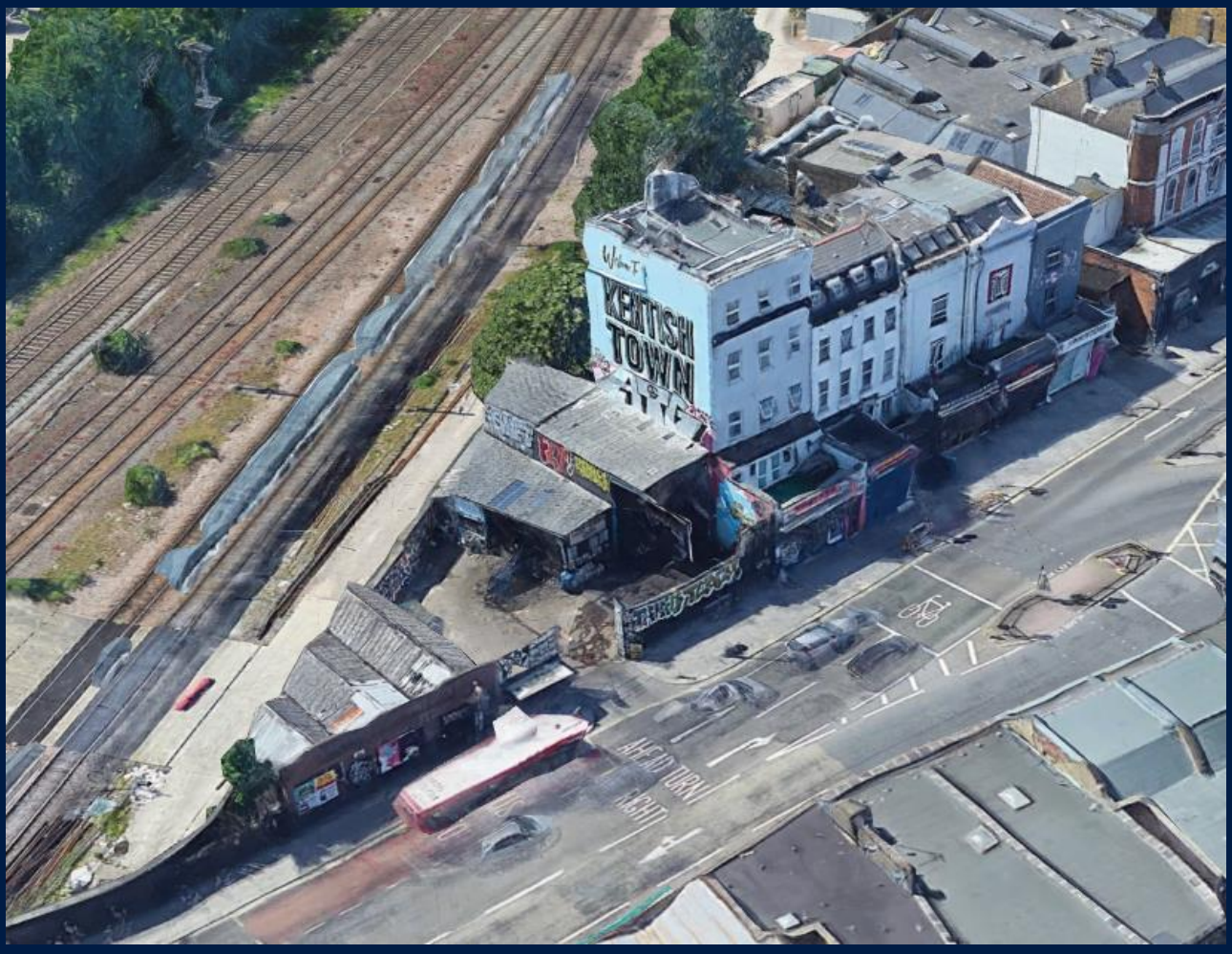
369 – 377 Kentish Town Road, Camden, London NW5

Archaeological Desk-based Assessment



Project: 369 – 377 Kentish Town Road, Camden, London, NW5

Client: KTR Carwash Project Ltd

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Contents

Abbreviations and Conventions used in the text

aOD	above Ordnance Datum
BGS	British Geological Survey
c.	circa
CA	Conservation Area
GLHER	Greater London Historic Environment Record
ha	hectares
HA	Heritage Asset
HE	Historic England
HER	Historic Environment Record
km	kilometres
LB	Listed Building
LPA	Local Planning Authority
m	metres
NHLE	National Heritage List for England
NPPG	National Planning Practice Guidance
NPPF	National Planning Policy Framework
OS	Ordnance Survey
RP&G	Registered Park and Garden
SM	Scheduled Monument

Periods referred to in the text

Palaeolithic	900,000 to 10,000 BC
Mesolithic	10,000 to 4000 BC
Neolithic	4000 to 2200 BC
Bronze Age	2200 to 800 BC
Iron Age	800 BC to AD 43

Romano-British	AD 43 to 410
Anglo-Saxon	410 to 1066
Medieval	1066 to 1540
Post-medieval	1540 to 1699
18th century	1700 to 1799
19th century	1800 to 1899
20th century/Modern	1900 to present

Assumptions and Limitations

This report is compiled using primary and secondary information derived from a variety of sources, only some of which have been directly examined. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.

In addition, the records held by the GLAAS HER represent a record of a wide range of information derived from historical sources and previous archaeological discoveries and does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.

Compliance

This document has been prepared in accordance with the requirements stated within the National Planning Policy Framework (NPPF; (Ministry of Housing, Communities & Local Government, 2019) National Planning Practice Guidance (NPPG; (Department for Communities and Local Government), and the Chartered Institute for Archaeologists' Standard and guidance for historic environment desk-based assessment, and Standard and guidance for commissioning work on, or providing consultancy advice on, archaeology and the historic environment (Chartered Institute for Archaeologists, December 2017).

1.0 Introduction

1.1. Project Background

1.1.1. This Archaeological Desk-based Assessment has been researched and prepared by Savills Heritage Planning on behalf of KTR Carwash Project Ltd (hereafter 'the Client') to assess the potential for and possible impact on buried heritage assets (archaeological remains) on land at 369 – 377 Kentish Town Road, Camden, London (hereafter 'the Site'), located at NGR 528971 185253, Fig. 1.

Figure 1 Site Location Plan with site outlined in red. OS mapping © Crown Copyright. All rights reserved. Licence No. AL100024244 .

1.2. Site Description

1.2.1. The Site is located at 368 – 377 Kentish Town Road, in the London Borough of Camden on the south-west corner where Kentish Town Road bridges over the railway (Kentish Town Junction), south of the junction of Fortress Road and Highgate Road. The site covers an area of approximately 0.34ha and the existing site is currently in use as a car wash with a number of single and two storey sheds and buildings. The Site is currently accessed directly from the northbound carriageway of Kentish Town Road.

1.2.2. The Local Planning Authority is the London Borough of Camden who take archaeological advice from the Greater London Archaeology Advisory Service of Historic England.

1.2.3. The site lies within an Archaeological Priority Area (Kentish Town) and contains no designated heritage assets (Scheduled Monuments, Listed Buildings, Registered Parks & Gardens, World Heritage Sites). However, the proposed development, which also includes a basement level, is likely to result in an archaeological impact on any buried remains that may be present within the Site.

1.3. Topography, Soils and Geology

1.3.1. The Site lies c. 5km to the northwest of the historic core of Roman and medieval London, north of the River Thames. The Site is in the upper valley of the River Fleet which in historically would have passed c. 150m to the west of the site; the stream is now culverted. The Fleet probably influenced settlement in the area since the route of the medieval road, along which Kentish Town developed, followed its course (Richardson 1998, 27–9). The Site lies on fairly flat ground at c. 38m aOD. In the wider area, the levels slope down from high ground to the north (Hampstead Heath, Parliament Hill) towards the River Thames to the south.

1.3.2. The predominant soil type identified in the vicinity of the proposed development comprises slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils (magic.defra.gov.uk).

1.3.3. According to British Geological Survey (BGS) digital data the underlying geology comprises London Clay. However, alluvial deposits have been recorded immediately to the north of the site at 1A Highgate Road.

1.3.4. One borehole, two test pits and five windowless boreholes were undertaken on the Site by CGL in December 2017 (**Appendix 3**). Made Ground was encountered at ground level and ranged between

0.7m to 2.0m in thickness, with a typical thickness of 1m. The Made Ground generally comprised 0.15m to 0.3m of concrete/tarmac overlying grey, brown and red, gravelly, sandy clay. The sand was fine to coarse. The gravel was angular to sub-rounded, fine to course of flint, brick and concrete, rare wood and rare chalk.

