

Camden Lock Market

Planning Application

Historic Environment Assessment



Prepared by MOLA
On Behalf of Castlehaven Row Ltd
August 2015





CAMDEN LOCK MARKET

Camden Town

London NW1

London Borough of Camden

Historic environment assessment

July 2015



**Camden Lock Market
Camden Town
London NW1**

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Executive summary

Stanley Sidings, on behalf of Castlehaven Row Limited, a subsidiary of Market Tech Holdings Ltd, has commissioned MOLA to carry out a historic environment assessment in advance of proposed development at Camden Lock Market, Camden Town in the London Borough of Camden. The scheme comprises the demolition of a number of buildings in Middle Yard, the canopy structures and internal floors in East Yard and a small building on the south side of West Yard, all dating to the 1990s/2000s, together with the internal floors within the 19th century Dingwall's building on the east side of Middle Yard. A number of new structures are proposed, including a multi-storey building, with basement, in Middle Yard, a single storey building on the south side of West Yard, a bridge over Middle Dock and a deck area over part of Dead Dog Basin on the western edge of the site. A basement is also proposed underneath the majority of East Yard. The western side of the site includes part of the early 20th century Grade II listed Interchange Building, incorporating the early 20th century East Vaults and mid-19th century Interchange Basin (Dead Dog Basin) beneath: it is also proposed that the floor of the East Vaults be lowered. A number of other ancillary works and alterations to existing structures are proposed, including the replacement of historic granite setts, probably originally dating to the 19th century, in West Yard, Middle Yard and Camden Lock Place.

The site falls within the Regent's Canal Conservation Area and an Archaeological Priority Area which covers an area of the post-medieval canalside industry.

This desk-based study assesses the impact on buried heritage assets (archaeological remains). Above ground heritage assets (historic structures) are not discussed in detail but have been noted where they assist in the archaeological interpretation of the site: this report does not however assess the impact of the scheme on the significance of listed buildings or other above-ground historic structures.

Buried heritage assets that may be affected by the proposals comprise:

- **early 19th century and later buried remains** including infilled dock basins, foundation remains of dockside buildings and industrial infrastructure (high potential), of medium or low significance (high significance for remains associated with the Grade II listed Interchange complex);
- **19th century granite setts** of medium or low significance.

The potential for earlier remains is low given that the site was first developed in the early 19th century, with the exception of a small building possibly within the site according to Rocque's map of 1745.

Archaeological survival potential is likely to be greatest in West Yard and in the centre and eastern section of Middle Yard which have been less subject to building development in the 20th century. East Yard includes an infilled dock basin which may incorporate early-19th century fabric.

The proposed piling and basement excavation in East Yard and Middle Yard would remove all surviving archaeological remains within their footprint. This would reduce asset significance to nil within the footprint of these works. The probable strip or pad foundations for the proposed new building in West Yard, lowering of the floor slab in the East Vaults, new lifts and other ancillary works are likely to truncate but not completely remove any surviving 19th century archaeological remains within the footprint of these works, reducing asset significance to medium or low. Lifting the historic granite setts, particularly those in Middle Yard (likely to be in situ) would reduce their significance to negligible or nil.

It is probable that the local authority would request further investigation of archaeological potential, in order to clarify the likely impacts of the development. Although the precise details would need to be agreed with the local authority's archaeological advisor, it is suggested that the most appropriate investigation strategy is likely to entail archaeological evaluation trenches/pits. These would aim to determine the presence, nature and significance of any archaeological remains in the areas of proposed impact. A preliminary investigation could also include the archaeological monitoring of any geotechnical pits dug for engineering purposes.

The results of the evaluation would enable an informed decision to be made in respect of an appropriate mitigation strategy for any significant archaeological assets which might comprise targeted archaeological excavation in advance of construction, and/or a watching brief during ground works for remains of lesser significance. This would ensure that significant archaeological assets are not removed without record. Any archaeological work would need to be undertaken in accordance with an approved Written Scheme of Investigation (WSI) and could be carried out under the terms of a standard archaeological planning condition set out with the granting of planning consent.

1 Introduction

1.1 Origin and scope of the report

- 1.1.1 Stanley Sidings on behalf of Castlehaven Row Limited, a subsidiary of Market Tech Holdings Ltd, has commissioned MOLA (Museum of London Archaeology) to carry out a historic environment assessment in advance of proposed development at Camden Lock Market, Camden Town, London NW1 (National Grid Reference 528651 184115: Fig 1). The scheme comprises the demolition of a number of buildings in Middle Yard, the canopy structures and internal floors in East Yard and a small building on the south side of West Yard, all dating to the 1990s/2000s, together with the internal floors within the 19th century Dingwall's building on the east side of Middle Yard. A number of new structures are proposed, including a multi-storey building, with basement, in Middle Yard, a single storey building on the south side of West Yard, a bridge over Middle Dock and a deck area over part of Dead Dog Basin on the western edge of the site. A basement is also proposed underneath the majority of East Yard. The western side of the site includes part of the early 20th century Grade II listed Interchange Building, incorporating the early 20th century East Vaults and mid-19th century Interchange Basin (Dead Dog Basin) beneath: it is also proposed that the floor of the East Vaults be lowered. A number of other ancillary works and alterations to existing structures are proposed, including the replacement of historic granite setts, probably originally dating to the 19th century, in West Yard, Middle Yard and Camden Lock Place.
- 1.1.2 This desk-based study assesses the impact of the scheme on buried heritage assets (archaeological remains). It forms an initial stage of investigation of the area of proposed development (hereafter referred to as the 'site') and may be required in relation to the planning process in order that the local planning authority (LPA) can formulate an appropriate response in the light of the impact upon any known or possible heritage assets. These are parts of the historic environment which are considered to be significant because of their historic, evidential, aesthetic and/or communal interest.
- 1.1.3 This report deals solely with the archaeological implications of the development and does not cover possible built heritage issues, except where buried parts of historic fabric are likely to be affected. Above ground assets (i.e., designated and undesignated historic structures and conservation areas) on the site or in the vicinity that are relevant to the archaeological interpretation of the site are discussed. Whilst the significance of above ground assets is not assessed in this archaeological report, direct physical impacts upon such assets arising from the development proposals are noted. The report does not assess issues in relation to the setting of above ground assets (eg visible changes to historic character and views). This archaeological report is not intended to support an application for Listed Building Consent. A separate Heritage Statement prepared by Stephen Levrant Heritage Architecture Ltd deals with above ground assets, while a further Heritage Statement prepared by MOLA deals with the historic granite setts.
- 1.1.4 The assessment has been carried out in accordance with the requirements of the National Planning Policy Framework (NPPF) (DCLG 2012, 2014; see section 10 of this report) and to standards specified by the Chartered Institute for Archaeologists (CIfA Dec 2014a, 2014b), Historic England (EH 2008, 2015), and the Greater London Archaeological Advisory Service (GLAAS 2014). Under the 'Copyright, Designs and Patents Act' 1988 MOLA retains the copyright to this document.
- 1.1.5 Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MOLA, correct at the time of writing. Further archaeological investigation, more information about the nature of the present buildings, and/or more detailed proposals for redevelopment may require changes to all or parts of the document.

1.2 Designated heritage assets

- 1.2.1 On its west side, the site includes parts of the Grade II listed early 20th century Interchange

Building with associated 20th century vaults (east side) and 19th century vaults (west side), dock basin, horse tunnel and stairs (**HEA 1**). The majority of the eastern side of the Interchange Building and Eastern Vaults and the majority of the dock basin are within the site. The western and northern end of the Interchange Building, Western Vaults, horse tunnel and stairs, and northern end of the dock basin are outside the site

- 1.2.2 Four other Grade II listed buildings lie adjacent to the southern boundary of the site, all associated with the Grand Union Canal/Regent's Canal: a mid-19th century towpath bridge over the canal inlet to the Interchange Building (**HEA 2**), the late 19th century road bridge taking Hampstead Road over the canal (**HEA 3**), a pair of early 19th century canal locks (**HEA 4**) and an early/mid-19th century roving bridge over the canal (**HEA 5**).
- 1.2.3 The site falls within the Regent's Canal Conservation Area as designated by the London Borough of Camden. The structures surrounding West Yard and Middle Yard within the site have been identified by the LPA as making a positive contribution to the conservation area.
- 1.2.4 The site is also located within an Archaeological Priority Area, as defined by the London Borough of Camden, covering an area of post-medieval canalside industry.

1.3 Aims and objectives

- 1.3.1 The aim of the assessment is to:
- identify the presence of any known or potential buried heritage assets that may be affected by the proposals;
 - describe the significance of such assets, as required by national planning policy (see section 9 for planning framework and section 9.4.2 for methodology used to determine significance);
 - assess the likely impacts upon the significance of the assets arising from the proposals; and
 - provide recommendations for further assessment where necessary of the historic assets affected, and/or mitigation aimed at reducing or removing completely any adverse impacts upon buried heritage assets and/or their setting.

2 Methodology and sources consulted

- 2.1.1 For the purposes of this report the documentary and cartographic sources, including results from any archaeological investigations in the site and a study area around it were examined in order to determine the likely nature, extent, preservation and significance of any buried heritage assets that may be present within the site or its immediate vicinity and has been used to determine the potential for previously unrecorded heritage assets of any specific chronological period to be present within the site.
- 2.1.2 In order to set the site into its full archaeological and historical context, information was collected on the known historic environment features within a 750m-radius study area around the area of proposed development, as held by the primary repositories of such information within Greater London. These comprise the Greater London Historic Environment Record (HER) and the London Archaeological Archive and Research Centre (LAARC). The HER is managed by Historic England and includes information from past investigations, local knowledge, find spots, and documentary and cartographic sources. The LAARC includes a public archive of past investigations and is managed by the Museum of London. The study area was considered through professional judgement to be appropriate to characterise the historic environment of the site. Occasionally there may be reference to assets beyond this study area, where appropriate, e.g., where such assets are particularly significant and/or where they contribute to current understanding of the historic environment.
- 2.1.3 In addition, the following sources were consulted:
- MOLA – Geographical Information System, the deposit survival archive, published historic maps and archaeological publications;
 - Historic England – information on statutory designations including scheduled monuments and listed buildings;
 - London Canal Museum – historic maps and published histories;
 - London Metropolitan Archives; Canals and River Trust Archive, National Waterways Museum, Ellesmere Port – historic maps and published histories;
 - Groundsure– historic Ordnance Survey maps from the first edition (1860–70s) to the present day;
 - British Geological Survey (BGS) – solid and drift geology digital map;
 - Stanley Sidings – architectural drawings (Piercy & Company/January–July 2015), engineering drawings (Walsh/July 2015), existing site survey (Gleeds/April 2012), archaeological risk assessment (URS/May 2012), geo-environmental assessment and geotechnical appraisal (URS/May 2012), features of significance in the Interchange basement (Tucker/July 2010);
 - Internet – web-published material including the LPA local plan, and information on conservation areas and locally listed buildings.
- 2.1.4 In parallel with this Historic Environment Assessment a Heritage Statement for the site has also been compiled by Stephen Levrant Heritage Architecture Ltd, and a Paving – Heritage Statement has been compiled by MOLA.
- 2.1.5 The assessment included a site visit carried out on the 23rd June 2015 in order to determine the topography of the site and existing land use/the nature of the existing buildings on the site, and to provide further information on areas of possible past ground disturbance and general historic environment potential. Observations made on the site visit have been incorporated into this report.
- 2.1.6 Fig 2 shows the location of known historic environment features within the study area. These have been allocated a unique historic environment assessment reference number (**HEA 1, 2, etc**), which is listed in a gazetteer at the back of this report and is referred to in the text. Where there are a considerable number of listed buildings in the study area, only those within the vicinity of the site are included, unless their inclusion is considered relevant to the study. Conservation areas are not shown. Archaeological Priority Areas are shown where appropriate. All distances quoted in the text are approximate (within 5m).

- 2.1.7 Section 9.4.2 sets out the criteria used to determine the significance of heritage assets. This is based on four values set out in Historic England's *Conservation principles, policies and guidance* (EH 2008), and comprise evidential, historical, aesthetic and communal value. The report assesses the likely presence of such assets within (and beyond) the site, factors which may have compromised buried asset survival (i.e. present and previous land use), as well as possible significance.
- 2.1.8 Section 11 includes non-archaeological constraints. Section 12 contains a glossary of technical terms. A full bibliography and list of sources consulted may be found in section 13 with a list of existing site survey data obtained as part of the assessment.

3 Site location, topography and geology

3.1 Site location

- 3.1.1 The site is located at Camden Lock Market in the London Borough of Camden (NGR 528651 184115: Fig 1). The site is bounded by the Regent's Canal to the south, Chalk Farm Road to the east, shops and offices fronting on to the north side of Camden Lock Place to the north and the Interchange Building/Dead Dog Basin (part of which falls within the site) to the west.
- 3.1.2 The site falls within the historic parish of St Pancras, and lay within the county of Middlesex prior to being absorbed into the administration of the Greater London Borough of Camden.
- 3.1.3 The site lies adjacent to the north side of the Regent's Canal. The closest major natural watercourse is the River Fleet, now culverted, which ran c 300m to the east of the site. The site is located 3.9km to the north-west of the River Thames into which the River Fleet flows.

3.2 Topography

- 3.2.1 Topography can provide an indication of suitability for settlement, and ground levels can indicate whether the ground has been built up or truncated, which can have implications for archaeological survival (see section 5.2).
- 3.2.2 The area in the vicinity of the site is fairly flat, though there is a very gentle slope down to the east, and down to both the north and south of the site. According to Ordnance Survey spot height data, the ground level on Chalk Farm Road/Camden High Street is 28.8m above Ordnance Datum (OD) 100m north of the site, rising to 30.4m OD adjacent to the south-east corner of the site. South of the site, Jamestown Road falls from an Ordnance Survey spot height of 31.8m OD 160m south-west of the site to 28.9m OD 120 south of the site.
- 3.2.3 According to a levelled site survey of the site in 2012, ground level within the external areas of the site varies slightly (Gleeds, dwg ref: LNBS0001_T01, dated 2012). Reflecting the topography of the surrounding area, Camden Lock Place slopes very gently down to the east from 30.2m OD at its western end to 28.8m OD at its eastern end, at the junction with Chalk Farm Road. Middle Yard slopes gently up to the south, from 29.3m OD underneath the footbridge at its northern end to 30.2m OD at its southern end. West Yard is fairly flat (29.9–30.2m OD), though there is a slightly higher level of raised paving at its southern end, which rises to 30.4m OD. East Yard is completely covered with buildings.