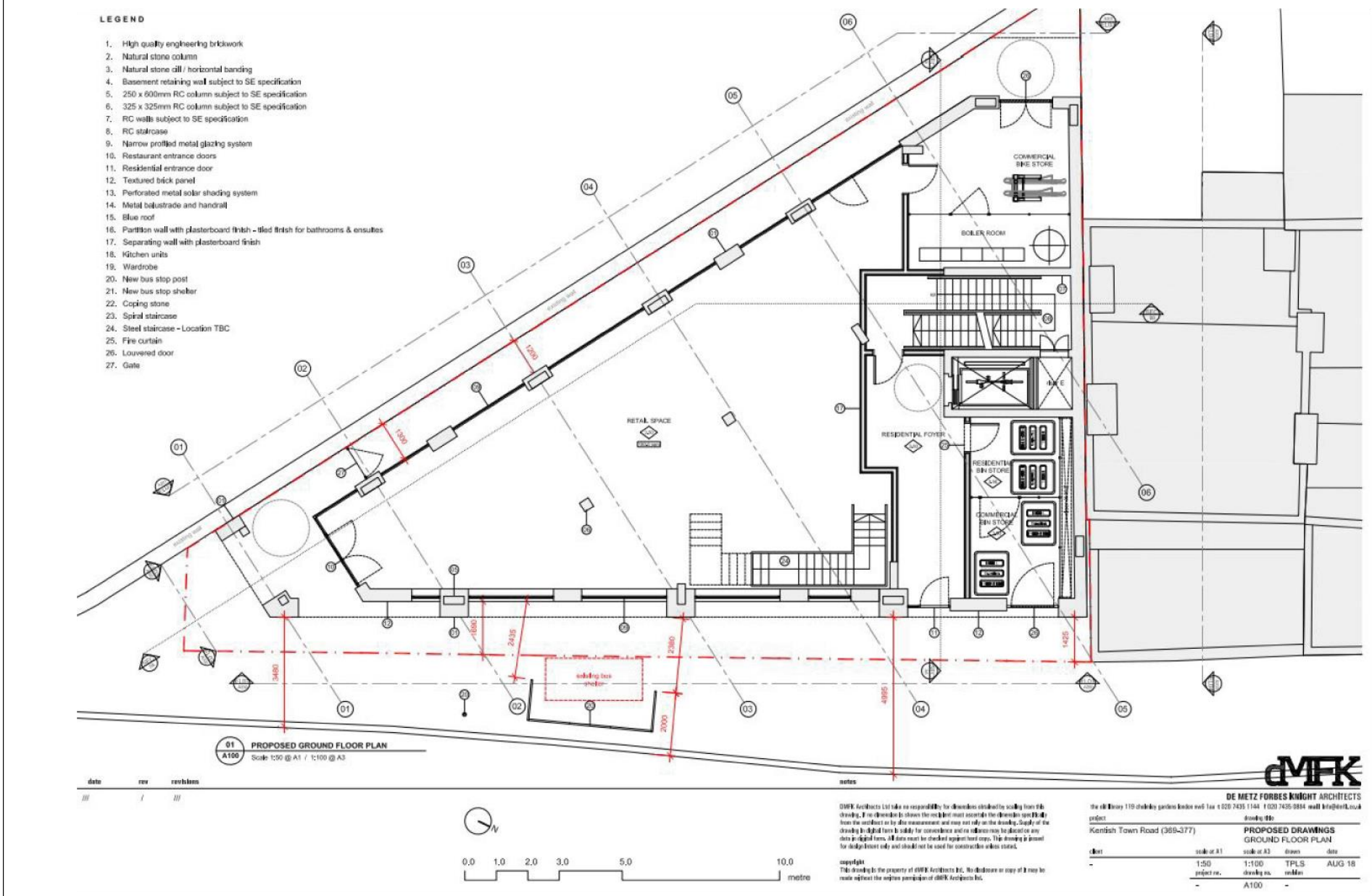
1.3.5. Relic foundation material was recorded in Test Pit 2 (HP2) on the northern site boundary between 0.5m and 0.9m below the present ground surface, beneath which a further deposit of made ground 0.3m deep, and containing brick, was revealed directly over the weathered London Clay. Test Pit 1 (HP1) immediately to the east of Test Pit 1 revealed made ground to 1.1m below the present ground surface that contained both brick and concrete directly above the weathered London Clay.

1.3.6. Window Samples 1 – 3 on the eastern side of the Site revealed relic foundation material between 0.25m and 0.7m below the present ground surface, with between 0.1m and 0.2m of further made ground, containing brick, beneath the relic foundations and directly overlying the London Clay. The easternmost sample (WS1) revealed three further deposits of made ground up to 0.6m thick, containing brick, below the relic foundations and directly over the London Clay.

1.3.7. Window Samples 4 and 5, and the Borehole, revealed further made ground below the modern made ground of concrete. These deposits extended to between 0.7m and 2m below the present ground surface and lay directly over the London Clay. The depth of the made ground in Window Sample 4 (to c. 2m) may well be due to the construction of the Network Rail wall at the southern end of the Site, and modern concrete material was found at the interface between the made ground and the London Clay at c. 1m below the present ground surface in the borehole; both indicating modern disturbance to depth.

1.4. Proposed Development

1.4.1. It is proposed to redevelop the site to provide 14 residential units with ground floor and basement commercial space in a new 7 storey building (Fig. 2).



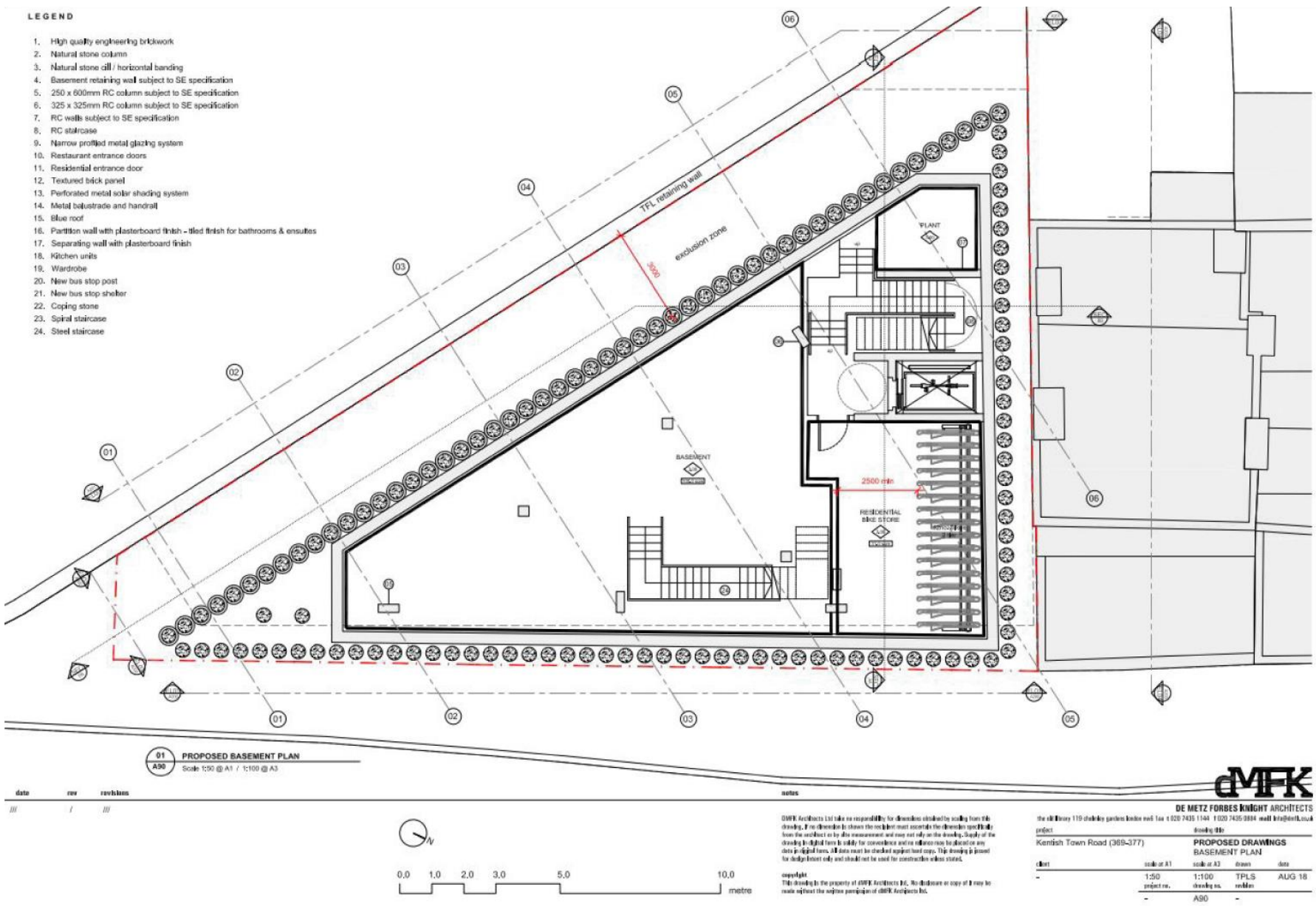


Figure 2 Proposed Ground Floor and Basement Plans

2.0 Archaeological and Historical Baseline

2.1 Introduction

2.1.1 The following section provides a detailed account of the archaeological and historical development of the Site and its environs, compiled from sources as listed in the References and drawing on previous studies in the area surrounding the Site.

2.1.2 Baseline conditions were established through consideration of all recorded heritage assets within a 500m Study Area buffered from the Site (Fig. 3) and a desk-based review of existing sources of publicly accessible primary and synthesised information, comprising:

- National heritage datasets including The National Heritage List for England (NHLE), Images of England, PastScape, Viewfinder, NMR Excavation Index, and Parks and Gardens UK;
- Grey literature reports;
- The GLHER; and
- Historic manuscripts and maps.

Prehistoric (900,000 BC – AD43)

2.2 The Lower (900,000–250,000 BC) and Middle (250,000–40,000 BC) Palaeolithic saw alternating warm and cold phases and intermittent perhaps seasonal occupation. Erosion has removed much of the Palaeolithic land surfaces and finds are typically residual. There are no known finds dated to this period within the Site or the wider study area.

2.2.1 Mesolithic hunter-gathers (10,000–4000 BC) inhabited a still largely wooded environment. Evidence of activity is characterised by flint tools rather than structural remains and there are no known finds dated to this period within the Site or the wider study area.

2.2.2 The Neolithic (4000–2000 BC), Bronze Age (2000–600 BC) and Iron Age (600 BC–AD 43) are characterised by settled communities and the construction of communal monuments. Prehistoric settlement is known in the Camden area, and barrows known from Hampstead Heath and Parliament Hill likely date to the Bronze Age. However, there are no know heritage assets from these periods recorded within the Site or wider study area.

Roman (AD 43 – AD 410)

2.3 There are no known heritage assets of Roman date recorded on the GLHER within the Site or wider study area. The Roman city of London, Londinium, was established in the mid first century shortly after the Claudian invasion of Britain in AD 43. The Site and the wider study area lie over 5km to the north-west of the nearest part of the city walls at Cripplegate, and over 3km from the main Roman roads of Watling Street and Ermine Street. The Site appears to have either been wooded during the Roman period or to have lain outside the area of hinterland activities.

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

2.5 Following the withdrawal of the Roman army in the 5th century AD the city of Londinium was abandoned. A major Saxon settlement (Lundenwic) developed in the 7th century c. 4km to the south-east of the site in the area of present day Covent Garden and the Strand. The Site lay within the manor of St Pancras and St Pancras Old Church lies besides the River Fleet c. 2km to the south-east of the Site. The church is 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. In the 9th century, *Londinium* was reoccupied and its walls repaired. This settlement, named *Lundenburh*, formed the basis of the medieval city, c. 5km south-east of the Site.

Medieval (AD 1066 – AD 1485)

2.6 By the time of the Norman conquest, the parish was divided into several manors, each of the prebendal manors would have provided an income to maintain one of the Canons at St. Paul's. These manors were: the prebendal manors of Rugmere, Tottenhall, and Cantlowes and the two lay manors of St. Pancras. The Site itself lies at the edge the manor of Tottenhall close to where it abuts Cantlowes with Kentish Town Road forming the boundary between the two. The Manors of Tottenhall and Cantelowes are both mentioned in The Domesday Book of 1086, and both held by the Canons of St Pauls.

2.6.1 The earliest known spelling of Kentish Town is *'Kentisston'* in 1208 (Richardson 1997, 29). However, this might not refer to the present location as it is only part of the Parish of St Pancras and the two names are synonymous and interchangeable in many early documents (Weinreb and Hibbert 1995, 440). A chapel of ease for the use of the local inhabitants, subordinate to the parish church of St Pancras, was rebuilt

around the middle of the 15th century (Richardson 1997, 8). This chapel was apparently located on the west side of Kentish Town Road, c 330m to the south of the Site.

2.6.2 The Archaeological Priority Area (Fig. 3) shows the possible extent of the linear settlement at this time although this is hard to confirm given the lack of archaeological investigations in the area. During the medieval period the land surrounding Kentish Town is likely to have consisted of farmland.

2.6.3 No heritage assets of medieval date are recorded within the site boundary on the GLHER. The GLHER does however record eleven heritage assets of medieval date within the wider study area; two of these records appear to refer to the same monument:

- Cantlowes Manor House (MLO18066) is not accurately located and the location point given by the GLHER lies on the east side of Kentish Town Road, c. 90m to the north of the Site (Fig. 3).
- Moated Farmhouse, Toll House, pound, moat, and drawbridge at Wolsey Terrace (MLO17812, MLO17813, MLO17814, MLO18055, MLO46418 & MLO46608)) is recorded 330m to the south the Site and although the record is a little vague it appears to relate to Cantlowes Manor House and may have been associated with the chapel of ease (see above) (Fig. 3).

2.6.4 Both of the records noted above appear to be referring to the same Manor House. The first record explicitly states that it is for the Manor House, but despite giving a location grid reference to the north east of the site, it states that the monument is in “Royal College Street” some way to the south of the site. The second record does not overtly refer to the Manor House, but the associated records indicate a moated medieval farmhouse with an animal pound. Its seems possible that both records refer to the same monument (Hunt & Laino 2016).

2.6.5 Four other records relate to roads thought to have their origin in the medieval period. These assets (MLO11085, MLO17809, MLO17822 & MLO17862) are located on the GLHER immediately to the east of the Site on Kentish Town Road.

Post-medieval & Modern (AD1485 – Present)

2.7 Kentish Town remained largely rural in character until the 17th and 18th centuries when wealthy residents built substantial country houses and villas with close access to London.

2.7.1 The end of the 18th century saw the beginning of a building boom which changed Kentish Town from a village into a suburb, said to be the 'residence of some good families who kept their carriages and suites of servants' (Weinreb and Hibbert 1995, 440). The medieval chapel of ease 330m to the south of the site was abandoned and a large new church, dedicated to St John the Baptist, was built c. 120m to the north-west of the site in 1782–4, and partially rebuilt in 1817 and 1843–5 (Cherry and Pevsner 1998, 343–4).

2.7.2 During the 19th century Kentish Town saw a lot of house building, especially in the 1840s and 1850s and a drawing by J F King (not illustrated) shows villas and isolated rows of terraced houses on both sides of Kentish Town Road.

2.7.3 In the 1860s,the Midland Railway Company constructed a main line to St Pancras, this included the line running in a cutting immediately to the south of the Site, and the station just to the east of its crossing under Kentish Town Road. Kentish Town Underground (MLO90032) was built around 1906-7 on the east side of Kentish Town Road c. 90m to the south-east of the Site.

Historic maps

2.8 The 1871 – 1873 Ordnance Survey maps (Plate 1) show the area of the Site to the north of the railway line. The Site is shown with a number of buildings fronting Kentish Town Road with gardens and outbuildings to the rear. Prior to the construction of the railway the area had been middle class in social character, but the needs of the railway transformed it into a more working class district with numerous small scale industries (Weinreb and Hibbert 1995). No changes are shown on the 2nd edition Ordnance Survey map of 1894 (not illustrated), but by the time of the 3rd edition Ordnance Survey map of 1915 (Plate 2) Kentish Town Junction has expanded to the north and the buildings shown within the Site on the earlier maps appear to have been demolished.

Plate 1 Ordnance Survey maps of 1871 – 3 with the Site outlined in blue.

Plate 2 Ordnance Survey map of 1915 – 16 with the Site outlined in blue

2.8.1 By 1952 (**Plate 3**) new structures are shown within the Site, in the north-west and south-east sections, along with a central rectangular structure. The whole plot is annotated as 369 – 377 (Kentish Town Road) for the first time.

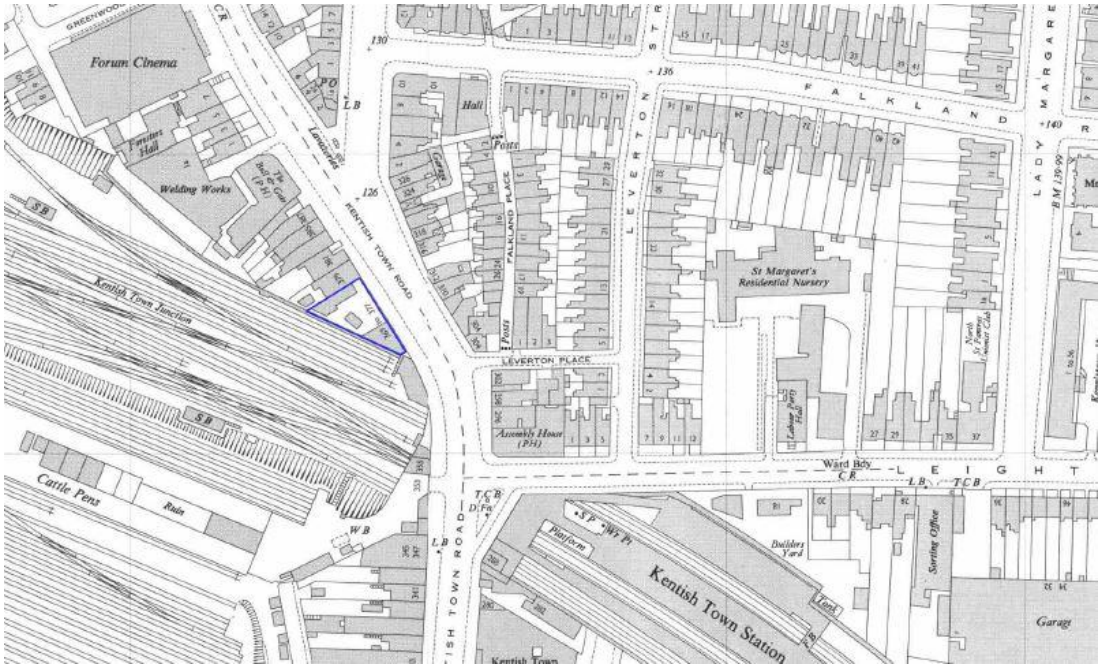


Plate 3 Ordnance Survey map of 1952 with the site outlined in blue

2.8.2 The central structure is no longer shown on the Ordnance Survey maps of 1963 – 8 (**Plate 4**), and no structure is shown in the south-eastern part of the Site; though the area is still demarcated as a separate area to the north-western end of the Site.

2.8.3 By 1976 – 1980 (**Plate 5**) additional structures are again shown in the south-east and north-east corners of the Site, along with a small square structure on the western side. The whole of the Site is annotated 'Builders Yard'.

2.8.4 No changes are show on the Ordnance Survey map of 1995 (not illustrated) and the general layout of the Site appears to remain unchanged on the subsequent maps and aerial photographs of the latter part of the 20th century/beginning of the 21st century, although there is a change of use of the site to the current carwash in more recent years.