3.3 Geology

- 3.3.1 Geology can provide an indication of suitability for early settlement, and potential depth of remains.
- 3.3.2 The geology for the site and its vicinity comprises London Clay (BGS digital data).
- 3.3.3 There have been three previous ground investigations at the site:
- Thirteen hand dug trial pits to 0.8–1.5m below ground level (mbgl) in and around Middle Yard by Stats Ltd for Hunting Gate Design Ltd in November 1988;
 - Six cable percussion boreholes to 15.0mbgl in and around Eastern Yard by Oakley Soil Surveys for Northside Developments in February 1988;
 - Two cable percussion boreholes to 25.0mbgl near Eastern Yard by Soil Mechanics Ltd for Hunting Gate Design Ltd in February 1989.
- 3.3.4 While it has not been possible to obtain copies of these reports, an initial geo-environmental assessment by URS in May 2012 (URS, 2012, 6) concluded that these investigations revealed a variable thickness of made ground across the site, with the greatest depths encountered within the region of the infilled canal basin (East Dock), where the made ground was over 4.0m in depth.
- 3.3.5 The made ground is likely to contain material dug out from the adjacent canal in the early 19th century, particularly on the southern part of the site, dumped deposits used to fill the canal

basins (the East Dock and northern part of the Middle Dock) within the site and demolition rubble from earlier buildings on the site (the 'brick/concrete fragments' mentioned in the URS report (*ibid.*)).

- 3.3.6 Nearby past archaeological investigations and BGS borehole data have also been consulted in order to assess the likely depth of the natural geology within the site. Three past investigations (watching briefs) have been conducted in the immediate vicinity of the site, two adjacent to the northern boundary of the site in Stables Market (**HEA 16**) and the third 30m from the north-west corner of the site (**HEA 15**).
- 3.3.7 The first watching brief was conducted adjacent to the northern boundary of the site in 2002 (**HEA 16**) and noted modern and undated made ground above the natural Clay which was largely truncated and observed at a depth of 0.6mbgl–1.7mbgl. This was followed up by a second watching brief in 2005 (also **HEA 16**) during which the natural Clay was observed at a depth of 1.8mbgl, overlain by a buried soil deposit at 1.4–1.8mbgl and dumped deposits of domestic and industrial waste at 1.0–1.4mbgl, capped by concrete.
- 3.3.8 During the watching brief conducted 30m from the north-west corner of the site (**HEA 15**) it was noted that the natural topography was obscured by ground raising deposits for the 19th century goods yard and railway tracks. The top of the London Clay was observed at 29.1m OD, 5.2mbgl.
- 3.3.9 The closest BGS boreholes to the site are located 100m south-east of the site (TQ28SE/26) and 150m south-west of the site (TQ28SE/686A), both on the other side of the canal from the site. They recorded the top of the natural London Clay at 2.7–3.2mbgl, overlain by brick hard-core filling (ground raising deposits) at TQ28SE/686A and gravelly clay (possibly redeposited clay from the excavation of the canal) at TQ28SE/26.
- 3.3.10 Given the poor availability of data from the past geotechnical investigations on the site, it is not possible to be precise about the top of any untruncated natural London Clay within the site. In the area of the infilled East Dock the depth of the natural Clay is known to be over 4.0mbgl (but will be heavily truncated) and may be similar to this within the footprint of the Middle Dock (and infilled northern section of the Middle Dock) and Dead Dog Basin. Elsewhere on the site it is likely to be less deep below ground level, though it is probably overlain by at least 0.6m (judging from the past investigation adjacent to the north side of the site, and probably substantially more than this), of made ground formed by deposits dumped on the canal banks when it was originally constructed and demolition rubble from earlier buildings on the site.

4 Archaeological and historical background

4.1 Overview of past investigations

- 4.1.1 No archaeological investigations have been carried out within the site in the past. Investigations have been carried out at nine locations in the surrounding study area, three within 60m of the site boundary (**HEA 13, 15 and 16**). The significance of the basement of the Interchange Building, part of which falls within the western edge of the site was also assessed in 2010 (**HEA 17**). All have recorded activity dating to the post-medieval periods, mostly of 19th century development. Only one investigation, at Baynes Street 720m to the east of the site (**HEA 9**), has recorded earlier remains; a medieval hearth with a stone surround. Three past investigations were conducted at Stables Market (two in Building C – **HEA 16**, adjacent to the northern boundary of the site – and one in Buildings A, B and D – **HEA 15**, 30m north of the north-east corner of the site). A watching brief and standing structure recording were conducted at Buildings A, B and D which was on the site of the former London and Birmingham Railway and Goods Yard Depot opened in 1841. A tripartite brick tunnel with storage alcoves at either side, was exposed at the southern edge of the site, together with a tunnel known as the 'Horse Tunnel'. Watching briefs were conducted at Building C, where footings of a fairly substantial railway structure were revealed, together with a concrete floor and overlying demolition layers probably from the 19th century Gilbey's Bottle Warehouse formerly in this location.
- 4.1.2 The results of these investigations, along with other known sites and finds within the study area, are discussed by period, below. The date ranges below are approximate.

4.2 Chronological summary

Prehistoric period (800,000 BC–AD 43)

- 4.2.1 The Lower (800,000–250,000 BC) and Middle (250,000–40,000 BC) Palaeolithic saw alternating warm and cold phases and intermittent perhaps seasonal occupation. During the Upper Palaeolithic (40,000–10,000 BC), after the last glacial maximum, and in particular after around 13,000 BC, further climate warming took place and the environment changed from steppe-tundra to birch and pine woodland. It is probably at this time that England saw continuous occupation. Erosion has removed much of the Palaeolithic land surfaces and finds are typically residual. There are no known finds dated to this period within the study area.
- 4.2.2 The Mesolithic hunter-gather communities of the postglacial period (10,000–4000 BC) inhabited a still largely wooded environment. The river valleys would have been favoured in providing a predictable source of food (from hunting and fishing) and water, as well as a means of transport and communication. Evidence of activity is characterised by flint tools rather than structural remains. There are no known finds dated to this period within the study area.
- 4.2.3 The Neolithic (4000–2000 BC), Bronze Age (2000–600 BC) and Iron Age (600 BC–AD 43) are traditionally seen as the time of technological change, settled communities and the construction of communal monuments. Farming was established and forest cleared for cultivation. An expanding population put pressure on available resources and necessitated the utilisation of previously marginal land. There are no known finds dated to these periods within the study area. The site is located on London Clay. The heavy soils, difficult to work with a plough, would not have been a first choice for settlement or farming compared to the extensive Gravel terraces 1.5km to the south. Although there may have been small clearings, much of the area is likely to have been heavily wooded throughout this period.

Roman period (AD 43–410)

- 4.2.4 The Roman settlement of *Londinium* was established in c AD 50 in the area of the City, c 4.3km to the south-east of the site. Settlement and other activity in the general area would have been influenced by administrative and infrastructure factors associated with the rise to

prominence of *Londinium* in the 2nd century AD. Small, nucleated settlements, typically located along the major roads leading to the capital, acted both as markets and as producers to the capital (MoLAS 2000, 150).

- 4.2.5 The site is situated 2.8km north of an east-west Roman road that followed the line of Oxford Street, 3.0km to the east of the main Roman road of Watling Street which extended from London to St Albans and which followed the approximate line of the modern Edgware Road. There are no known sites or finds of Roman date within the study area. As with the later prehistoric period, the heavy clay would not have been ideal for early farming, and it is likely that much of the area was heavily wooded throughout this period, with clearings for occasional farmsteads.

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

- 4.2.6 Following the withdrawal of the Roman army from England in the early 5th century AD the whole country fell into an extended period of socio-economic decline. The Roman city was abandoned and the main Saxon settlement of *Lundenwic* grew up to the west in the area of what is now Covent Garden and the Strand, 3.9km to the south-east of the site (MoLAS 2000, 182).
- 4.2.7 The site lay within the extensive manor (estate) of St Pancras. St Pancras Old Church lies beside the River Fleet (now underground) at the northern end of Pancras Road, 1.3km to the south-east of the site. The church was believed to have been founded on land given by King Ethelbert to St Paul's Cathedral in AD 604 (VCH *Middlesex* i, 122). Further evidence of an early Saxon date was also gained by the 1847 discovery of an altar stone, dated to the late 6th–early 7th century, beneath the 13th century tower of the church (Weinreb and Hibbert 1995, 774). The church would have formed a focus for settlement, the exact location and extent of which is not currently known.
- 4.2.8 In the 9th century, *Londinium* was reoccupied and its walls repaired as part of the defensive system established by King Alfred against the Danes. This settlement, named *Lundenburh*, formed the basis of the medieval city, and lay 4.3km to the south-east of the site. Around the 9th and 10th century, the local parochial system began to replace the earlier Saxon Minster system, with formal areas of land centred on nucleated settlement served by a parish church.
- 4.2.9 Throughout this period the site is likely to have been located in open fields, under cultivation or pasture, or still woodland. The main settlement centres were located some distance away.

Later medieval period (AD 1066–1485)

- 4.2.10 The main St Pancras manor was eventually broken up into smaller estates. The site fell within the Rugmere manor which covered the area of modern Chalk Farm and Regent's Park. Domesday Book (AD 1086) describes the manor of "Rug-Moor" as comprising two hides (a hide was a unit of land and was around 120 hectares) held by Ralph, a Canon of St Paul's. The GLHER (ref. 081393) places the approximate centre point of the early (Saxon) and later medieval settlement of 'Rugmore' in the area of London Zoo (**HEA 40**), 550m to the south-west of the site, although this is apparently conjecture as no sources are indicated. During the mid-15th century Rugmere was given to Eton College by King Henry VI (1421–1471). The site of Rugmere manor house is noted by the GLHER as being located 750m west of the site, on the corner of modern Erskine Road (**HEA 41**).
- 4.2.11 During this period the focus of the main settlement around St Pancras had shifted north towards Kentish Town (Richardson 1997, 8), 850m to the north of the site. It is believed that this relocation of the settlement was due to the constant flooding of the land and roadway near the church of St Pancras from the Fleet river which flowed beside the Pancras Road (*ibid*, 8). This shift is emphasised by the development of a chapel-of-ease (for those unable to make the journey to the parish church) at Kentish Town c AD 1200. The earliest known spelling of Kentish Town is 'Kentisston' in 1208 (*ibid*, 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 have been synonymous and interchangeable in many early documents (Weinreb and Hibbert 1995, 440). The chapel was rebuilt during the mid-15th century (*ibid*, 8). This was apparently located on the west side of Kentish Town Road, where Nos 205–13 are today, 720m to the north-west of the site. The exact location and extent of the settlement is uncertain. The GLHER places the centre of the medieval settlement at the junction between Kentish Town Road and Camden

Street (**HEA 28**), 340m to the north-east of the site. Two medieval taverns are recorded on the GLHER along the Kentish Town Road between the chapel-of-ease and this road junction (**HEA 29** and **30**). It is perhaps the case that the settlement was less nucleated and more linear in form, and that there were intermittent buildings spread all the way along the road.

- 4.2.12 The GLHER also records a possible small later medieval settlement on what is now Camden High Street, though the grid reference places it a little to the east of the High Street, 360m south-east of the site (**HEA 39**). The GLHER records Highgate Road, running from Camden Town through Kentish Town (on the line of the present Kentish Town High Street) and up Highgate Hill (**HEA 24**).
- 4.2.13 A medieval hearth, or fire-place, with a rough-hewn stone surround was revealed during an investigation at Baynes Street (**HEA 9**), 720m to the east of the site. The hearth was built of red roof tiles laid on edge, the upper surface having signs of burning. It survived as an isolated feature, truncated by 19th-century basements. Other than this there are no known finds or features dating from the later medieval period within the study area.
- 4.2.14 Throughout this period the site is likely to have been located in open fields, under cultivation or pasture, or still woodland.

Post-medieval period (AD 1485–present)

- 4.2.15 Development of Camden Town began in 1791 by Charles Pratt, Earl Camden (Walford 1878, 309–324). Prior to this the land around Camden Town was open fields and sparsely populated with a scatter of small houses. The road connecting Tottenham Court to Kentish Town, now Camden High Street, was the main thoroughfare, and there were a number of inns alongside.
- 4.2.16 Rocque's map of 1745 (Fig 3) shows the site as open pasture, at the side of what is now named Chalk Farm Road. Though it is difficult to be precise about the exact location of the site on this map, it may have included a single building on its east side, possibly a road side inn, adjacent to the west side of the road. The closest settlements to the site are Kentish Town, a linear settlement along the current Kentish Town Road to the north-east, and a small settlement around Old Mother Red Caps, 360m to the south-east of the site at the junction of what is now Camden High Street and Kentish Town Road, where Camden Town tube station currently stands. Old Mother Red Caps was an inn which was also known as the "Halfway House" owing to its position between the two towns (*ibid.*). It probably dated to the early 18th century (Hart, Knight & Marshall 1991, 4) but has since been demolished.
- 4.2.17 The end of the 18th century and the early 19th century saw landowners leasing parts of their estates for development. Charles Fitzroy, 1st Baron Southampton, followed Pratt in developing much of the area (Hart, Knight & Marshall, 1991: 4). The layout of Camden Town was characterised by these estates. The newly developed residential areas were focused along Camden High Street, 400m to the south-east of the site. The site itself remained open and undeveloped in these early stages of suburban growth. Milne's map of 1800 (not reproduced) shows the site still in open fields. The building possibly on the east side of the site in Rocque's map of 1745 is no longer shown. The built-up area of Camden Town lies to the south centred on Camden High Street, whilst Kentish Town to the north has expanded southwards along Kentish Town Road, 350m to the north-east of the site.
- 4.2.18 The construction of the Regent's Canal, which runs adjacent to the south side of the site, began in 1812: the engineer James Morgan oversaw its construction (Weinreb and Hibbert 1995, 662). The section that ran from Paddington to Camden Town was opened in 1816 (Stephen Levrant Heritage Architecture, July 2015, 23). The canal was built for long distance trade to the Midlands and the North (Denney 1977, 56–93). The canal connected the Grand Junction Canal at Paddington Basin to the west with the River Thames at Limehouse. The canal led to the establishment of coal wharfs and small scale industrial development, which contributed to the growth of Camden Town. By the 1840s the canal was carrying coal, bricks, glass, stone piping, grain, cheese, chemicals and beer. From the 1870s tonnage on the canal declined slightly. It was only after the Second World War that the canal business went into irreversible decline (<http://www.camden.gov.uk>) and it had ceased most of its commercial functions by the late 1960s (Denney 1977, 56–93).
- 4.2.19 A plan of the Regent's Canal produced in 1823 (Fig 4) shows the site already developed with two docks (the middle dock and a western dock, the origin of today's interchange basin, in the

western part of the site; the east dock had not yet been constructed).

- 4.2.20 Greenwood's map of 1824–6 (Fig 5) also shows the new canal and a series of locks and wharfs at regular intervals. By this stage, wharf buildings have been built and there are now three docks within the site laid out at right angles to the canal on its north side. Camden Lock Place, at the time called Commercial Place, has also been laid out on the northern edge of the site. The towpath on the north side of the canal makes a detour round to the north of the docks and along Commercial Place, presumably to avoid the need to cross the three docks where they entered the canal. Pancras Vale, modern day Chalk Farm Road, runs adjacent to the east side of the site. Camden Town had expanded by this period, and the area was becoming more urbanised. The land surrounding Camden Town to the north-east and north-west was still however largely open fields.
- 4.2.21 Following the completion of Regent's Canal, the London & Birmingham Railway (L&BR), now the main line running 250m west of the site, opened a depot in 1841 to facilitate the transporting of goods into and outside of London. This was London's first inter-city main line railway (Historic England List Entry: 1113238). The line, built by Robert Stephenson, had a branch to Camden Town, where goods were then loaded into barges (Hart, Knight & Marshall 1991: 4 Stephen Levrant Heritage Architecture, July 2015, 21). This resulted in the construction of more warehouses and stables on and around the site. In 1845 the London & North Western Railway (formed from a merger of L&BR and others) purchased one of the original canal docks adjoining the goods yards on the northern side of the canal, Semple's Wharf (the western-most of the three docks within the site) and rebuilt it as a large interchange dock (**HEA 1**). The basin was extended to the north by the addition of an 18.0m long dock and linked by rail link to the goods depot. On the east side of the interchange dock a single storey wooden shed and two cranes were constructed (Historic England List Entry: 1113238).
- 4.2.22 At much the same time, the course of the towpath was changed to run parallel with the canal (outside the site, adjacent to its southern boundary) and a new bridge constructed across the inlet to the dock from the canal (**HEA 2**) outside the site, adjacent to its south-west corner. A roving bridge was also constructed diagonally across the canal adjacent to the southern side of the site (**HEA 5**).
- 4.2.23 The new Interchange complex, towpath and roving bridge are clearly shown on an L&NWR plan of 1848 (Fig 6). It also shows the extension to the original dock on the western side of the site and shows railway tracks running down to the canal side from the north. The tracks are shown on both sides of the interchange basin, those on the western side of the basin being outside the site. The buildings that were previously to the north and west of the western dock (the interchange basin) on Greenwood's map of 1824–6 have now gone, presumably to make room for the remodelled dock and railway tracks leading to it. The other buildings in the central and eastern sections of the site appear to be little changed, though there may have been some changes to the buildings on the south side of Commercial Place which are now shown as three distinct blocks. The plan does not show the structures in the south-eastern part of the site, presumably because it was not in L&NWR ownership.
- 4.2.24 The 1849 St Pancras Parish map (Fig 7) does not show the railway tracks within the western side of the site, though later maps make it clear that they were still there. This is possibly because it is based on an earlier map. What it does show, though, is a large building adjacent to the eastern side of the interchange basin on the western side of the site and a long range of buildings on the eastern side of the site, between the east and middle docks (probably the same range as shown on Greenwood's map of 1824–26. The route of a line linking the Birmingham main line and the East and West India Docks (later the North London Railway) is shown passing the northern corner of the site and over Chalk Farm Road.
- 4.2.25 In 1854–6 the interchange basin was extended again and realigned. Vaults were also constructed to the west of the dock, outside the site, and are now included in the Grade II interchange warehouse listing (**HEA 1**, see para 4.2.29). An L&NWR plan of 1856 (Stephen Levrant Heritage Architecture, July 2015, 28, not reproduced) shows the interchange basin having been further extended to the north, beyond the northern boundary of the site. The plan also shows an increased number of railway tracks running down both sides of the dock to the canal. Tracks also extend into the southern part of what is now West Yard. The long range of buildings previously between the interchange basin and the middle dock appears to have been demolished and a new set of buildings built on the eastern side of the interchange basin (a backwards L shaped transit shed), partially over the southern end of the railway tracks.

- 4.2.26 The Ordnance Survey 1st edition 5':mile map of 1873 (Fig 8) shows the further development on the site. The interchange warehouse is clearly shown, (marked 'Goods Shed') partly extending into the western part of the site. The warehouse was in the form of a timber shed with open sides which allowed the railway tracks to run through it (Stephen Levrant Heritage Architecture, July 2015, 21). It extended over the interchange basin. Multiple railway lines extend into the western side of the site, now entering from the north-west rather than the north as suggested by the 1848 plan (Fig 6). One of these lines is underneath the interchange warehouse canopy. Turntables give access to lines running east to the middle dock towards the centre of the site which has been extended to the north, while the dock on the eastern side of the site has been widened to what looks to be double its previous width. The buildings on the eastern side of Purfleet Wharf (now Middle Yard) may also have been extended or rebuilt. A large complex of stables is shown to the north of the site, the other side of the mainline railway. A horse tunnel (also included in the Grade II interchange warehouse listing (**HEA 1**), see para 4.2.29) was constructed in 1854–6 outside the site to enable the horses to get from the stables to the marshalling yards. Part of this horse tunnel was found during a watching brief 30m north of the site (**HEA 15**).
- 4.2.27 By the Ordnance Survey 2nd edition 5':mile map of 1896 (Fig 9) there have been further changes to the site. A number of buildings have been constructed on the eastern side of the interchange basin and the railway lines on the eastern side of the interchange basin no longer appear to extend as far south as they had previously. Buildings have also been constructed along the western side (mainly consisting of a long building open to the east), and in the centre of Chalk Farm Wharf (now West Yard) and the gap between buildings fronting Camden Lock Place from Chalk Farm Wharf has been closed by a further building and a covered passageway used to enter the yard (as it does today). The building next to it is indicated as being occupied by a smithy. More buildings have also been constructed on the east side of Purfleet Wharf (now Middle Yard). A roughly rectangular enclosure is also shown in the southern part of the site, adjacent to the east side of the middle dock. The southern part of the range of buildings to the west of what is now East Yard (Bridge Wharf on the map) has been demolished. On the Goad fire insurance plan of 1891 (Stephen Levrant Heritage Architecture, July 2015, 30; not reproduced) many of the buildings on the eastern side of the site are identified as used for stables or farriers. It also indicates that the western side of the site is occupied by the Anglo-American Oil Company, for an empty barrels store.
- 4.2.28 The current interchange warehouse was built in 1901–5, replacing the original 1860s warehouse. The dock remained beneath the new building and a further vaulted 'basement' was added to the east side of the dock, within the site. The vaults were used by Gilbey's (who had a distillery on the south bank of the canal) as a bottle store (Historic England List Entry: 1113238).
- 4.2.29 The interchange warehouse, dock basin, vaults and horse tunnel are Grade II listed (**HEA 1**). The Historic England list entry is as follows:
- Warehouse. Built 1901-5 but incorporating 1850s dock basin, vaults and horse tunnel. Warehouse converted into offices in 1989.
- INTERCHANGE WAREHOUSE Four-storey block built directly over the canal basin with the ground floor supported on a line of octagonal steel columns running down the centre of the basin. Built of orange stock brick laid in English bond with blue engineering brick dressings and red brick used for the dentil cornice and the heads of the window arches. The building consists of a rectangular block with the long east and west elevations of 24 window bays and with six window bays to the north and south elevations. The east elevation has segmental arched windows with multi-light metal frames to the upper three storeys (the lower storey to both elevations has modern panelled and glazed infill inside the supports of the original steel frame). The western elevation is similar except that three of the bays have loading bays on each floor rather than windows. The south elevation fronts onto the canal and has round window arches on the ground floor and segmental arches on the upper storeys. The north elevation has a prominent water tower with blind arches and corbelling rising above the roof line of the central two bays. Either side of the building along the canal frontage are the end walls (each with three round arched windows) of single-storey blocks, originally with glazed canopies which ran the length of the building and on the east enclosed railway tracks and platforms, while the western side was used for distribution by road.
- INTERIOR: retains its brick-arched fireproof construction to the ground and first floors. The floors above are wooden, constructed of thick joists abutting each other.

BASEMENT VAULTS AND DOCK BASIN The below-ground elements of the Interchange Warehouse include the canal basin, the 1901-5 vaults running down the eastern side of the building, the 1854-6 vaults to the west under the present forecourt and the horse tunnel which adjoins these vaults to the north and west.

The canal basin is roofed with brick jack arches supported on steel joists and the octagonal steel columns running down the centre of the basin. The basin is linked on its eastern side to the 1901-5 vaults. These have brick jack-arch vaulting on steel beams, supported on brick encased steel columns, and connected to the basin through four narrow doors which originally had self-closing iron fire doors. The surviving part of the 1854-6 vaults is approximately 55m long by 28 m wide. The main vaults run east-west and are about 3.7m wide and about 2.9m high from the floor to the crown of the vault. The segmental transverse arches in the vaults are only about 1.8m in height and vary in width from 3.4 to 4m. (The extension of the vaults west along the canal, now under 30 Oval Road, have been largely demolished and incorporated into the modern fabric of the building. They are not of special interest and are not included in the listing)

HORSE TUNNEL AND STAIRS The Eastern Horse Tunnel runs along the northern edge of the vaults. At the north-eastern end it is blocked but extends beyond this in a north-eastern direction to Stables Yard (where it is now incorporated into the Horse Tunnel Market). A later spur, which continues into what was originally the western part of the goods depot, is also blocked. The original tunnel turns south at this point, along the western side of the vaults, and exits via a section of horse stairs under what is now 30 Oval Road (the above-ground elements of 30 Oval Road are modern and are not included in the listing). The tunnel is of round-arched brick construction with damp-proof cavities in the walls draining to a 15cm pipe below the setted floor. The tunnel is 3m wide and 2.7m high to the crown of the arch. Cast-iron ventilation grilles are placed about 3m apart in the roof of the tunnel and would have originally provided the only light source.

- 4.2.30 The new interchange warehouse built in 1901–5 is clearly shown on the Ordnance Survey 3rd edition 25":mile map of 1916 (Fig 10). It is shown as having glazed canopies over the railway sidings on both sides of the basin. Most of the glazed canopy on the eastern side of the basin, and most of the basin itself, fall within the site. The buildings formerly on the south-east side of the interchange basin have been demolished. There have also been a number of changes to the buildings on the eastern side of Middle Yard and western side of East Yard, including the demolition of buildings previously projecting into the centre of Middle Yard. An open shed is shown on the south side of Middle Yard.
- 4.2.31 The photograph on the cover shows what the middle dock (Purfleet Wharf) looked like in the early years of the 20th century. The transport and building contractor, John Walker occupied Purfleet Wharf, using it as a depot and stabling, from c 1880 until World War Two (Whitehead, 2000, 12). The dock is shown in the lower half of the photograph, occupied by two boats. The narrowing of the dock on its northern end, shown in maps of the period, is difficult to make out, however. The range of buildings between middle dock and east dock are shown on the right side of the photograph with lean-to structures attached to their western side.
- 4.2.32 The Goad fire insurance plan of 1921 (Stephen Levrant Heritage Architecture, July 2015, 31; not reproduced) indicates that all the buildings within the East Yard had been demolished by that time, together with the open shed on the south side of Middle Yard (Purfleet Wharf). The Goad fire insurance plan of 1948 (Fig 11) shows more major changes. The former building in the centre of West Yard has been demolished. The narrow northern extension to the middle dock (now called Pax Wharf) has been filled in and the eastern dock has been completely filled in and is now used as a timber yard with an 'incline road' in its south-east corner. Both are still there on the Ordnance Survey 5":mile London County Council revision map of 1936 (not reproduced) suggesting that they were filled in sometime between 1936 and 1948. The range of buildings to the east of the middle dock has been extended and includes a saw mill at its centre and another saw mill on its south-west side. A new building has been erected in the north-east corner of the site (also evident on the Ordnance Survey map of 1936). Most of the buildings are described as having concrete floors. The whole of this part of the site is identified as a packing case factory (owned by T E Dingwall); details of the western part of the site are not included in this Goad volume but can be seen in Fig 12.
- 4.2.33 The interchange warehouse and basin is shown in the Goad fire insurance plan of 1954 (Fig 12) to be partially covered with glass roofs and with a brick 'basement' used as a wine store for A Gilby, who also occupied the range of buildings fronting the canal to the west (outside the site).