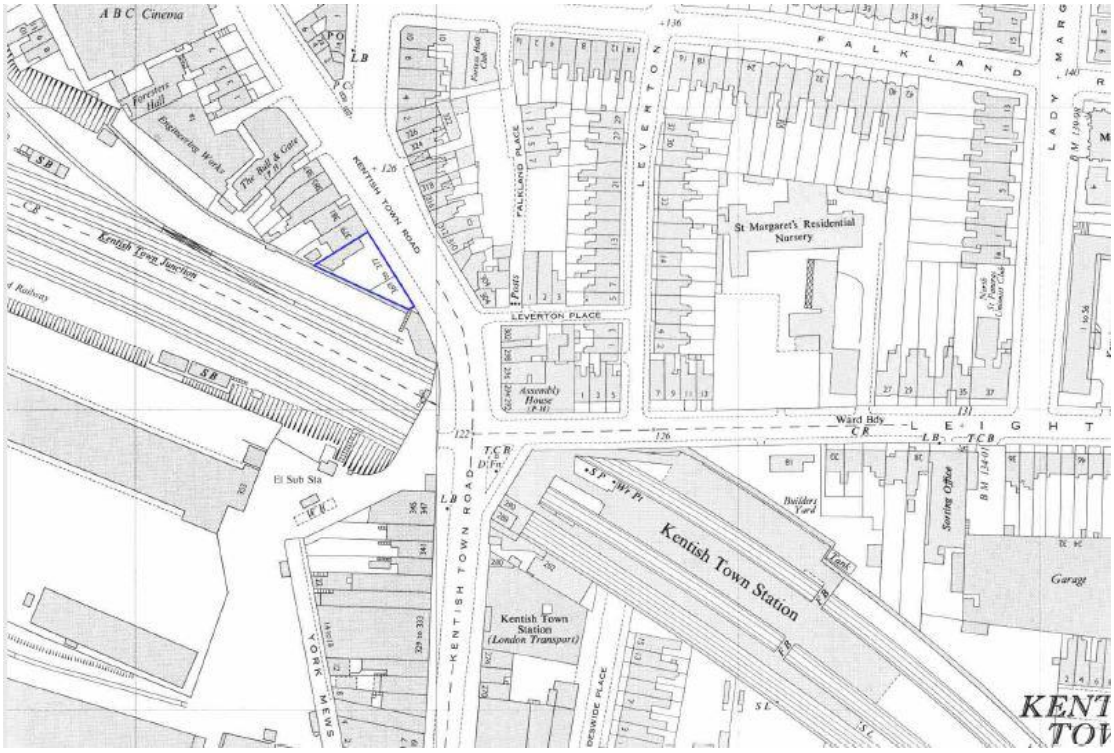
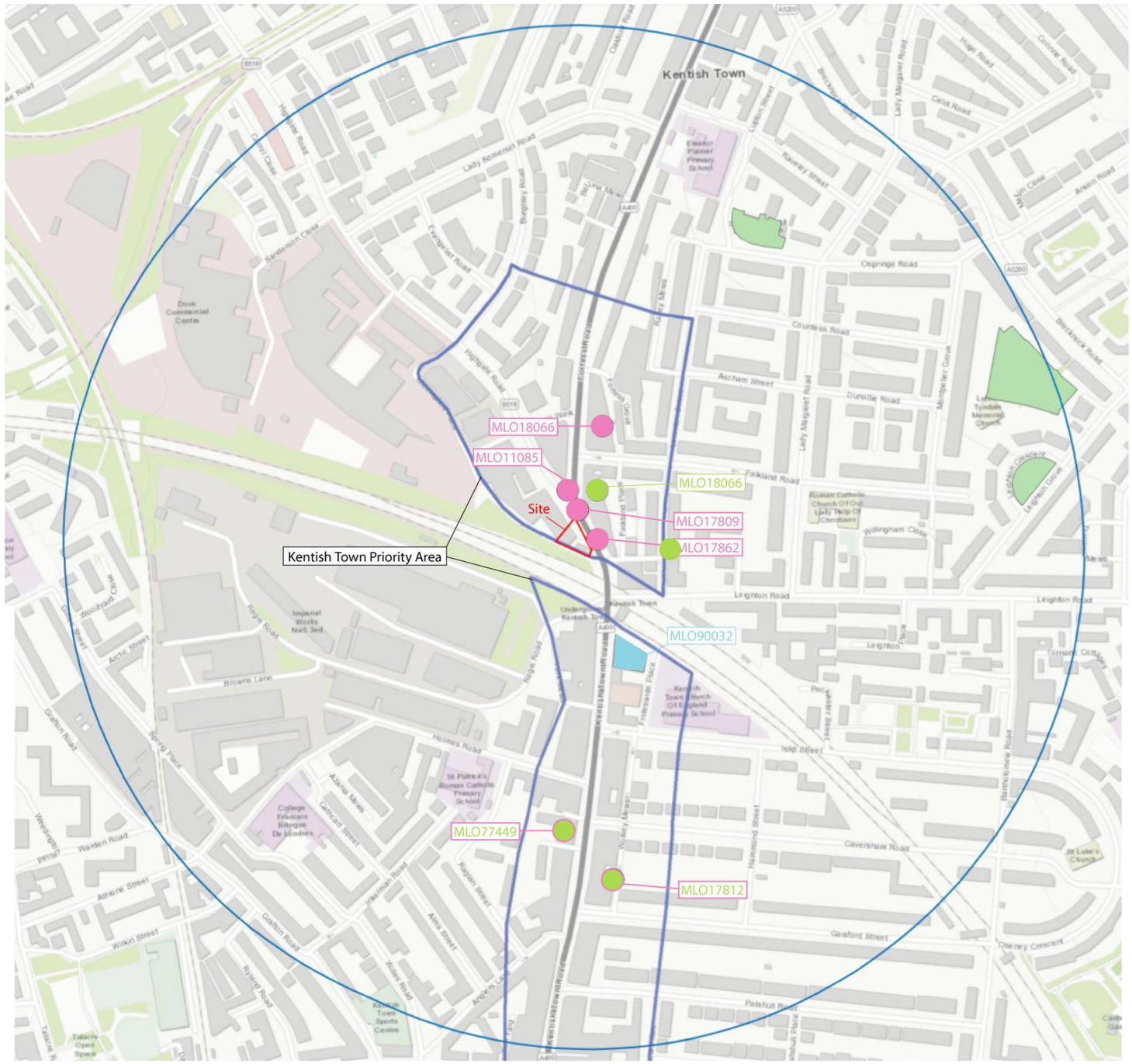


Plate 4 Ordnance Survey maps of 1963 – 68 with the Site outlined in blue

Plate 5 Ordnance Survey maps of 1976 – 1980 with the Site outlined in blue



Key

= Medieval

= Medieval - Post-medieval

= Post-medieval

=Modern

Figure 3 Non-designated heritage assets recorded on GLHER in the Sites Wider Study Area

3.0 Assessment of Significance and Potential

Recorded Heritage Assets

3.1 There are no known buried heritage assets recorded within the Site boundary and eighteen recorded in the wider study area ranging in date from the medieval to Modern periods (**Appendix 2**)

3.1.1 This assessment is concerned with the potential for and possible impact on buried heritage assets (archaeological remains) and does not include an assessment of the potential settings impact on the designated built heritage in the wider study area.

Potential for unrecorded assets

3.2 The potential for archaeological remains being encountered at any given site is based upon an assessment of the distribution and character of recorded local archaeological monuments. Archaeological potential is measured as Negligible, Low, Moderate or High.

3.2.1 There are no recorded heritage assets of Prehistoric date recorded within the Site or wider study area. This lack of heritage assets dating to this period indicates a low level of activity despite its location close to the Fleet, which may have made it an attractive location, however this could also be due to the relatively small number of archaeological interventions that have taken place in the sites wider environs. The potential for encountering heritage assets of Prehistoric date during groundworks associated with the proposed development has been assessed as **Low**.

3.2.2 There are no recorded heritage assets of Roman date within the Site or the wider study area. The Site lies at some distance from the known areas of Roman settlement and roads, and the potential for encountering heritage assets of Roman date during groundworks associated with the proposed development has been assessed as **Low**.

3.2.3 There are no heritage assets of medieval date recorded within the Site and eleven recorded in the wider study area, six of which are recorded in the same location at the site of the Moated Farmhouse c. 330m to the south of the Site. The exact extent of the medieval settlement of Kentish Town is not known, though it is likely to of consisted of a few houses and agricultural buildings around the manorial centre, surrounded by agricultural land. The potential for encountering heritage assets of medieval date during

groundworks associated with the proposed development has been assessed as **Low**, and should they exist within the Site they are likely to consist of assets of low significance associated with agricultural activity. There is less potential for more significant assets associated with settlement activity within the Site.

3.2.4 There are no heritage assets of Post-medieval or Modern date recorded within the Site. Historic mapping and documentary evidence suggests former structures (dwellings) existed within the Site fronting Kentish Town Road from at least the late 18th century. It is possible that the foundations and basements (if existed) of these structures may remain buried within the Site depending on the degree of past demolition associated with the more modern structures on the site and the construction of the railway to the south; the geotechnical works undertaken on the Site suggest that relic foundations do survive on the northern and eastern site boundaries, with deeper and possibly more modern made ground associated with the Network Rail wall on the southern side of the Site. The existing buildings on the site are relatively modern, dating from the latter half of the 20th century. The potential for encountering Post-medieval remains within the site during groundworks associated with the proposed development has been assessed as **High**.

4.0 Assessment of Impact

4.1 Introduction

4.1.1 The management and mitigation of change to the heritage resource resulting from development is based on the recognition within Government planning objectives that *"…heritage assets are an irreplaceable resource…"* (NPPF para. 184). Impacts to the historic environment and its associated heritage assets arise where changes are made to their physical environment by means of the loss and/or degradation of their physical fabric or setting, which in turn leads to a reduction in the significance of the historic environment record and its associated heritage assets.

4.1.2 Heritage policy in both its national and local contexts and relevant Guidance are detailed in **Appendix 1**.

4.2 Proposed Scheme

4.2.1 The proposed development comprises the demolition of the existing buildings on the site and the construction of a new mixed-use building to cover much of the site, with seven storeys above ground and a single basement level.

4.2.2 It is proposed to construct the basement with a top-down construction, installing the piled retaining walls, piled foundations and casting the ground floor slab prior to basement excavation. The proposed building loads will be supported on piled foundations and the contiguous piled retaining wall.

4.3 Impact to potential archaeological remains

4.3.1 This assessment has shown that the Site has a limited thickness of made ground, averaging c. 1m, and overlying the natural geology of the London Clay Formation. Groundworks associated with the construction phase at the Site, especially the construction of the basement and foundations, will impact on any below-ground archaeological remains within the Site, where these are present.

4.3.2 The results of research from data held at the GLHER, cartographic and archive sources, suggests a **Low** archaeological potential for heritage assets dating from the Prehistoric – Medieval periods and a **High** potential for heritage assets of Post-medieval date within the Site. These remains might include buried footings, and possibly basements, of late 18th/early 19th century dwellings fronting Kentish Town

Road. None of the potential remains would be of national or regional significance and the Site is unlikely to contain any assets of any more than low significance.

4.3.3 Any impacts from the proposed scheme can be mitigated through an agreed programme of archaeological works developed in conjunction with the Greater London Archaeological Advisory Service, and are not expected to preclude development at the Site, subject to an agreed mitigation strategy.

5.0 Conclusion

5.1.1 Savills Heritage Planning was commissioned by KTR Carwash Project Ltd to produce an Archaeological Desk-based Assessment to assess the potential for and possible impact on buried heritage assets (archaeological remains) on land at 369 – 377 Kentish Town Road, Camden, London.

5.1.2 There a is considered to be a **Low** archaeological potential for heritage assets dating from the Prehistoric – Medieval periods and a **High** potential for heritage assets of Post-medieval date within the Site. Any impact to below-ground archaeological remains as a result of development at the Site can be mitigated through an agreed programme of archaeological works, drawn up in consultation with GLAAS, although there is not considered to be any need for further archaeological work pre-determination.

5.1.3 This Archaeological Desk-based Assessment meets the requirements of the NPPF and provides sufficient and proportionate information in regards to potential buried heritage considerations relating to the proposal, as currently known.

6.0 References

- CGL 2019, Kentish Town Car Wash: Basement Impact Assessment
- Hunt, G & Laino, F, 2015. 1a Highgate Road, London: Archaeological Desk-based Assessment
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- Weinreb B and Hibbert C (eds), 1995 *The London encyclopaedia.* Macmillan. London

7.0 Appendix 1: Planning Policy and Guidance

7.1 National Planning Policy Framework

7.1.1 National planning policies on the conservation and enhancement of the historic environment are set out in the National Planning Policy Framework (NPPF), which was first published by the Department for Communities and Local Government (DCLG) in March 2012, with a second edition issued on 24th July 2018, and a third revision published in February 2019, published by the Ministry for Housing, Communities, and Local Government.