- 4.2.34 By the end of the 1960s there was a decline in industrial activities in the area. T E Dingwall closed in 1971 and the site was leased to Northside Developments for 10 years, on the basis that it would be used for arts and crafts. A market opened in East Yard in 1973, occupied by cabinet makers, furniture repairers and folk artists (Stephen Levrant Heritage Architecture, July 2015, 22). However, this made little impact to the plan of the buildings on the site; the Ordnance Survey 1:1,250 scale map of 1975 (Stephen Levrant Heritage Architecture, July 2015, 33; not reproduced) shows only minor changes. Fig 13, taken in 1975, shows the new market on the East Yard. The building with 'Dingwall's' painted on its east side is a reminder of the former use of the area; this building is still there, as can clearly be seen in Fig 16. A comparison of Fig 13 and Fig 16 also shows how the ground level has been raised along the south-eastern edge of the site. The stalls in the East Yard in Fig 13 also appear to be below the current ground level, suggesting that the reduced level area currently underneath the building in the south-east corner of the site may not in fact be much below the former ground level in this area.
- 4.2.35 The Interchange Building was refurbished and converted to offices in 1989 (Historic England List Entry: 1113238) and in the early 1990s the buildings in the eastern yard were rebuilt. A new Market Hall in Victorian style was constructed and opened in 1991, occupied by arts and crafts stalls. At the same time the buildings along Camden Lock Place were replaced and the one storey building along the towpath was replaced by a first floor deck. The middle dock (in West Yard) was partially decked over to provide more space for stalls (Stephen Levrant Heritage Architecture, July 2015, 23). This is clearly shown in the Ordnance Survey 1:1,250 scale map of 1991 (not reproduced) which shows the site as it appears today, with the exception of the buildings on the west side of Middle Yard which were constructed after 2005 when planning permission was granted to demolish the 1–2 storey timber structures on the east and west side of Middle Yard and replace them with a new 2–3 storey buildings (London Borough of Camden ref: 2005/3089/C). Fig 14 shows the west end of Camden Lock Place in 1980 before the new building on the corner of Middle Yard and Camden Place was built. Instead a one storey building is shown in this location. The photograph also shows the wall which formerly divided Camden Lock Place from the interchange complex. This was knocked through sometime between 1989 and 1991 when the Interchange Building was refurbished. The buildings on the right hand side of the photograph (on the north side of Camden Lock Place and outside the site) have since been demolished and the existing buildings built in their place. Fig 15 shows what the west end of Camden Lock Place looks like today.
- 4.2.36 The site today is comprised of four main parts: the eastern side of the Interchange Building/Dead Dog Basin on the western side of the site, the West Yard, Middle Yard and East Yard (see Fig 19) and comprises several structures ranging from the early 19th century to the 21st century. The buildings in the East Yard were built in the 1990s/2000s, the southern part built on the site of the earlier eastern dock which was filled in sometime before 1948. The granite setts within the west side of the market hall on the north side of the East Yard are earlier, probably originally 19th century though likely to have been relaid since then. There are also probable 19th century granite setts in the Middle Yard (probably *in situ*) (Fig 18), and in Camden Place and the west and northern parts of West Yard (probably relaid) (Mark Strawbridge, MOLA, pers. comm., 23.07.2015).
- 4.2.37 Many of the buildings in the Middle Yard and West Yard date from the mid 19th century (the northern range) and the late 19th century (the range on the west side of West Yard). The West Yard still contains one of the original docks of the Regent's Canal, built in the 1820s (the 'middle dock': the side of the dock wall can still be made out on the ground beside decking which extends across its eastern side) and to the north where a later extension to the dock was subsequently filled in (see Fig 17). The West Yard, Middle Yard, East Yard and Camden Lock Place are used by a mix of permanent retail units, arts and crafts stalls, food stalls and cafes (see Figs 15 & 16). There is a night club within the lower ground floor in the southern part of the East Yard. The early 20th century eastern vaults of the Interchange Building (which fall within the site) are used for storage. Dead Dog Basin (the original interchange basin), part of which falls within the western side of the site, still remains beneath the early 20th century Interchange Building.

5 Statement of significance

5.1 Introduction

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

5.2 Factors affecting archaeological survival

Natural geology

- 5.2.1 Based on current knowledge, the predicted level of natural geology within the site is as follows:
- Current ground level lies at 28.8–30.2m OD. Reflecting the topography of the surrounding area, ground level slopes very gently down to the east and even more gently up to the south. The latter may reflect the depositing on the site, particularly on its southern side, of material dug out from the adjacent canal in the early 19th century.
 - The level of the top of any untruncated London Clay within the site is not known. In the area of the infilled East Dock the depth of the natural Clay is known to be over 4.0m bgl (heavily truncated by the construction of the dock) and may be similar to this within the footprint of the Middle Dock (and infilled northern section of the Middle Dock) and Dead Dog Basin. Elsewhere on the site London Clay is likely to be less deep bgl, though it is probably overlain by at least 0.6m (judging from the past investigation adjacent to the north side of the site, and probably substantially more than this), of made ground formed by deposits dumped on the canal banks when it was originally constructed and demolition rubble from earlier buildings on the site.

Past impacts

- 5.2.2 The site was not developed until the early 19th century when the Regent's Canal was built and so the site has high potential for archaeological remains dating from the early 19th century onwards (as the site was progressively developed) and low potential for earlier remains. The 19th century remains are likely to include early wharfs and wharf-side structures associated with the canal and then subsequently structures including railway tracks, stables and the early interchange buildings associated with the use of the site as an interchange between the railway and the canal.
- 5.2.3 The main impact on archaeological survival within the site will have been the construction of buildings in the East Yard and Middle Yard in the 1990s/2000s. None of these buildings has a basement, though at 29.3m OD, the ground floor of the building on the south side of East Yard is c 0.4m below the level of the adjacent path to the south of the building (see Fig 19). Since this is in the location of the early 19th century (now infilled) East Dock, this reduced level will have had no impact on surviving archaeological remains.
- 5.2.4 The nature of the foundations of these buildings are not known, but those in East Yard are likely to be piled, which would have removed all archaeological remains within the footprint of each pile. Those in Middle Yard may also be piled, particularly the three storey building at the corner of Middle Yard and Camden Lock Place. Again this would have removed all archaeological remains within the footprint of each pile. The other (1–2 storey) buildings on the west and southern side of Middle Yard, dating to 2005 or later, may have standard pad or strip foundations, which would have removed any archaeological remains within the footprint of each excavated strip/pad to a typical depth of 1.0–1.5mbgl. These are most likely to have

consisted of remains from the early 19th century and later, including the foundations of 19th century stables buildings shown on the Goad insurance plan of 1891 (Stephen Heritage Architecture, July 2015, 30) in this location. Earlier remains are likely to have survived intact beneath and between the excavated strips/pads, especially since the ground level on the site, particularly on its southern side, is likely to have been raised by dumped deposits from the excavation of the Regent's Canal in the early 19th century, which will have had the effect of burying any archaeological remains pre-dating this.

- 5.2.5 On the western side of the site, the construction of the Interchange Building, and more specifically the Eastern Vaults, at the beginning of the 20th century is also likely to have compromised archaeological survival in this part of the site. Though the Eastern Vaults are referred to as a basement, they are in fact at the same level as the adjacent ground level at the east end of Camden Lock Place (see Figs 19 and 20). Again details of the existing foundations of the Interchange Building are not known, but Stephen Levrant Heritage Architecture reports that massive foundations have been constructed for the support of the stanchions which were installed in the place of timber piles (S Levrant, Stephen Levrant Heritage Architecture, email comm., 27.07.2015). These are likely to have removed any earlier archaeological remains within their footprint.
- 5.2.6 The Interchange Basin (known as Dead Dog Basin) at the western edge of the site has been excavated to a depth of more than 4.0mbgl. It was excavated to its full extent in the mid 19th century but the southern part of the basin dates to the early 19th century. The excavation of this basin would have removed all earlier archaeological remains within its footprint.
- 5.2.7 Similarly the excavation of the middle and east docks in the early 19th century and their subsequent enlargement in the mid 19th century will have removed all earlier archaeological remains within the footprint of these docks. The later infilling of the East Dock and the northern part of the Middle Dock in the early 20th century may have preserved the remains of these docks underneath. Certainly, the remains of the top of the east wall of the infilled northern part of the Middle Dock can still be seen on the ground (Fig 17). Any surviving buried remains of these docks, such as revetments or dock walls are of archaeological interest.

Likely depth/thickness of archaeological remains

- 5.2.8 Archaeological remains associated with earlier structures on the site dating back to the early 19th century would potentially be located beneath the floor slabs of the existing buildings on the site and beneath the modern tarmac and paving and beneath the granite setts, which themselves probably originally date to the 19th century and form part of the archaeological record. Given the poor availability of geotechnical data for the site it is difficult to predict with any accuracy the likely depth of remains. Archaeological survival potential for remains of early 19th century and later is likely to be high, particularly in the West Yard and in the centre and eastern section of the Middle Yard which have been less subject to building development in the 20th century.

Archaeological potential and significance

- 5.2.9 The nature of possible archaeological survival in the area of the proposed development is summarised here, taking into account the levels of natural geology and the level and nature of later disturbance and truncation discussed above.
- 5.2.10 *The site has a low potential to contain archaeological remains dated to the prehistoric period.* Despite a number of archaeological investigations in the study area no evidence of prehistoric activity has been uncovered. The proximity of the site to the River Fleet may have attracted settlement, although the heavy clay soils would not have been ideal for early agriculture. It is likely that much of the surrounding area, including the site, was heavily wooded throughout this period.
- 5.2.11 *The site has a low potential to contain archaeological remains dated to the Roman period.* The site was located some distance from the Roman city and road network and was probably open fields or woodland during this period. There are no known sites or finds of Roman date within the study area.
- 5.2.12 *The site has low potential to contain archaeological remains dated to the early and later medieval periods.* The site lay well outside the settlements at Kentish Town, 850m north of the site and Camden, 360m south-east of the site. In all likelihood it was in open fields throughout

these periods.

- 5.2.13 *The site has high potential to contain archaeological remains dated to the early 19th century and later, and low potential for remains earlier than this, though it is possible that in the open yard areas that have not been previously built on, there may be some fragmented survival of early post-medieval soils or cut features associated with the building possibly located within the site on Rocque's map of 1845 (Fig 3).*
- *The site has historic granite setts across much of its external surface. The significance of the granite setts is **low** (relaid setts) to **medium** (in situ).*
 - *The Grade II Interchange Building and basin has high potential for buried foundations of earlier 19th century buildings in this location (wharf-side buildings and earlier interchange buildings) and 19th century industrial infrastructure such as railway tracks (or the beds on which they were laid), the base of hoists etc. Buried fabric of the listed structures within the Interchange complex is likely to be of **high** significance. Other remains would be of **low** or **medium** significance depending on their nature, state of survival and extent.*
 - *The West Yard has high potential for buried remains of the mid 19th century extension to the middle dock (now infilled), 19th century industrial infrastructure such as railway tracks (or the beds on which they were laid) and the foundation remains of earlier 19th century buildings shown on historic maps. Surviving buried elements of the middle docks are likely to be of **medium** significance, depending on their state of survival and extent. Other remains are likely to be of **low** or **medium** significance depending on their nature, state of survival and extent.*
 - *The East Yard has high potential to contain archaeological remains of the infilled eastern basin, enlarged in the second half of the 19th century but possibly also containing some of the early 19th century fabric. Surviving buried elements of the eastern docks are likely to be of **medium** significance, depending on their state of survival and extent. Other remains are likely to be of **low** or **medium** significance depending on their nature, state of survival and extent.*
 - *The Middle Yard has high potential to contain buried foundation remains of earlier 19th century buildings shown on historic maps. These are likely to be of **low** or **medium** significance depending on their nature, state of survival and extent.*

6 Impact of proposals

6.1 Proposals

- 6.1.1 The scheme comprises the demolition of a number of buildings in Middle Yard, the canopy structures and internal floors in East Yard and a small building on the south side of West Yard, all dating to the 1990s/2000s, together with the internal floors within the 19th century Dingwall's building on the east side of Middle Yard (Piercy & Company, dwg ref: 100 rev B, dated 06.05.2015, Fig 19).
- 6.1.2 A number of new structures are proposed, including a multi-storey building, with basement, in Middle Yard, a single storey building on the south side of West Yard, a bridge over Middle Dock and a deck area over part of Dead Dog Basin on the western edge of the site. A basement is also proposed underneath the majority of East Yard (Piercy & Company, dwg ref: 100 rev E, dated 19.01.2015, Fig 21).
- 6.1.3 The new building in Middle Yard is proposed to have basement (Piercy & Company, dwg ref: 098 rev B, dated 19.01.2015: Fig 21). A basement is also proposed underneath the majority of East Yard (Piercy & Company, dwg ref: 099 rev B, dated 19.01.2015: Fig 21). It is proposed that the basement in Middle Yard is excavated to a depth of 21.7m OD, plus basement slab, and the basement in East Yard to a depth of 25.2m OD (L Grillo, Piercy & Company, email comm., dated 20.07.2015). It is anticipated that the basement in Middle Yard will require 0.75m diameter contiguous piles, while the basement in East Yard will require 0.6m diameter contiguous piles (Walsh, dwg ref: 4201/SK/150721/TRL/06 & 09, July 2015). The basement slab is anticipated to be 0.5m thick (T Leighton, Walsh, email comm., dated 16.07.2015) giving a formation level of 21.2m OD for the basement in Middle Yard and 24.7m OD for the basement in East Yard.
- 6.1.4 The new single-storey building on the south side of West Yard is not proposed to be basemented. Its proposed foundations are not currently known but it is assumed that standard pads or strip footings would be sufficient.
- 6.1.5 It is also proposed that the floor of the East Vaults, part of the early 20th century Grade II listed Interchange Building, be lowered by a maximum of 0.5m (ffl: 29.8m OD) (N Zech-Behrens, Stanley Sidings, email comm., dated 21.07.2015) and that openings are made in the existing wall on the west and east sides of the East Vaults (Piercy & Company, dwg ref: 100 rev B, dated 06.05.2015, Fig 19; T Leighton, Walsh, email comm., dated 16.07.2015).
- 6.1.6 Seven new lifts are proposed, three extending to basement level (Piercy & Company, dwg ref: 098 rev B, dated 19.01.2015, 099 rev B, dated 19.01.2015, 100 rev E, dated 19.01.2015: Fig 21).
- 6.1.7 It is also proposed that the retail frontage on the west side of West Yard be opened up and extended underneath the existing first floor walkway (T Leighton, Walsh, email comm., dated 16.07.2015).
- 6.1.8 The existing walkways at first floor level in the West Yard are proposed to be retained where possible but where alterations to the size of the walkways are proposed the existing structural elements including columns will be re-used in new positions (*ibid.*).
- 6.1.9 A number of other ancillary works and alterations to existing structures are proposed, including the replacement/relocation of the granite setts, probably originally dating to the 19th century, in West Yard, Middle Yard and Camden Place (Piercy & Company, dwg ref: 100 rev E, dated 19.01.2015). It is also proposed that one of the existing trees on the site is removed (Gerald Eve, doc ref: LJW/NJD/STA/J10003, dated 20.07.2015).

6.2 Implications

- 6.2.1 The identification of physical impacts on buried heritage assets within a site takes into account any activity which would entail ground disturbance, for example site set up works, remediation, landscaping and the construction of new basements and foundations. As it is assumed that the operational (completed development) phase would not entail any ground disturbance there

would be no additional archaeological impact and this is not considered further.

- 6.2.2 It is outside the scope of this archaeological report to consider the impact of the proposed development on upstanding structures of historic interest, in the form of physical impacts which would remove, alter, or otherwise change the building fabric, or predicted changes to the historic character and setting of historic buildings and structures within the site or outside it.
- 6.2.3 Archaeological survival potential for remains of early 19th century and later canalside wharfs and use of the site as an interchange between the canal and railway is likely to be high, particularly in the West Yard and in the centre and eastern section of the Middle Yard which have been less subject to building development in the 20th century.

Preliminary site works

- 6.2.4 Works carried out as part of the initial site set up, including preliminary site stripping and demolition to ground level, the installation of site fencing and welfare facilities, is assumed for the purposes of this assessment to cause ground disturbance to a maximum depth of 0.5mbgl. This is likely to extend into the modern made ground only and generally have no archaeological impact, with the exception of the granite setts.

Removal of the granite setts

- 6.2.5 The proposed removal/relocating of the, probably originally 19th century, granite setts across the site will result in an archaeological impact since they themselves form part of the archaeological record, the impact being most severe in the Middle Yard where the setts are probably *in situ*. Elsewhere within the site they have probably been relaid at some point in the past (Mark Strawbridge, MOLA, pers. comm., 23.07.2015). Lifting the historic granite setts, particularly those in Middle Yard which are likely to be *in situ* would reduce their significance to negligible or nil.

Pile/obstruction removal

- 6.2.6 The impact of pile probing and the removal of other buried obstructions such as foundations would depend on the size and density of the existing intrusions, which is currently uncertain, but such work can have a considerable archaeological impact in disturbing adjacent remains, reducing the significance of the asset to medium or low within the area of impact.

Breaking out floor slab in retained buildings in East Yard and East Vaults

- 6.2.7 Breaking out of the existing floor slab would potentially have an impact, truncating or removing entirely any archaeological remains directly beneath the slab, potentially reducing its significance to medium or low in the area of impact. In the East Yard this is most likely to affect any surviving remains of the infilled east dock, parts of which are likely to date to the early 19th century. In the East Vaults, this is likely to extend into modern made ground only (Stephen Levrant Heritage Architecture reports '*infill and oversite concrete*' underneath the floor slab – S Levrant, Stephen Levrant Heritage Architecture, email comm., 27.07.2015). The floor of the East Vaults is, however, likely to be covered by the Interchange Building listing (**HEA 1**) and therefore deemed to be a heritage asset in its own right. (Note: this report does not assess the impact of the scheme on the significance of the listed building; this is dealt with in a separate Heritage Statement prepared by Stephen Levrant Architecture Ltd.

Assumed standard strip or pad foundations for proposed single storey building on south side of West Yard

- 6.2.8 Standard strip or pad foundations would entail the removal of any archaeological remains within the footprint of each excavated strip/pad to a typical depth of 1.0–1.5mbgl, truncating or completely removing surviving archaeological remains dating back to the second half of the 19th century, including industrial infrastructure such as railway tracks (or the beds on which they were laid). This would reduce the significance of the asset to medium or low within the area of impact. Earlier remains, if present, are likely to survive intact beneath the excavated strips/pads.

Piled foundations/basement wall for proposed new building in Middle Yard and new

basement in East Yard

- 6.2.9 Any archaeological remains within the footprint of each pile would be removed as the pile is driven downwards, reducing the significance of the asset to nil within the area of impact. The severity of the impact would therefore depend on the pile size, type and pile density.
- 6.2.10 In the East Yard this is most likely to include the infilled basin, enlarged in the second half of the 19th century but possibly also containing some of the early 19th century fabric. In the Middle Yard, this is most likely to include foundation remains of earlier 19th century buildings shown on historic maps.
- 6.2.11 The insertion of pile caps and connecting ground beams, along with the excavation of a pile guide trench, typically extend no more than 1.0–1.5mbgl and would remove any archaeological remains within the footprint of these works to this depth.

Proposed basements

- 6.2.12 Any archaeological remains would be entirely removed within the footprint of the proposed basement in the Middle Yard, to a depth of 21.2m OD (8.1–8.6mbgl), completely removing all archaeological remains within its footprint, reducing the significance of the asset to negligible or nil within the area of impact. This is most likely to include foundation remains of earlier 19th century buildings shown on historic maps.
- 6.2.13 In the case of the proposed basement in the East Yard, any archaeological remains would be entirely removed within the footprint of the basement, to a depth of 25.2m OD (4.1–4.6mbgl) completely removing all archaeological remains within its footprint. This is most likely to include the infilled basin, enlarged in the second half of the 19th century but possibly also containing some of the early 19th century fabric.

Proposed lowering of the floor level in the East Vaults

- 6.2.14 The floor of the East Vaults is proposed to be lowered by a maximum of 0.5m. This is likely to extend into modern made ground only (Stephen Levrant Heritage Architecture reports '*infill and oversite concrete*' underneath the floor slab to a depth of 0.5m – S Levrant, Stephen Levrant Heritage Architecture, email comm., 27.07.2015). Remains beneath this level, if present, are likely to remain intact. The proposed new openings in the walls of the East Vault are likely to cause localised superficial ground disturbance only.
- 6.2.15 The floor and walls of the East Vaults are, however, likely to be covered by the Interchange Building listing (**HEA 1**) and therefore deemed to be a heritage asset in its own right. (Note: this report does not assess the impact of the scheme on the significance of the listed building; this is dealt with in a separate Heritage Statement prepared by Stephen Levrant Architecture Ltd.

Proposed opening up of retail frontage on the west side of West Yard

- 6.2.16 This is likely to cause localised superficial ground disturbance only, with no archaeological impact.

Possible alternations to the walkway in West Yard

- 6.2.17 If the existing columns supporting the walkway need to be removed, their new foundations are likely to cause localised disturbance to archaeological remains within their footprint, to a maximum depth of 1.0–1.5mbgl, truncating remains from the early 19th century onwards, reducing their significance to medium or low. Earlier remains, if present, are likely to remain intact.

Lift pits

- 6.2.18 The proposed lift pits would typically extend to a depth of 1.5m below the floor slab formation level. In the case of the three lift pits in the proposed new basements there will be no further archaeological impact since the excavation of the basements will remove all surviving archaeological remains. The remaining four lift pits would extend to ground level outside the footprint of the proposed basement. This is likely to truncate but not entirely remove any archaeological remains within the pit footprint to this depth, mainly impacting remains from the

early 19th century onwards, reducing their significance to medium or low. Earlier remains, if present, are likely to remain intact.

Service / utilities trenches/ drains

- 6.2.19 The excavation of any new service trenches and drains would extend to a depth of 1.0–1.5mbgl as assumed for the purposes of this assessment. This is likely to truncate but not entirely remove any archaeological remains within the pit footprint to this depth, mainly impacting remains from the early 19th century onwards, reducing their significance to medium or low. Earlier remains, if present, are likely to remain intact.

Removal of existing trees

- 6.2.20 The impact of the removal of one of the existing trees would depend on the method used. If the tree was cut down to ground level, the stumps chemically treated and the roots left to decay *in situ* there would be no impact on archaeological remains. If, however, the stumps were to be removed by digging or grinding this could cause the severe disturbance or removal of any archaeological remains adjacent, up to an estimated depth of 1.0mbgl. This might include remains from the mid–late 19th century, and possibly remains from the early 19th century, reducing their significance to medium or low. Earlier remains, if present, are likely to remain intact.

7 Conclusion and recommendations

- 7.1.1 The western side of the site includes part of the early 20th century Grade II listed Interchange Building, including the early 20th century East Vaults and mid 19th century Interchange Basin (Dead Dog Basin). The site also falls within the Regent's Canal Conservation Area and an Archaeological Priority Area.
- 7.1.2 Archaeological potential is primarily for early 19th century and later remains relating to use of the site for canalside wharfs and as an interchange for goods between the canal and railway. Survival potential for such remains is likely to be high, particularly in the West Yard and in the centre and eastern section of the Middle Yard which have been less subject to building development more recently in the 20th century.
- 7.1.3 The scheme comprises the demolition of a number of buildings in Middle Yard, the canopy structures and internal floors in East Yard and a small building on the south side of West Yard, all dating to the 1990s/2000s, together with the internal floors within the 19th century Dingwall's building on the east side of Middle Yard. A number of new structures are proposed, including a multi-storey building, with basement, in Middle Yard, a single storey building on the south side of West Yard, a bridge over Middle Dock and a deck area over part of Dead Dog Basin on the western edge of the site. A basement is also proposed underneath the majority of East Yard. The western side of the site includes part of the early 20th century Grade II listed Interchange Building, incorporating the early 20th century East Vaults and mid-19th century Interchange Basin (Dead Dog Basin) beneath: it is also proposed that the floor of the East Vaults be lowered. A number of other ancillary works and alterations to existing structures are proposed, including the replacement of historic granite setts, probably originally dating to the 19th century, in West Yard, Middle Yard and Camden Lock Place.
- 7.1.4 The proposed piling and basement excavation in East Yard and Middle Yard will remove all surviving archaeological remains within their footprint. This would reduce asset significance to negligible or nil within the footprint of these works. The probable strip or pad foundations for the proposed new building in West Yard, lowering of the floor slab in the East Vaults, new lifts and other ancillary works are likely to truncate but not completely remove any surviving 19th century archaeological remains within the footprint of these works, reducing asset significance to medium or low. Lifting the historic granite setts, particularly those in Middle Yard which are likely to be *in situ* would reduce their significance to negligible or nil.
- 7.1.5 Table 1 summarises the known or likely buried assets within the site, their significance, and the impact of the proposed scheme on asset significance.

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

Asset	Asset Significance	Impact of proposed scheme
Historic granite setts across much of the external surface of the site (Likely to be <i>in situ</i> in Middle Yard but relaid elsewhere)	Low (relaid) or medium (<i>in situ</i>)	Lifting historic granite setts Significance of asset reduced to negligible or nil
Interchange Building and basin – buried foundation remains of 19th century buildings and industrial infrastructure (High potential)	High	Lowering the floor slab in the East Vaults, new lifts and other ancillary works Significance of asset reduced to medium or low within area of impact
West Yard – buried remains of the mid-19th century extension to the middle dock (now infilled), 19th century industrial infrastructure and 19th century building foundations (High potential)	Medium (remains of docks) Low or Medium (other remains)	Probable strip or pad foundations for proposed new building in West Yard Significance of asset reduced to medium or low within area of impact

Asset	Asset Significance	Impact of proposed scheme
East Yard – buried remains of the 19th century infilled basin, part of which may date to the early 19th century (High potential)	Medium (remains of docks) Low or Medium (other remains)	Proposed piling and basement excavation in East Yard and Middle Yard Significance of asset reduced to negligible or nil within area of impact
Middle Yard – buried foundation remains of earlier 19th century buildings (High potential)	Low or Medium	

- 7.1.6 It is considered unlikely that the local planning authority would require field evaluation prior to the determination of planning consent. However, should consent be granted, in the light of the archaeological potential of the site, in particular for 19th century remains relating to the use of the site for early canalside activity, the location of the site within an Archaeological Priority Area, and the nature of the proposed development, it is probable that the local authority would request further investigation of archaeological potential, in order to clarify the likely impacts of the development.
- 7.1.7 Although the precise details would need to be agreed with the local authority's archaeological advisor, it is suggested that the most appropriate investigation strategy is likely to entail archaeological evaluation trenches/pits. These would aim to determine the presence, nature and significance of any archaeological remains in the areas of proposed impact. A preliminary investigation could also include the archaeological monitoring of any geotechnical pits dug for engineering purposes.
- 7.1.8 The results of the evaluation would enable an informed decision to be made by the local planning authority's archaeological advisors in respect of an appropriate mitigation strategy for any significant archaeological assets. This might comprise targeted archaeological excavation in advance of construction, and/or a watching brief during ground works for remains of lesser significance. This would ensure that significant archaeological assets are not removed without record. Any archaeological work would need to be undertaken in accordance with an approved Written Scheme of Investigation (WSI) and could be carried out under the terms of a standard archaeological planning condition set out with the granting of planning consent.
- 7.1.9 This report does not assess the impact of the scheme on the significance of built heritage assets (including listed buildings).

8 Gazetteer of known historic environment assets

- 8.1.1 The table below represents a gazetteer of known historic environment sites and finds within the 750m-radius study area around the site, and statutorily listed buildings within a 100m-radius of the site. The gazetteer should be read in conjunction with Fig 2.
- 8.1.2 The GLHER data contained within this gazetteer was obtained on 23.06.2015 and is the copyright of Historic England 2015.
- 8.1.3 Historic England statutory designations data © Historic England 2015. Contains Ordnance Survey data © Crown copyright and database right 2015. The Historic England GIS Data contained in this material was obtained in March 2015. The most publicly available up to date Historic England GIS Data can be obtained from <http://www.historicengland.org.uk>.