7.1.2 The policies set out in NPPF also apply to the consideration of the historic environment in relation to other heritage-related consent regimes for which planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.1.3 The 2012 NPPF set out the Government's planning policies and outlined the presumption in favour of sustainable development, defined by three principles: economic, social and environmental. The way in which the 2019 revised edition of the NPPF supports the delivery of sustainable development has now been altered. The policy paragraphs no longer constitute the Government's view of what sustainable development means for the planning system, the three 'dimensions' to sustainable development are now 'objectives', and it is confirmed that they are not criteria against which decisions can or should be judged. Economic, social, and environmental gains are no longer to be sought 'jointly and simultaneously'; instead, the objectives are to be pursued in 'mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives). The presumption in favour of sustainable development is retained, but some changes have been made to its detailed articulation. There is now also greater emphasis on Design, with the addition of a new introductory paragraph to the design chapter, emphasising the importance of high quality buildings and places.

7.1.4 Section 16, 'Conserving and Enhancing the Historic Environment' specifically deals with historic environment policy, which is broadly unchanged since 2012, although there has been some reordering and the addition of subheadings (paragraphs 184-202).

7.1.5 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, 'irrespective of whether any potential

harm amounts to substantial harm, total loss or less than substantial harm to its significance' (para 193).

7.1.6 Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (para 194).

7.1.7 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, where appropriate, securing its optimum viable use (para 196).

7.1.8 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 directly or indirectly affect 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 197).

7.1.9 Local planning authorities should not permit the 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 198).

7.1.10 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 the asset (or which better reveal its significance) should be treated favourably (para 200).

7.1.11 In para 192 it states that 'In determining 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.

7.1.12 A heritage asset may be defined as a building, monument, site, place, area or landscape positively

identified as having a degree of significance meriting consideration in planning decisions; heritage assets may also be considered to be valued components of the historic environment. The NPPF recognises that heritage assets are a non-renewable resource, and that heritage conservation has wider benefits, while accepting that the level of conservation should be commensurate with the significance of the assets concerned.

7.2 London Plan

7.2.1 The overarching strategies and policies for the whole of the Greater London area are contained within the London Plan of the Greater London Authority (GLA March 2015). Policy 7.8 relates to Heritage Assets and Archaeology:

A. London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas,

7.2.2 World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.

B. Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

C. Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

D. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

E. New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

F. Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of

managing London's ability to accommodate change and regeneration.

G. Boroughs, in consultation with English Heritage [now named Historic England], Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and heritage assets and their settings where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.

7.2.3 Para. 7.31 supporting Policy 7.8 notes that 'Substantial harm to or loss of a designated heritage asset should be exceptional, with substantial harm to or loss of those assets designated of the highest significance being wholly exceptional. Where a development proposal will lead to less than substantial harm to the significance of a designated asset, this harm should be weighed against the public benefits of the proposal, including securing its optimal viable use. Enabling development that would otherwise not comply with planning policies, but which would secure the future conservation of a heritage asset should be assessed to see of the benefits of departing from those policies outweigh the disbenefits.'

7.2.4 It further adds (para. 7.31b) 'Where there is evidence of deliberate neglect of and/or damage to a heritage asset the deteriorated state of that asset should not be taken into account when making a decision on a development proposal'.

7.2.5 Para. 7.32 recognises the value of London's heritage: '…where new development uncovers an archaeological site or memorial, these should be preserved and managed on-site. Where this is not possible provision should be made for the investigation, understanding, dissemination and archiving of that asset'.

7.3 Local Planning Policy

7.3.1 The London Borough of Camden's Core Strategy was adopted in November 2010. The Development Policies were adopted in November 2010. Policy CS14 – Promotion High Quality Places and Conserving our Heritage broadly covers heritage issues, and is supported by Development Policy DP25.

Policy CS14 - Promotion High Quality Places and Conserving our Heritage

7.3.2 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.

DP25 – Conserving Camden's heritage

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.

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.

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.

Other heritage assets

The Council will seek to protect other heritage assets including Parks and Gardens of Special Historic Interest and London Squares.

7.4 Guidance

7.4.1 Guidance provided by Historic England (formerly English Heritage) (English Heritage, 2008) previously introduced the concept of values when weighing the significance of heritage assets with reference to the following value criteria (bracketed terms indicate corresponding values identified in NPPF):

1) **Evidential** (Archaeological) value. Deriving from the potential of a place to yield evidence about past human activity. This value is alternatively known as **Research** value.
2) **Historical** value. Deriving from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative. This value is alternatively known as **Narrative** value.
3) **Aesthetic** (Architectural or Artistic) value. Deriving from the ways in which people draw sensory and intellectual stimulation from a place.
4) **Communal** value. Deriving from the meanings of a place for the people who relate to

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, but tend to have additional and specific aspects.

7.4.2 The criteria for assessing the importance of heritage assets in terms of their evidential, historic, aesthetic and communal values are set out below:

Value	Importance	Factors determining the relative importance
Evidential	High	There is a high potential for the heritage assets to provide evidence about past human activity and to contribute to our understanding of the past. This potential relates to archaeological sites that are likely to survive (both below and above ground) and, in the absence of written records, provide the only source of evidence about the past, resulting in enhanced understanding of the development of the area. It also relates to other physical remains of past human activity, such as historic fabric within buildings and surviving elements in the historic landscape which contribute to its historic character.
	Medium	The potential for heritage assets to yield physical evidence contributing to the understanding of the development of the area is recognised, but there may be fewer opportunities for new insights to be deduced due to the nature of the heritage assets in question, our knowledge of the past of the area or subsequent changes to the development of the area throughout history. The potential for archaeological deposits to contribute to an understanding of the development of area may not be fully recognised due to the current level of understanding of the local and regional history. The potential may also be impacted, in a limited way, by later development.
	Low	The physical remains are preserved in a limited way – limited assets survive, very few are recorded or assets are known to have been partially or significantly damaged. Low evidential value of archaeological deposits may be affected by the current lack of research within the area, but this does not preclude for further remains of higher value to be discovered.
	None	There are no surviving physical remains from which evidence about past human activity could be derived (assets are known to have been removed or destroyed by later activity)
Historical	High	The legible heritage assets are clearly perceptible in the landscape/townscape and the links between the assets and the history or prehistory of the area (illustrative value) or to historical events or figures associated with the area (associative value) are easily visible and understandable. The high value is not precluded by some degree of 20th/21st century alterations to the historic buildings and landscapes.
	Medium	The legible heritage assets are present in the area, but their legibility may have been compromised by some form of alteration to the asset or its surroundings (e.g. rural parish church now situated within a suburban residential development). Even in their present form, such assets enable the local community to visualise the development of the area over time as there are potential associations between assets. The presence of these assets may contribute to an understanding of the development of the area. Further research, including archaeological investigations, may clarify these associations and elucidate the contribution of these assets to the history of the wider area.
	Low	The historical associations of the asset are not clearly understood, as a result of severe changes to the asset or its surroundings
	None	There are no legible heritage assets and their associations are not understood.
Aesthetic	High	The aesthetic values of the heritage assets are visually perceptible within sympathetic surroundings, developed through conscious design or fortuitously, throughout prehistory and history. The completeness or integrity of the heritage assets within the landscape is clear and their contribution to the aesthetics of the surrounding area is significant.
	Medium	The aesthetic qualities of the individual assets or landscapes are legible, but there may have been considerably impacted upon by the modern, unsympathetic development.

Value	Importance	Factors determining the relative importance
	Low	The aesthetic qualities of the individual assets or landscapes have been significantly impacted upon by the modern development as a result of which the aesthetic value is not clear, however, there may be a possibility for improvement.
	None	Assets have no aesthetic values as they have been removed by inconsiderate modern development. Buried archaeological remains are not ascribed aesthetic values as, whilst buried, they are not visible/perceptible in their context.
Communal	High	Heritage assets which provide a sense of togetherness for those who experience it. Assets that hold the ability for people to feel a sense of collective experience or memory, and in which a collective identity can be understood. They may provide a feeling of reverence, remembrance or commemoration. The asset represents something which may be larger than the asset itself, and may represent an event or being despite any loss of fabric or character of the asset.
	Medium	The sense of a collective identity or collective commemoration may be limited by the lack of understanding of the event or asset. The process of time has lessened the meaning of the event or asset for the community or that meaning may be limited to specific groups or at a regional or local level.
	Low	The ability of the asset to create or reinforce a sense of togetherness for a community may be limited by later development which has encroached upon the asset or its setting. The ability of the asset to elicit a shared reaction or understanding has been severely impacted by the loss of, or major change to, the setting of the asset.
	None	Heritage assets that do not bring people together by providing a shared experience, memory or place of commemoration.

7.4.3 The definitions of heritage significance and importance:

Heritage Importance	Criteria
Very High	Heritage assets of international importance. World Heritage Sites and the individual attributes that convey their Outstanding Universal Value. Areas associated with intangible historic activities as evidenced by the register and areas with associations with particular innovations, scientific developments, movements or individuals of global importance.
High	Heritage assets of national importance. Scheduled Monuments, Listed Buildings (Grade I, II*), Registered Historic Parks and Gardens (Grade I, II*). Also includes unscheduled sites and monuments of schedulable quality and/or importance discovered through the course of evaluation or mitigation. Designated and undesignated historic landscapes of outstanding interest, or high quality and importance and of demonstrable national value. Well-preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors.
Medium	Heritage assets of regional importance. Conservation Areas, Grade II Listed Buildings and Registered Historic Parks and Gardens Historic townscapes and landscapes with reasonable coherence, time-depth and other critical factor(s). Unlisted assets that can be shown to have exceptional qualities or historic association. Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value. Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factors.
Low	Heritage Assets with importance to local interest groups or that contributes to local research objectives. Locally Listed Buildings and Sites of Importance within a district level. Robust undesignated assets compromised by poor preservation and/or poor contextual associations. Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.
Negligible	Assets with little or no archaeological or historical interest due to poor preservation or survival. Landscapes with little or no significant historical interest.
Unknown	The importance of asset has not been ascertained from available evidence.

7.4.4 Criteria to determine the level of impact:

Magnitude of Impact	Physical	Setting
High	Complete destruction or a fundamental, substantial change of an asset or historic environment feature. Change to most or all key elements of the historic environment, such that the resource is totally altered.	A comprehensive and fundamental change to the key positive attributes of a heritage asset's setting, such that the setting is substantially or totally altered.
Medium	A considerable change or appreciable difference to the existing baseline. Changes to many key elements of the historic environment, such that the resource is clearly modified.	A considerable change to the key positive attributes of a heritage asset's setting such that its contribution to the importance of the asset is appreciably reduced.
Low	A minor change to the baseline condition of a heritage asset. Changes to the key elements of the historic environment, such that the asset is slightly altered.	A limited change to the key positive attributes of a heritage asset's setting resulting in a slight but discernible reduction to its contribution to the asset's importance.
Imperceptible	A barely distinguishable change to the historic environment baseline	A very slight change to the key positive attributes of a heritage asset's setting such that the change is barely distinguishable

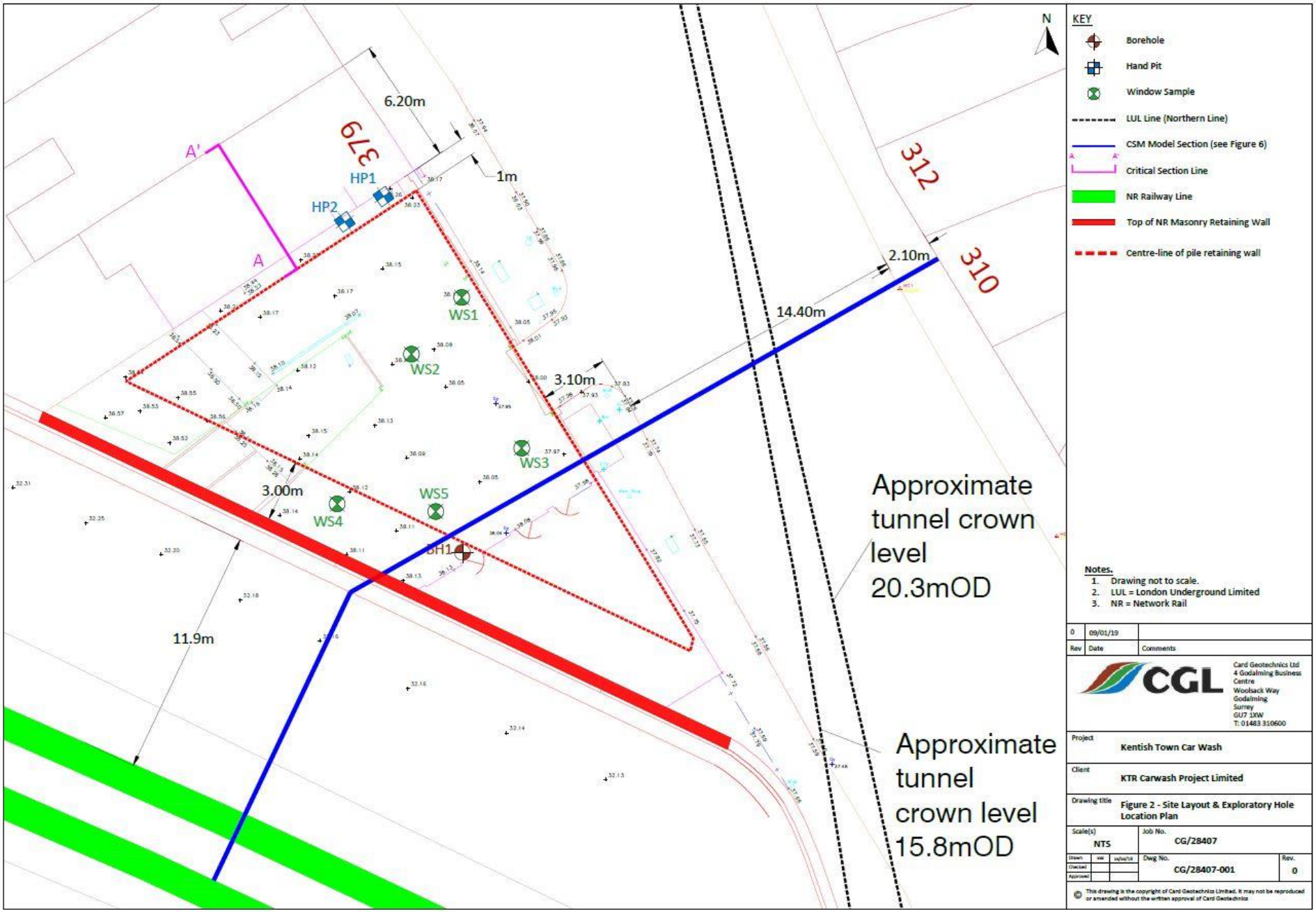
8.0 Appendix 2: Gazetteer of known heritage assets

8.1 The table below represents a gazetteer of known historic environment sites and finds within the 500m-radius study area around the site. The gazetteer should be read in conjunction with Fig 3.

GLHER No.	Description	NGR
MLO77449	CROWN PLACE MEWS, KENTISH TOWN ROAD, NW5: The trenching revealed a series of modern and 19th century layers of made ground, including recent and earlier 20th century demolitions deposits, sealing the natural gravel at a depth of c 0.8m below existing. No former land surfaces survived. A number of deeper, probably 19th century refuse/gravel extraction pits were identified.	TQ 2896 8495 (point)
MLO17832	HIGHGATE HILL: Green St was the name of the road now called Highgate hill. However, it also appears to be the Name of a small hamlet on the road, a few miles to the north of Kentish town, beyond the vine inn.	Centred TQ 2864 8584 (700m by 1100m)
MLO17809	HIGHGATE RD: Ancient Highway running From Highgate along Highgate Rd Millfield Lane & Hampstead Lane Down to Kentish Town	Centred TQ 2795 8643 (2050m by 2300m)
MLO17862	HIGHGATE RD: This road ran from Old Mother Redcaps in Camden Town, through Kentish Town (on The Present Kentish Town High St) up Green St (Highgate Rd) & up Highgate Hill.	Centred TQ 2852 8564 (950m by 3700m)
MLO46415	HIGHGATE RD: Change of direction between 1674 & 1745 to go up West Hill to Centre of Highgate	Centred TQ 2866 8636 (630m by 2170m)
MLO90032	KENTISH TOWN ROAD [KENTISH TOWN UNDERGROUND STATION], KENTISH TOWN, CAMDEN {20TH CENTURY UNDERGROUND STATION}: Kentish Town underground station was built around 1906-7 as one of the stations on one of the three new lines which opened in this period.	Centred TQ 29032 85134 (35m by 38m)
MLO99510	KENTISH TOWN ROAD, [REAR OF NO 210], CAMDEN, {VICTORIAN PERIOD MADE GROUND AND LATE 19TH CENTURY BUILDING}:	Centred TQ 29012 84899 (10m by 7m)
MLO103797	LEIGHTON GROVE, [LEIGHTON CRESCENT PLAYGROUND], CAMDEN, NW5, {19TH CENTURY GARDEN}: Formerly owned by the Leighton Estate, Leighton Crescent Gardens is a crescent-shaped area designed in conjunction with the C19th terraces that overlook it, and contains some mature London plane trees. In the 1920s the garden had a lawn with shrubs and trees but it was later redesigned with a central raised landscape feature of rocks and shrubs and a circular asphalted playground, both no longer extant.	Centred TQ 29443 85308 (44m by 49m)
MLO104322	LUPTON STREET/OSPRINGE ROAD [ST BENET AND ALL SAINTS CHURCH GARDEN],KENTISH TOWN, CAMDEN, NW5, {CHURCHYARD}: The church of St Benet and All Saints here was predated by a mission church that opened on 17 July 1881.The mission church had been built on a small field by a pond near Brecknock Road, the land having been donated by St John's College Cambridge. The site is now that of the church hall	Centred TQ 2916 8556 (55m by 41m)
MLO103800	MONTPELIER GROVE/OFF BRECKNOCK ROAD, [MONTPELIER GARDENS], CAMDEN, NW5/N19, {19TH CENTURY GARDEN}: Formerly the private garden of a villa of c.1840 fronting on Brecknock Road, Montpelier Gardens is an irregularly shaped area surrounding three sides of the house, with access from entrances.	Centred TQ 29441 85421 (92m by 90m)
MLO18066	ROYAL COLLEGE ST: the exact site & origins of Cantelow Manor House are not known. The first known reference is in 1554.	TQ 2900 8536 (point)
MLO17812	WOLSEY TERRACE: old farm house was probably built on the site of the manor house and is believed to have been of similar design. It later became a tavern called the Kings Arms, before it was demolished.	TQ 2901 8490 (point)
MLO17814	WOLSEY TERRACE: Tollhouse often associated with pound (GLHER ref no 082012). No evidence as to its construction date.	TQ 2901 8490 (point)

GLHER No.	Description	NGR
MLO18055	WOLSEY TERRACE: Associated with original manor house and toll house. No real evidence quoted for it being medieval.	TQ 2901 8490 (point)
MLO46418	WOLSEY TERRACE: drawbridge over farmhouse moat possibly belongs to earlier manor house (see mlo17813)	TQ 2901 8490 (point)

9.0 Appendix 3: Geotechnical Data


N
KEY
Borehole
Hand Pit
Window Sample
LUL Line (Northern Line)
CSM Model Section (see Figure 6)
Critical Section Line
NR Railway Line
Top of NR Masonry Retaining Wall
Centre-line of pile retaining wall
379
312
310
A
A'
HP1
HP2
WS1
WS2
WS3
WS4
WS5
BH1
6.20m
1m
2.10m
14.40m
3.10m
3.00m
11.9m
Approximate tunnel crown level 20.3mOD
Approximate tunnel crown level 15.8mOD
Notes.
1. Drawing not to scale.
2. LUL = London Underground Limited
3. NR = Network Rail
0 09/01/19
Rev Date Comments
CGL
Card Geotechnics Ltd
4 Godalming Business Centre
Woolsack Way
Godalming
Surrey
GU7 1XW
T: 01483 310600
Project
Kentish Town Car Wash
Client
KTR Carwash Project Limited
Drawing title
Figure 2 - Site Layout & Exploratory Hole Location Plan
Scale(s)
NTS
Job No.
CG/28407
Dwg No.
CG/28407-001
Rev.
0
Drawn
Checked
Approved
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BOREHOLE LOG