Abbreviations

AOC – AOC Archaeology

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

GLHER – Greater London Historic Environment Record

ILAU – Inner London Archaeological Unit

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

PCA – Pre-Construct Archaeology

MT – Malcolm T Tucker

HEA No.	Description	Site code/ HER No.
1	<p>The interchange on north side of Grand Union Canal including the horse tunnel and stairs, vaults and canal basin, Oval Road</p> <p>Grade II listed interchange Warehouse built directly over the canal basin with the ground floor supported on a line of octagonal steel columns running down the centre of the basin.</p> <p>The below-ground elements of the Interchange Warehouse include the canal basin, the 1901–5 vaults running down the eastern side of the building, the 1854–6 vaults to the west under the present forecourt and the horse tunnel which adjoins these vaults to the north and west. The canal basin is roofed with brick jack arches supported on steel joists and the octagonal steel columns running down the centre of the basin. The basin is linked on its eastern side to the 1901–5 vaults. These have brick jack-arch vaulting on steel beams, supported on brick encased steel columns, and connected to the basin through four narrow doors which originally had self-closing iron fire doors. The surviving part of the 1854–6 vaults is approximately 55m long by 28 m wide. The main vaults run east-west and are about 3.7m wide and about 2.9m high from the floor to the crown of the vault. The segmental transverse arches in the vaults are only about 1.8m in height and vary in width from 3.4 to 4m. The extension of the vaults west along the canal, now under 30 Oval Road, have been largely demolished and incorporated into the modern fabric of the building. They are not of special interest and are not included in the listing. The Eastern Horse Tunnel runs along the northern edge of the vaults. At the north-eastern end it is blocked but extends beyond this in a north-eastern direction to Stables Yard (where it is now incorporated into the Horse Tunnel Market). A later spur, which continues into what was originally the western part of the goods depot, is also blocked. The original tunnel turns south at this point, along the western side of the vaults, and exits via a section of horse stairs under what is now 30 Oval Road (the above-ground elements of 30 Oval Road are modern and are not included in the listing). The tunnel is 3m wide and 2.7m high to the crown of the arch.</p>	1113238
2	<p>The interchange canal towpath bridge over private canal entrance, Oval Road</p> <p>Grade II listed towpath bridge carrying path over canal inlet to a private dock within The Interchange. 1848–56. Manufactured by J Deeley and Co, Newport, Monmouthshire, whose name appears on the bridge. Granite setts on approach ramps relaid 1978. Many tow rope grooves on handrail, iron strapping and stone capping.</p>	1113239
3	<p>Hampstead Road bridge over Grand Union Canal, Camden High Street</p> <p>Grade II listed public road bridge over the Grand Union Canal and towpaths. 1876, replacing an earlier inadequate brick bridge of c 1815. Provided by the St Pancras Vestry and the Metropolitan Board of Works.</p>	1272426
4	<p>Hampstead Road lock on the Grand Union Canal, Camden High Street</p> <p>Grade II listed pair of canal locks c 1818–20 with 20th century alterations.</p>	1272427

HEA No.	Description	Site code/ HER No.
5	Roving bridge over Grand Union Canal west of Hampstead Road Lock, Camden High Street Grade II listed bridge. Early/mid 19th century, restored late 20th century. Approached on both sides by steep ramps with granite setts and stone parapets with many rope markings. The stone and metal approaches to the bridge are scarred by the tow ropes of barges drawn out of the lock and under the bridge which takes the towpath back onto the northern side of the canal.	1272428
6	Regents Canal Information Centre, 289 Camden High Street Grade II listed lock keeper's cottage. Early 19th century with additions and alterations c 1975.	1244300
7	Stanley Sidings, stables to east of bonded warehouse, Chalk Farm Road Grade II listed. Four blocks of industrial stabling, now workshops and warehousing, c 1855–1870, with later Victorian additions. For the London and North-Western Railway Company's Camden Goods Yard. Included as a rare example of substantial industrial stabling and a major surviving portion of the former Camden Goods Yard. Forms a group with the 'Horse Hospital' to north-west and with further remnants of stabling and warehouses west of Block D. A tunnel (now blocked) south of the North London line connects the complex with further LNWR buildings and the Regent's Canal south of the North London Line.	1258101
8	Arlington Road Depot, Arlington Road, NW1 Archaeological watching brief by MoLAS in 1992. Weathered London Clay, with 17th/18th century artefacts, was overlain by 19th century deposits and remains of Victorian terrace houses.	AGN92 ELO9089 MLO63997 MLO63999
9	Baynes Street, St Pancras Way (land between), NW1 Archaeological excavation by DGLA in 1991. Remnants of a medieval hearth or fire-place with a rough-hewn stone surround were revealed. It was built of red roof tiles laid on edge, the upper surface having signs of burning. It survived as an isolated feature, truncated by 19th century basements. Post-medieval wall foundations, basements and pits, relating to houses on St Pancras Way and Baynes Street, were also found.	BAY91 MLO57927 MLO57929
10	Building E, Chalcot Yard, 8 Fitzroy Road, NW1 A standing building recording was carried out by Heritage Collective LLP in 2011. The building dates to between 1894 and 1900 with major alterations carried out in the early and mid-20th century. Between 1900 and 1913 the building was extended to the south east and between 1913 and 1934 the north eastern bay was removed to allow greater access to the yard.	CCY11
11	211–219 Camden High Street, 4-12 Parkway, 1-5 Inverness Street (land bounded by), NW1 Archaeological evaluation by MoLAS in 1999. London Clay was overlaid by a post-medieval ploughsoil.	CDH99 ELO2960 084774
12	Camden Snooker Club, 16–18 Delancey Street, NW1 A standing building recording by AOC in 2010. The club building was identified as late 19th century in date.	DLN10
13	34–36 Jamestown Road, NW1 Archaeological evaluation by MT in 1999. London Clay was overlaid by clay backfill with 19th century surfaces above. Two infilled 19th century canal docks and two mid-19th century ice wells of the Leftwich Company were recorded. One ice well had been truncated and infilled, the other was intact and exceptionally large (30m deep and 12m in diameter), with two access eyes. It was enclosed for shelter beneath a late 19th century building and there was evidence of a hoist in the roof space. A brick trough-like feature is interpreted as a holding bay for ice harvested from the canal during its loading into the storage well. Also revealed were a very deep well shaft and a less deep drop shaft, as well as connecting culverts constructed in a tunnel; these were for draining ice-melt water downwards to the chalk aquifer below the London Clay. The large ice well has been retained in situ beneath the new development.	JTN99 ELO9119 083424 MLO66411

HEA No.	Description	Site code/ HER No.
14	<p>The Roundhouse, Chalk Farm Road, NW1</p> <p>Archaeological evaluation, standing building recording and watching brief by PCA in 2003. During the evaluation, the lower build of the Roundhouse superstructure, dating from 1846–47, was observed. Walls were revealed abutting the shed superstructure. These walls were part of a chamber located below an external toilet marked on a plan of 1848 and were on an alignment that radiated from the centre of the Roundhouse. External to the building were ground-raising and consolidation deposits, with railway tracks above, the latter marked on the plan of 1848. There was evidence of landscaping to the west of the Roundhouse and further ground consolidation and railway tracks that were laid - according to cartographic evidence - before 1870. Areas of heavy 20th century disturbance had removed evidence of the railway entrance to the structure. A building survey of the exterior (John McAslan & Partners) and undercroft of the Roundhouse was undertaken to identify areas for further monitoring and recording. The building was built in the 1840s as a circular brick engine house with a central turntable. The turntable was supported on a circular wall within the undercroft and surrounded at upper level by the cast-iron columns that support the roof. The undercroft had a circular arched corridor around the wall beneath the columns. A system of 24 arched tunnels, each beneath a track at upper level, radiated out from this corridor. A watching brief in the north-west part of the building was also undertaken. Work revealed the original floor of the upper level, the system of drainage beneath each track, by which the engines were emptied of water, and evidence for various outbuildings, including cooking sheds and workers' cottages. More of the phased development of the building was revealed.</p>	RCF03 ELO9083
15	<p>Stables Market: Buildings A, B and D, Chalk Farm Road, Camden, NW1</p> <p>Archaeological watching brief and standing structure recording conducted by AOC in 2006. The site is located on part of the former London Birmingham Railway and Goods Yard Depot, which was opened in 1841. Most of the surface industrial features in this area have been lost since the yard was de-commissioned and some of the supporting brick structures have been heavily damaged. One such support structure, a tripartite brick tunnel with storage alcoves at either side, was exposed at the southern edge of site. There is also a tunnel known as the 'Horse Tunnel', which is to be retained as part of the new development.</p>	SBQ06 ELO7723 MLO99238 MLO99244
16	<p>Stables Market: Building C, Chalk Farm Road, Camden, NW1</p> <p>Archaeological watching brief by AOC in 2002. Footings of single, squared sandstone blocks were recorded in two trenches. It seems likely that these related to an earlier - and fairly substantial - railway structure. In another trench a concrete floor and overlying demolition layers had probably been related to a glass-bottling factory which formerly occupied part of the site. A deep foundation was also recorded in this trench: it may also have been associated with an earlier railway structure. A further watching brief in 2004 found structural remains of previous buildings above the natural clay; these probably belonged to Gilbey's Bottle Warehouse, a 19th century factory which was burnt down in 1980. It also found earlier foundations possibly relating to the railway yards that once occupied the site. No material pre-dating the post-medieval period was recorded.</p>	STC02 ELO1263 MLO76559
17	<p>The Interchange, The Oval, Camden</p> <p>Malcolm T Tucker assessed the significance of the basement in 2010.</p>	ELO13464
18	<p>St Martins Gardens</p> <p>A 19th-century burial ground. The site was originally Camden Town Cemetery 1802–1884. In July 1889 it was opened as a public garden.</p>	MLO103819 Basil Holmes ID 71
19	<p>Regent's Park</p> <p>Grade I registered park.</p>	1000246
20	<p>Primrose Hill</p> <p>Grade II registered park.</p>	10001526
21	<p>Kentish Town Bridge, Regent's Canal</p> <p>Post-medieval Bridge along the Regents Canal probably contemporary with the canal built in 1812.</p>	MLO73075
22	<p>Kentish Town Lock, Regent's Canal</p> <p>Post-medieval Canal lock along the Regents Canal probably contemporary with the canal built in 1812.</p>	MLO73077
23	<p>Prince Albert Road, Primrose Hill, Camden</p> <p>Post-medieval bridge along the Regents Canal probably contemporary with the canal built in 1812.</p>	MLO73082

HEA No.	Description	Site code/ HER No.
24	Highgate Road The GLHER notes that Highgate Road is medieval in origin and ran from Old Mother Redcaps in Camden Town, through Kentish Town (on the present Kentish Town High Street) up Green Street (Highgate Road) and up Highgate Hill.	MLO17862
25	Camden Bridge Regents Canal Bridge located at Regents Canal, probably contemporary with the canal built in 1812.	MLO73074
26	College Street Bridge, Regents Canal Bridge located at College Street over the Regents Canal, probably contemporary with the canal built in 1812.	MLO73072
27	Grays Inn Bridge, Regents Canal A Post-medieval bridge along the Regents Canal probably contemporary with the canal built in 1812.	MLO73071
28	Kentish Town The GLHER notes Kentish Town in the medieval period lay one and three quarter miles from St Pancras Old Church. It seems to have increased in population at the expense of St Pancras village, leaving that village almost derelict.	MLO17831
29	Kentish Town Road The site of Old Farmhouse Tavern	MLO24979
30	Castle Road The GLHER notes that the Castle Tavern, name led to mistaken references to a castle in the area. The original tavern had large gardens and the River Fleet ran through them. The present building on the site built in 1848. Popular folklore has it that the original tavern was a hunting lodge for King John, but there is no evidence to support this.	MLO17815
31	Southampton Bridge, Regents Canal A Post-medieval bridge along the Regents Canal probably contemporary with the canal built in 1812.	MLO73079
32	Fitzroy Bridge, Regents Canal A Post-medieval bridge along the Regents Canal probably contemporary with the canal built in 1812.	MLO73080
33	Fitzroy Road The site of a Post-medieval Piano Factory	MLO67366
34	Old St Pancras Workhouse, Camden Road This workhouse is first mentioned in 1777 in a Parliamentary Report. Further sources indicate that in 1788 the workhouse was rebuilt possibly on the same site. However in 1809, a replacement workhouse was built on King's Road (now St. Pancras Way in 1937).	MLO107267
35	Camden Town Deep Level Air Raid Shelter, Buck Street and Stanmore Place, Camden Town Camden Town Deep Shelter is a World War Two air raid shelter.	MLO102671
36	Cumberland Basin, Regents Canal A canal basin along the Regents Canal probably contemporary with the canal built in 1812.	MLO73083
37	Parkway WWII air raid shelter	MLO72344
38	Hawley Lock, Regent's Canal Post-medieval canal lock along the Regents Canal probably contemporary with the canal built in 1812.	MLO73077
39	Camden High Street The GLHER notes the site of Camden medieval Village located at Camden High St was possibly a small settlement from the later medieval period, around Old Mother Red caps. Examination of trenches outside Camden Town tube station in 1977 by an unspecified organisation gave no evidence of archaeological deposits. The GLHER also records this as the location of a World War Two hexagonal pillbox.	MLO17835 MLO105506
40	Medieval village of Rugmore, Regents Park Approximate site of deserted Medieval Village of Rugmore, Regent's Park. Named in Domesday in the Ossulstone Hundred which disappeared between 1151 and 1535. In 1541, some of the lands acquired by Henry VIII for the formation of the hunting park was part of the manor of Rugmore. There is no evidence from aerial photographs or on the ground to confirm or deny the site of the village conclusively.	MLO9205
41	Rugmere Manor House. The site of the medieval Rugmere Manor House on the corner of Eskine Road as marked on the GLHER.	MLO18054

HEA No.	Description	Site code/ HER No.
42	120 Albert Street The GLHER records this as the site of a post-medieval terraced house, demolished in 1975.	MLO36856
43	122 Albert Street The GLHER records this as the site of a post-medieval terraced house, demolished in 1975.	MLO54729
44	On the north bank of the Grand Union Canal, south of Prince Albert Road, near London Zoo Three World War Two anti-tank blocks on bank of canal.	MLO105614
45	Chalk Farm Road, Camden This is the site of the Camden Goods Depot, a goods yard that began life in the 1850s as a trans-shipment point between the canals and the railway north to Birmingham.	MLO99238
46	Buck Street and Stanmore Place Camden Town, Camden Underground railway station, opened on 22nd June 1907 as a junction station serving the Hampstead and Highgate branches of the Charing Cross, Euston and Hampstead Railway. The station was designed by Leslie Green. It was bombed in 1940 and linked to a deep underground air raid shelter in 1942.	MLO102673
47	2 Regal Lane, Primrose Hill, Camden A 1960s house recorded on the GLHER, built by converting a former garage.	MLO89885
48	17–29 Hawley Crescent Camden 17–29 Hawley Crescent is the site of the former MTV Europe studios. The building dates to 1980–1 and initially functioned as the studio for TV-am the first breakfast television station in Britain.	MLO103559
49	Gloucester Gate, Outer Circle, Regent's Park, Camden The garden terrace was built in 1827 as part of John Nash's plan of 1811.	MLO103781
50	Rochester Terrace Gardens, Rochester Road, Camden The gardens were laid out in 1845 and were owned by the Marquis of Camden. There have been 21st century renovations to the gardens.	MLO103810
51	Camden Gardens/Camden Street/Kentish Town Road, Camden 19th Century Public Garden that during the mid-19th Century was crossed by a railway which remains today.	MLO103761
52	Chalcot Square Gardens, Chalcot Square, Camden The garden was laid out in 1849–60 and was until 1937 called St George's Square. There was once a 13th century farm at the location.	MLO103768
53	Royal College Street/St Pancras Way/Wilmot Place The garden was conveyed to the Vestry of St Pancras in 1878 and remains a public garden.	MLO103771
54	Royal College Street, Camden The site of tramway system that operated from before 1875 to sometime before 1940. Bedding and concrete track foundations were recorded during work in 2002 on Pancras Road.	MLO99230

9 Planning framework

9.1 Statutory protection

Listed Buildings and Conservation Areas

- 9.1.1 The *Planning (Listed Buildings and Conservation Areas) Act 1990* sets out the legal requirements for the control of development and alterations which affect buildings, including those which are listed or in conservation areas. Buildings which are listed or which lie within a conservation area are protected by law. Grade I are buildings of exceptional interest. Grade II* are particularly significant buildings of more than special interest. Grade II are buildings of special interest, which warrant every effort being made to preserve them.