CGL

Project				BOREHOLE No
Kentish Town Car Wash				BH1
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	06-12-17	38.09	E 528,979.3 N 185,241.1	
Client				Sheet
KTR Carwash Project Limited				1 of 2

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
				37.94		0.15	Concrete.	
				37.69		0.40	[MADE GROUND]	
0.30-0.50	B1						Loose light grey brown slightly clayey gravelly fine to coarse sand. Gravel is angular to subrounded, fine to coarse of brick and concrete.	
0.50-0.60	D1							
0.70-1.00	B2			37.29		0.80	[MADE GROUND]	
				36.99		1.10	Soft to firm dark grown grey sandy gravelly clay. Sand is fine to coarse. Gravel is angular to subrounded, fine to coarse of concrete, brick and rare flint. Occasional subangular cobbles of brick and concrete.	
1.00-1.10	D2						[MADE GROUND]	
1.20-2.00	B3							
1.20	SPT	N5						
2.00	SPT	N17					Soft to firm light grey brown slightly sandy slightly gravelly clay. Sand is fine to coarse. Gravel is subangular to rounded, fine to medium of brick and concrete. [MADE GROUND - REWORKED LONDON CLAY]	
2.50-3.00	B4						Firm to stiff light brown mottled grey CLAY. [WEATHERED LONDON CLAY FORMATION]	
3.00	SPT	N7						
3.50-4.00	B5							
4.00	SPT	N10						
4.50-5.00	B6					(7.30)	4.50 - 6.00 Becoming slightly silty clay.	
5.00-5.10	D3							
5.00	SPT	N14					5.50 - 6.00 Rare very weak rounded fine to medium claystone.	
6.50-6.95	U1	65 blows						
6.50-7.00	B7							
7.50-8.00	B8							
8.00	SPT	N22						
				29.69		8.40		
8.40-8.50	D4						Stiff light grey CLAY. [LONDON CLAY FORMATION]	
9.00-9.50	B9							
9.50-9.95	U2	75 blows						

Boring Progress and Water Observations					
Date	Comment	Strike Depth	Casing Depth	Casing Dia. mm	Standing Depth

General Remarks

1. B - Bulk Sample. D - Disturbed Sample. U - Undisturbed Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Monitoring installation details: from 0.0m to 1.5mbgl plain pipe with betonite backfill, from 1.5mbgl to 6.0mbgl slotted pipe with gravel filter, from 6.0mbgl to 7.0mbgl bentonite arisings, from 7.0mbgl to 12.45mbgl backfilled with arisings. Monitoring installation fitted with end cap, gas tap and bung.
4. Hand excavated pit to 1.2mbgl prior to commencing drilling.

Method/ Plant Used	Field Crew	Logged By	Checked By
Dando 2000	Borehole Solutions	DMH	ADC

OGL BH LOG CG28407 KENTISH TOWN CAR WASH GRI GINT STD AGS3 1 GDT 19/1/17

BOREHOLE LOG

Project				BOREHOLE No
Kentish Town Car Wash				BH1
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	06-12-17	38.09	E 528,979.3 N 185,241.1	
Client				Sheet
KTR Carwash Project Limited				2 of 2

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
10.00-10.10	D5						Stiff light grey CLAY. [LONDON CLAY FORMATION] *(continued)*	
10.50-11.00	B10					(4.05)	10.50 - 11.50 Rare very weak rounded fine to medium claystone.	
11.00	SPT	N28						
12.00-12.45	U3	75 blows						
12.00-12.45	B11			25.64		12.45		
							(Borehole terminated at 12.45m)	

Boring Progress and Water Observations					
Date	Comment	Strike Depth	Casing Depth	Casing Dia. mm	Standing Depth

General Remarks

1. B - Bulk Sample. D - Disturbed Sample. U - Undisturbed Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Monitoring installation details: from 0.0m to 1.5mbgl plain pipe with betonite backfill, from 1.5mbgl to 6.0mbgl slotted pipe with gravel filter, from 6.0mbgl to 7.0mbgl bentonite arisings, from 7.0mbgl to 12.45mbgl backfilled with arisings. Monitoring installation fitted with end cap, gas tap and bung.
4. Hand excavated pit to 1.2mbgl prior to commencing drilling.

Method/ Plant Used	Field Crew	Logged By	Checked By
Dando 2000	Borehole Solutions	DMH	ADC

OGL BH LOG CG28407 KENTISH TOWN CAR WASH.GPJ GINT STD AGS 3_1.GDT 12/12/17

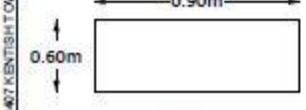
TRIAL PIT LOG

CGL

Project				TRIAL PIT No
Kentish Town Car Wash				HP1
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	05-12-17	38.26	E 528,975.4 N 185,258.6	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA			
Depth (m)	Type No	Test Result (N/kPa/ppm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION
				38.24		0.02	Tarmac cover. [MADE GROUND]
				38.09		(0.15) 0.17	Concrete. [MADE GROUND]
0.40	B1.1			37.81		(0.28) 0.45	Loose light grey brown slightly clayey gravelly fine to coarse sand. Gravel is angular to subrounded, fine to coarse of flint, brick and concrete with rare wood. Occasional subrounded cobbles of brick. [MADE GROUND]
0.40-0.50	ES14						
				37.46		(0.35) 0.80	Loose light grey brown clayey gravelly fine to coarse sand. Gravel is angular to subrounded, fine to coarse of flint, brick and concrete. [MADE GROUND] 0.45 Concrete strip footing present.
0.80	B1.2			37.16		(0.30) 1.10	Firm light brown slightly sandy slightly gravelly clay. Sand is fine to medium. Gravel is angular to subrounded, fine to medium of brick and concrete. [MADE GROUND - REWORKED LONDON CLAY]
0.80-0.90	ES15			37.01		(0.15) 1.25	Firm light brown slightly sandy CLAY. Sand is fine to medium. [WEATHERED LONDON CLAY FORMATION]
							(Pit terminated at 1.25m)

Plan



Stability: Stable

General Remarks

1. B - Bulk Sample. ES - Environmental Sample.
2. No groundwater encountered.
3. Trial pit reverse backfilled with arisings, compacted and finished with concrete at surface.

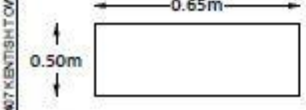
Method/ Plant Used	Field Crew	Logged By	Checked By
Hand excavated	GEH	DMH	ADC

TRIAL PIT LOG

Project				TRIAL PIT No
Kentish Town Car Wash				HP2
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	05-12-17	38.24	E 528,973.5 N 185,257.3	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA			
Depth (m)	Type No	Test Result (N/kPa/ppm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION
				38.22		0.02	Tarmac cover. [MADE GROUND]
				38.07		(0.15) 0.17	Concrete. [MADE GROUND]
0.40 0.40-0.50	B2.1 ES12			37.74		(0.33) 0.50	Loose light grey brown slightly clayey gravelly fine to coarse sand. Gravel is angular to subrounded, fine to coarse of flint and brick and occasional concrete and rare wood. [MADE GROUND]
0.80 0.80-0.90	B2.2 ES13			37.34		(0.40) 0.90	Dense red gravel of rectangular coarse to cobble sized brick and mortar (relic foundations). [MADE GROUND]
				37.04		(0.30) 1.20	Soft light grey brown slightly sandy gravelly clay. Sand is fine to medium. Gravel is angular to subrounded, fine to coarse of brick and concrete with rare flint, wood and metal. Occasional subrounded cobbles of half and whole bricks. [MADE GROUND]
				36.89		(0.15) 1.35	Firm light brown slightly sandy CLAY. Sand is fine to medium. [WEATHERED LONDON CLAY FORMATION]
							(Pit terminated at 1.35m)

Plan



Stability: Stable

General Remarks

1. B - Bulk Sample. ES - Environmental Sample.
2. No groundwater encountered.
3. Trial pit reverse backfilled with arisings, compacted and finished with concrete at surface.

Method/ Plant Used	Field Crew	Logged By	Checked By
Hand excavated	GEH	DMH	ADC

OGL TP LOG CG28407 KENTISH TOWN CAR WASH.GPJ GINT STD AGS 3_1.GDT 12/12/17

WINDOW SAMPLE LOG

Project				HOLE No
Kentish Town Car Wash				WS1
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	04-12-17	38.11	E 528,979.3 N 185,253.6	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result (N/kPa/ppm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
				38.09		0.02	Tarmac cover. [MADE GROUND]	
				37.94		0.17	Concrete. [MADE GROUND]	
0.30-0.40	ES1			37.71		0.40	Loose light grey brown slightly gravelly clayey fine to medium sand. Gravel is subangular to rounded, fine to coarse of chalk. [MADE GROUND]	
				37.41		(0.30) 0.70	Dense red gravel of rectangular coarse to cobble sized brick and mortar with pockets of loose grey brown slightly gravelly clayey fine to medium sand. Gravel is subangular to rounded, fine of chalk and medium to coarse of brick (relic foundations). [MADE GROUND]	
0.70-0.80	ES2			37.21		0.90	Soft dark grey brown slightly sandy gravelly clay. Sand is fine. Gravel is subangular to subrounded, fine to coarse of brick. [MADE GROUND]	
1.00-1.10	ES3					(0.50)	Soft to firm light brown mottled grey clay. [MADE GROUND - REWORKED LONDON CLAY]	
1.00		N8		36.71		1.40	Firm light brown gravelly clay. Gravel is angular to subrounded, fine to coarse of flint and brick. [MADE GROUND - REWORKED LONDON CLAY]	
				36.61		1.50	Firm to stiff light brown mottled grey CLAY. [WEATHERED LONDON CLAY FORMATION]	
1.50	D1.1							
2.00	D1.2						3.00 Becoming stiff. 3.00 - 3.30 Clay is fissured. 3.40 - 3.50 Becoming slightly sandy clay. Sand is orange and fine.	
2.00		N9						
3.00	D1.3							
3.00		N10				(3.50)		
4.00	D1.4							
4.00		N12						
				33.11		5.00		
5.00	D1.5						*(Window sample terminated at 5m)*	
5.00		N17						

Boring Progress and Water Observations					
Date	Strike depth	Casing depth	Comment	Time measured	Standing Depth

General Remarks

1. D - Disturbed Sample. ES - Environmental Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Monitoring installation details: from 0.0m to 0.5mbgl plain pipe with betonite backfill, from 0.5mbgl to 1.5mbgl slotted pipe with gravel filter, from 1.5mbgl to 2.0mbgl bentonite arisings, from 2.0mbgl to 5.0mbgl backfilled with arisings. Monitoring installation fitted with end cap, gas tap and bung.

Method/ Plant Used	Field Crew	Logged By	Checked By
Tracked windowless sampler rig	RP Drilling	DMH	ADC

OGL WS LOG CG28407 KENTISH TOWN CAR WASH.GPJ GINT STD AGS 3_1.GDT 12/2/17

WINDOW SAMPLE LOG

Project				HOLE No
Kentish Town Car Wash				WS2
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	04-12-17	38.06	E 528,976.8 N 185,250.8	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result (N/kPa/ppm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
				38.04		0.02	Tarmac cover.	
				37.89		0.17	[MADE GROUND]	
				37.66		0.40	Concrete. [MADE GROUND]	
0.60-0.70	ES4			37.36		(0.30) 0.70	Loose light grey brown slightly clayey silty fine to medium sand. [MADE GROUND]	
0.80-0.90	ES5			37.16		0.90	Dense red gravel of rectangular coarse to cobble sized brick and mortar with pockets of loose grey brown slightly gravelly clayey fine to medium sand. Gravel is subangular to rounded, fine to coarse of brick and concrete (relic foundations). [MADE GROUND]	
1.00		N6					Soft light brown slightly gravelly sandy clay. Sand is fine to medium. Gravel is subangular to rounded, fine to medium of flint and brick. [MADE GROUND - REWORKED LONDON CLAY]	
1.20	D2.1						Firm to stiff light brown mottled grey CLAY. [WEATHERED LONDON CLAY FORMATION]	
1.50	D2.2						1.50 - 2.00 Clay is becoming light brown mottled brown red, bioturbulated with rare black relict rootlets.	
2.00	D2.3							
2.00		N7					2.20 - 2.40 Becoming slightly sandy clay. Sand is orange and fine.	
						(4.10)		
3.00	D2.4							
3.00		N11					3.50 Becoming stiff. 3.60 - 3.80 Becoming sandy clay. Sand is orange and fine.	
4.00	D2.5							
4.00		N13					4.00 Grey mottling becoming rare.	
				33.06		5.00		
5.00	D2.6						*(Window sample terminated at 5m)*	
5.00		N24						

Boring Progress and Water Observations					
Date	Strike depth	Casing depth	Comment	Time measured	Standing Depth

General Remarks

1. D - Disturbed Sample. ES - Environmental Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Hole reverse backfilled with arisings and reinstated with concrete at surface.

Method/ Plant Used	Field Crew	Logged By	Checked By
Tracked windowless sampler rig	RP Drilling	DMH	ADC

OGL WS LOG CG28407 KENTISH TOWN CAR WASH.GPJ GINT STD AGS 3_1.GDT 12/12/17

WINDOW SAMPLE LOG

Project				HOLE No
Kentish Town Car Wash				WS3
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	04-12-17	38.02	E 528,982.2 N 185,246.2	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result (N/kPa/ppm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
				37.87		0.15	Concrete. [MADE GROUND]	
				37.77		0.25		
0.20-0.30	ES6					(0.45)	Loose light brown grey slightly gravelly silty fine to medium sand. Gravel is subangular to rounded, fine to medium of flint and brick. [MADE GROUND]	
0.60-0.70	ES7			37.32		0.70	Medium dense pulverised red gravel of subangular to subrounded fine to coarse brick and mortar with loose pockets of loose brown grey slightly gravelly silty fine to medium sand. Gravel is subangular to rounded, fine to medium of brick and rare chalk (relic foundations). [MADE GROUND]	
				37.22		0.80		
1.00	D3.1					(0.70)		
1.00		N12/ 150 mm						
				36.52		1.50	Soft light grey brown slightly gravelly sandy clay. Sand is fine to medium. Gravel is subangular to rounded, fine to coarse of brick and rare chalk. [MADE GROUND]	
1.50	D3.2			36.32		1.70	Firm light brown mottled brown red slightly gravelly CLAY. Gravel is subangular to subrounded, fine to medium of flint. Clay is bioturbulated with frequent black relict rootlets. [WEATHERED LONDON CLAY FORMATION]	
2.00	D3.3						Firm light brown slightly sandy very gravelly CLAY. Clay is fissured. Sand is fine to medium. Gravel is subangular to subrounded, fine to medium of flint. [WEATHERED LONDON CLAY FORMATION]	
2.00		N8						
2.50	D3.4						Firm to stiff light brown mottled grey CLAY. [WEATHERED LONDON CLAY FORMATION] 1.90 - 2.20 Rare single rounded medium gravel inclusions of flint.	
3.00	D3.5					(3.30)		
3.00		N14						
3.50	D3.6							
4.00	D3.7							
4.00		N14						
4.50	D3.8							
				33.02		5.00		
5.00	D3.9						*(Window sample terminated at 5m)*	
5.00		N16						

Boring Progress and Water Observations					
Date	Strike depth	Casing depth	Comment	Time measured	Standing Depth

General Remarks

1. D - Disturbed Sample. ES - Environmental Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Monitoring installation details: from 0.0m to 0.5mbgl plain pipe with betonite backfill, from 0.5mbgl to 1.5mbgl slotted pipe with gravel filter, from 1.5mbgl to 2.0mbgl bentonite arisings, from 2.0mbgl to 5.0mbgl backfilled with arisings. Monitoring installation fitted with end cap, gas tap and bung.

Method/ Plant Used	Field Crew	Logged By	Checked By
Tracked windowless sampler rig	RP Drilling	DMH	ADC

OGL WS LOG CG28407 KENTISH TOWN CAR WASH.GPJ GINT STD AGS 3_1.GDT 12/12/17

WINDOW SAMPLE LOG

Project				HOLE No
Kentish Town Car Wash				WS4
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	04-12-17	38.11	E 528,973.2 N 185,243.5	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result (N/kPa/psm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
				37.81		(0.30) 0.30	Concrete with brick foundations underlying. [MADE GROUND]	
				37.51		(0.30) 0.60	No recovery of soil due to one rounded brick cobble becoming stuck in the liner. [MADE GROUND]	
0.60-0.70	ES8			37.31		0.80	Loose light brown grey slightly clayey slightly gravelly silty fine to medium sand. Gravel is subangular to rounded, fine to medium of flint and rare brick. [MADE GROUND]	
				37.11		1.00		
1.00-1.10	ES9						Soft to firm light brown slightly silty clay. [MADE GROUND]	
1.00		N3				(1.00)	No recovery of soil due to one rounded brick cobble becoming stuck in the liner. [MADE GROUND?]	
				36.11		2.00		
2.00	D4.1						Firm to stiff light brown mottled grey CLAY. [WEATHERED LONDON CLAY FORMATION] 2.20 - 2.30 Becoming slightly sandy clay. Sand is orange and fine.	
2.00		N7						
2.50	D4.2							
3.00	D4.3							
3.00		N12						
3.40	D4.4					(3.00)	3.50 - 3.70 Becoming slightly sandy clay. Sand is orange and fine.	
4.00	D4.5							
4.00		N12						
4.50	D4.6							
				33.11		5.00		
5.00	D4.7						*(Window sample terminated at 5m)*	
5.00		N14						

Boring Progress and Water Observations					
Date	Strike depth	Casing depth	Comment	Time measured	Standing Depth

General Remarks

1. D - Disturbed Sample. ES - Environmental Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Hole reverse backfilled with arisings and reinstated with concrete at surface.

Method/ Plant Used	Field Crew	Logged By	Checked By
Tracked windowless sampler rig	RP Drilling	DMH	ADC

WINDOW SAMPLE LOG

CGL

Project				HOLE No
Kentish Town Car Wash				WS5
Job No	Date	Ground Level (m)	Co-Ordinates (m)	
CG/28407	04-12-17	38.08	E 528,978.0 N 185,243.1	
Client				Sheet
KTR Carwash Project Limited				1 of 1

SAMPLES & TESTS			Water	STRATA				Instrument /Backfill
Depth (m)	Type No	Test Result (N/kPa/ppm)		Reduced Level	Legend	Depth (m) (Thick-ness)	DESCRIPTION	
				37.88		0.20	Concrete. [MADE GROUND]	
				37.68		0.40	Loose dark grey silty gravel of subangular to subrounded fine to coarse of brick and concrete. [MADE GROUND]	
0.50-0.60	ES10			37.38		(0.30) 0.70	Soft dark grey gravelly very sandy clay. Sand is fine to medium. Gravel is angular to subrounded, fine to medium of flint and brick fragments. [MADE GROUND]	
0.80-0.90	ES11							
1.00		N9					Soft to firm light brown mottled grey CLAY with rare subrounded to rounded fine gravel of flint throughout. [WEATHERED LONDON CLAY FORMATION]	
1.20	D5.1					(1.00)		
				36.38		1.70		
						(0.40)	Firm light brown mottled orange sandy gravelly CLAY. Sand is fine to medium. Gravel is subangular to rounded, fine to coarse of flint. [WEATHERED LONDON CLAY FORMATION]	
2.00	D5.2			35.98		2.10	1.90 Becoming slightly gravelly sandy clay.	
2.00		N10					Firm to stiff light brown mottled grey CLAY. [WEATHERED LONDON CLAY FORMATION]	
3.00	D5.3							
3.00		N9				(2.90)		
4.00	D5.4							
4.00		N12						
				33.08		5.00		
5.00	D5.5						*(Window sample terminated at 5m)*	
5.00		N14						

Boring Progress and Water Observations

Date	Strike depth	Casing depth	Comment	Time measured	Standing Depth

General Remarks

1. D - Disturbed Sample. ES - Environmental Sample. N - SPT 'N' value.
2. No groundwater encountered.
3. Monitoring installation details: from 0.0m to 1.0mbgl plain pipe with betonite backfill, from 1.0mbgl to 2.0mbgl slotted pipe with gravel filter, from 2.0mbgl to 2.5mbgl bentonite arisings, from 2.5mbgl to 5.0mbgl backfilled with arisings. Monitoring installation fitted with end cap, gas tap and bung.

Method/ Plant Used	Field Crew	Logged By	Checked By
Tracked windowless sampler rig	RP Drilling	DMH	ADC

OGL WS LOG CG28407 KENTISH TOWN CAR WASH.GPJ GINT STD AGS 3_1.GDT 12/12/17

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