9.2 National Planning Policy Framework

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

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

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

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

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

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

Para 129. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary

expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

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

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

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

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

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

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

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

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

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

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

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

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

Para 140. Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would

secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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

9.3 Greater London regional policy

The London Plan

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

9.4 Local planning policy

- 9.4.1 Following the Planning and Compulsory Purchase Act 2004, Planning Authorities have replaced their Unitary Development Plans, Local Plans and Supplementary Planning Guidance with a new system of Local Development Frameworks (LDFs). UDP policies are either 'saved' or 'deleted'. In most cases archaeology policies are likely to be 'saved' because there have been no significant changes in legislation or advice at a national level.
- 9.4.2 The London Borough of Camden's Core Strategy was adopted in November 2010. The Development Policies were adopted in November 2010.
- 9.4.3 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

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.

10 Determining significance

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

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

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

Table 2: Significance of heritage assets

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

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

11 Non-archaeological constraints

- 11.1.1 The Goad fire insurance plan of 1921 (Stephen Levrant Heritage Architecture, July 2015, 31) noted that most of the buildings within the site had asbestos roofs. There may therefore still be asbestos present in pre 1921 buildings on the site or within the made ground.
- 11.1.2 It is anticipated that live services will be present on the site, the locations of which have not been identified by this archaeological report. Other than this, no other non-archaeological constraints to any archaeological fieldwork have been identified within the site.
- 11.1.3 Note: the purpose of this section is to highlight to decision makers any relevant non-archaeological constraints identified during the study, that might affect future archaeological field investigation on the site (should this be recommended). The information has been assembled using only those sources as identified in section 2 and section 14.4, in order to assist forward planning for the project designs, working schemes of investigation and risk assessments that would be needed prior to any such field work. MOLA has used its best endeavours to ensure that the sources used are appropriate for this task but has not independently verified any details. Under the Health & Safety at Work Act 1974 and subsequent regulations, all organisations are required to protect their employees as far as is reasonably practicable by addressing health and safety risks. The contents of this section are intended only to support organisations operating on this site in fulfilling this obligation and do not comprise a comprehensive risk assessment.

12 Glossary

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

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

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13.2 Other Sources

Groundsure historic Ordnance Survey mapping

British Geological Survey online digital drift and solid geology data

Greater London Historic Environment Record

Historic England

Internet – web-published sources

London Archaeological Archive and Research Centre

London Canal Museum

London Metropolitan Archives

13.3 Cartographic sources

Greenwood and Greenwood, 1827 'Map of London from an Actual Survey', reproduced in Margary 1982, 'Map of London from an Actual Survey' by C and J Greenwood, 1827, Margary in assoc Guildhall Library, Kent

Rocque, 1741–45

Plan of Regent's Canal November 1823 (Canal & River Trust Archive, ref: BW100/1/5)

L&NWR plan of 1848 (Stephen Levrant Heritage Architecture, July 2015)

L&NWR plan of 1856 (Stephen Levrant Heritage Architecture, July 2015)

St Pancras parish map of 1849 (Stephen Levrant Heritage Architecture, July 2015)

Goad fire insurance plan of 1891 (Stephen Levrant Heritage Architecture, July 2015)

Goad fire insurance plan of 1921 (Stephen Levrant Heritage Architecture, July 2015)

Goad fire insurance plan of 1948 (LMA ref: LCC/VA/GOAD/XII)

Goad fire insurance plan of 1954 (LMA ref: LCC/VA/GOAD/XII)

Ordnance Survey maps

Ordnance Survey 1st and 2nd edition 5ft:mile map (1873) (1896)

Ordnance Survey 1st, 2nd and 3rd edition 25":mile map (1879) (1896) (1916)

Ordnance Survey 1:1,250 scale map (1952) (1963–1965) (1975) (1991)

Ordnance Survey 1:2.500 scale map (1952) (1968)

Engineering/Architects drawings

Topographic survey (Gleeds Building Surveying Ltd, dwg ref: LNBS0001_T01, dated 26/04/12)

Existing ground floor plan of site (Piercy & Company, dwg ref: 100 rev B, dated 06.05.2015)

Existing site section (Piercy & Company, dwg ref: 200 rev A, dated 09.01.2015)

Proposed ground floor plan of site (Piercy & Company, dwg ref: 100 rev E, dated 19.01.2015)

Proposed site section (Piercy & Company, dwg ref: 000 rev A, dated 09.01.2015)

Section showing proposed foundations in Middle Yard (Walsh, dwg ref: 4201/SK/150721/TRL/06, July 2015)

Section showing proposed foundations in East Yard Walsh, dwg ref: 4201/SK/150721/TRL/09, July 2015)

13.4 Available site survey information checklist

Information from client	Available	Format	Obtained
Plan of existing site services (overhead/buried)	not known		
Levelled site survey as existing (ground and buildings)	Y	CAD	Y
Contamination survey data ground and buildings (inc. asbestos)	Y	pdf	Y
Geotechnical report	N		
Envirocheck report	Y		N
Information obtained from non-client source	Carried out	Internal inspection of buildings	
Site inspection	Y	Y	



Fig 1 Site location

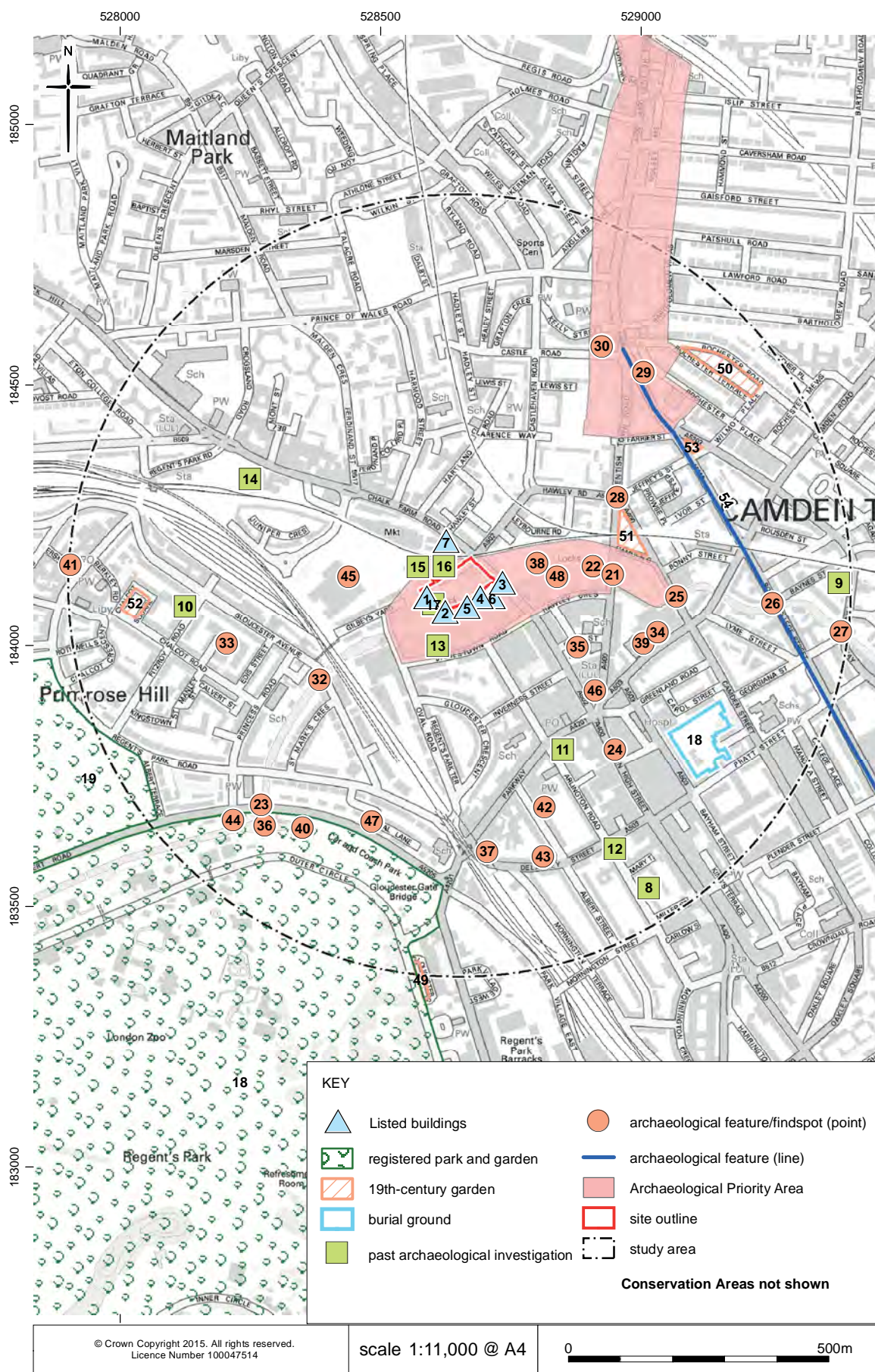


Fig 2 Historic environment features map



Fig 3 Rocque's map of 1741-45

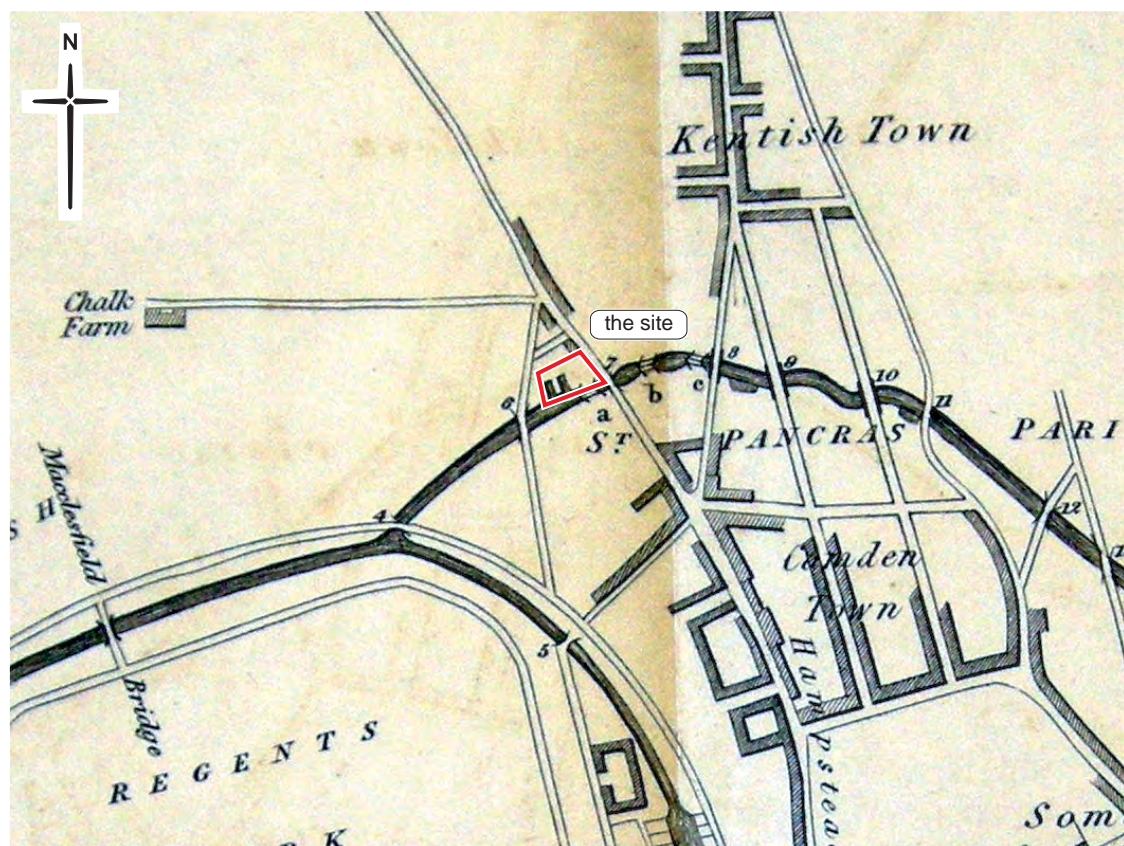


Fig 4 Plan of Regent's Canal November 1823 (Canal & River Trust Archive, ref: BW100/1/5)

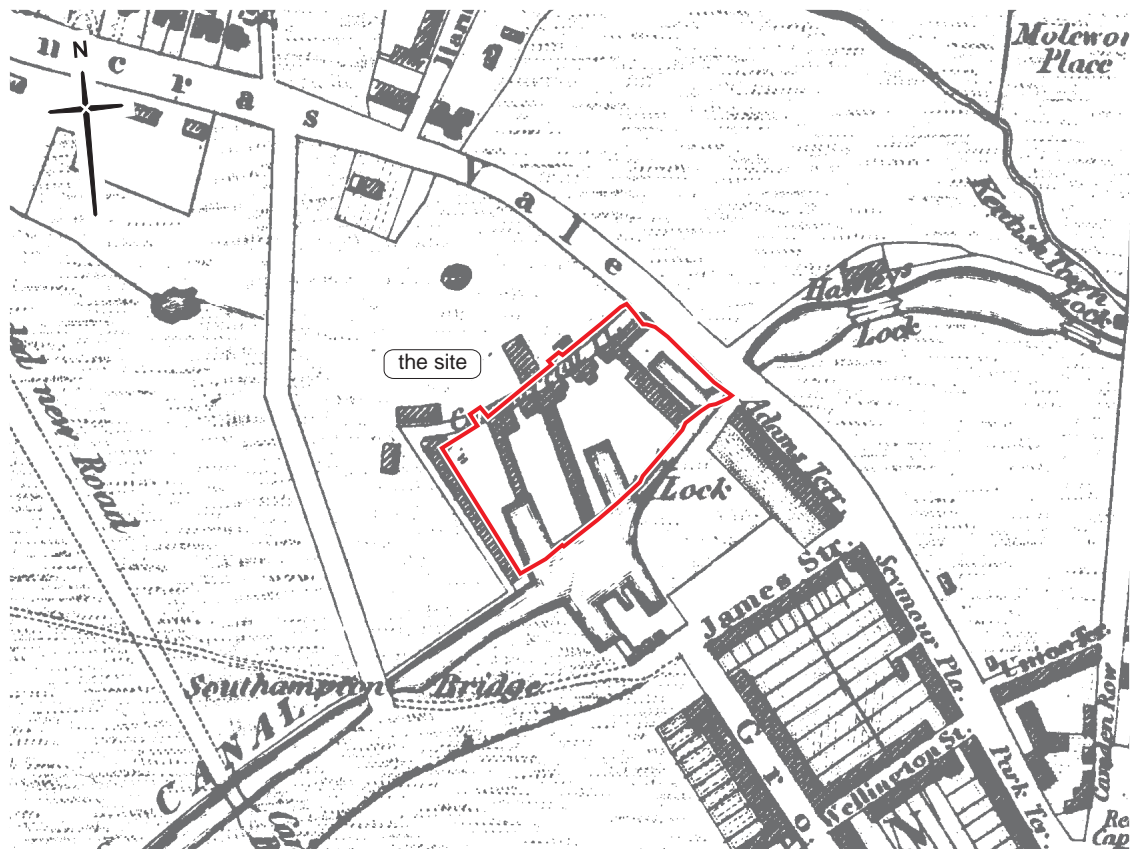


Fig 5 Greenwood's map of 1824-26

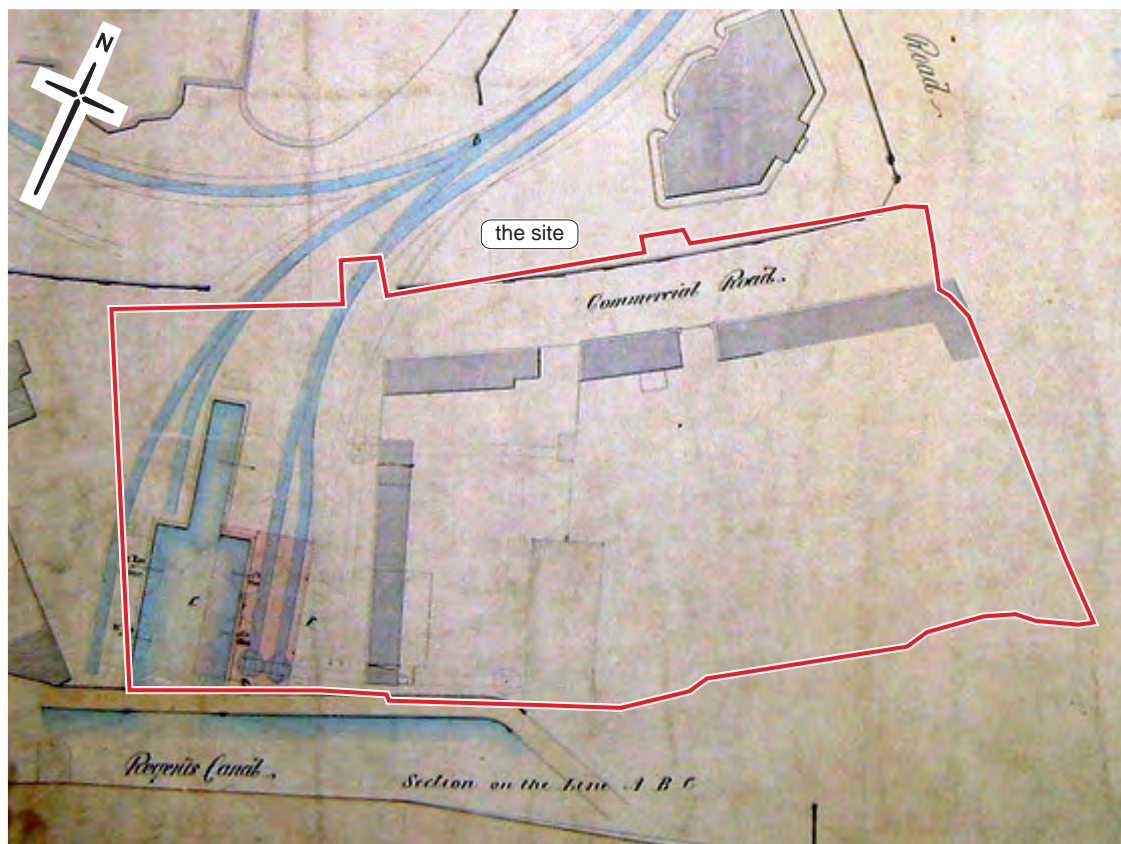


Fig 6 Plan of L&NWR site 1848 (Stephen Levrant Heritage Architecture, July 2015)

The map is a detailed historical plan of the Purfleet Wharf area. It shows the layout of the wharf, including the 'Purfleet Wharf' itself, which is a large rectangular area. To the north of the wharf are 'Stables' and a 'Signal Post'. To the west is a 'Goods Shed' and a 'Crane'. To the east is the 'Hampstead Road Lock' and the 'Northwestern Stone Wharf'. A 'Weighing Machine' is located near the center of the wharf. A red line outlines the 'site' of the proposed development, which is a large rectangular area within the wharf. The map also shows various railway lines, a canal, and several buildings with their respective dimensions and areas. A north arrow is located in the top left corner.

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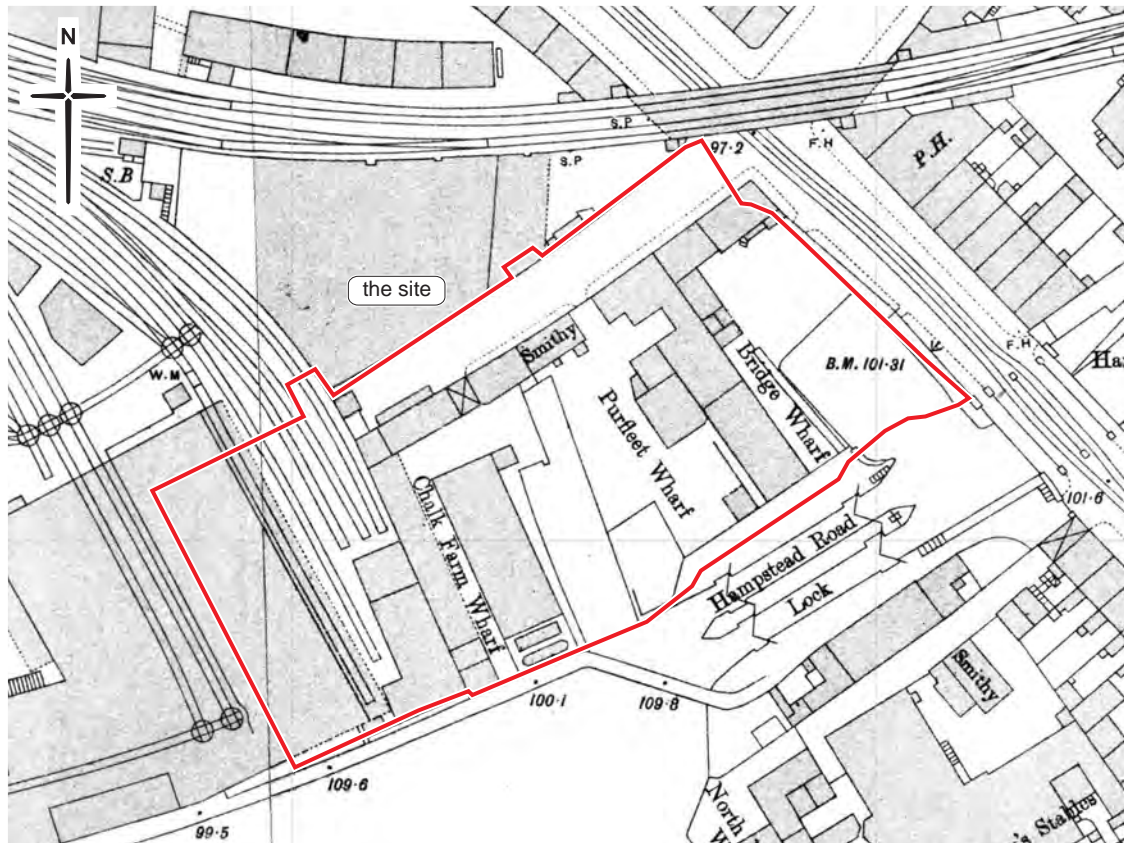


Fig 9 Ordnance Survey 5:1 mile map of 1896 (not to scale)

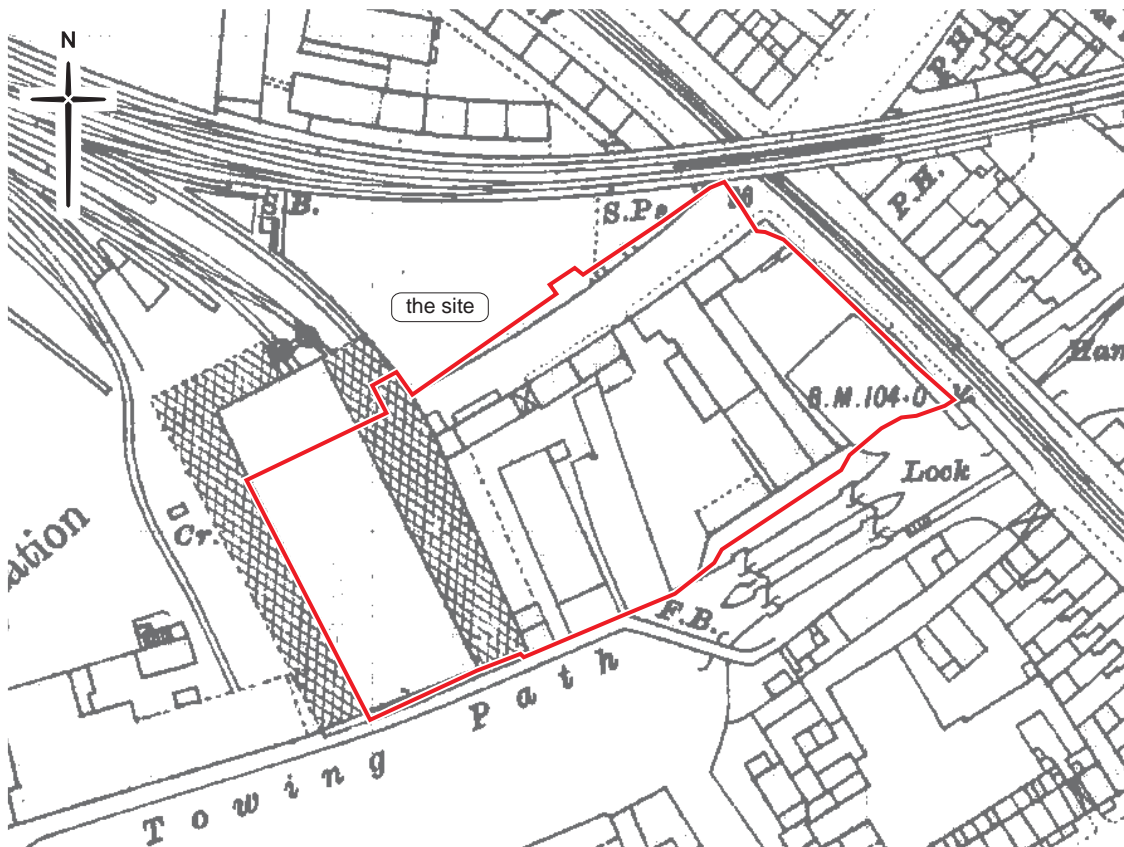


Fig 10 Ordnance Survey 25:1 mile map of 1916 (not to scale)



Fig 11 Goad fire insurance map of 1948 (LMA ref: LCC/VA/GOAD/XII)

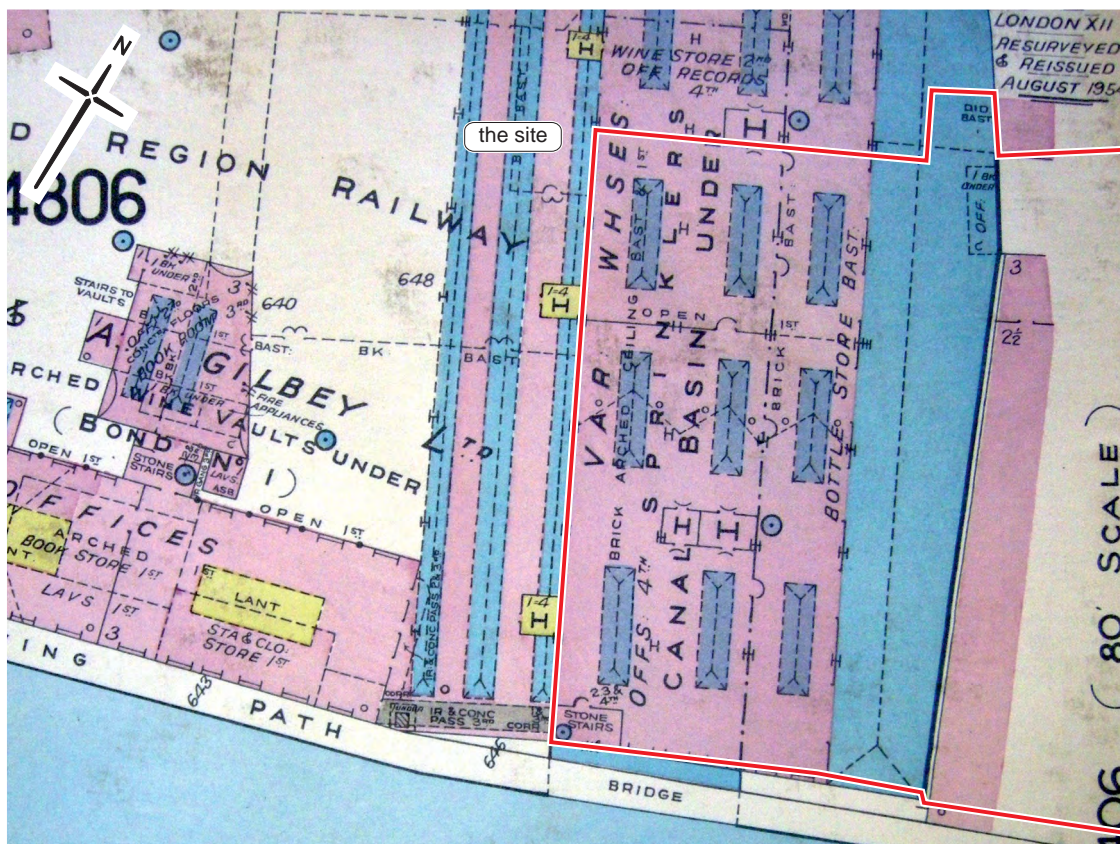


Fig 12 Goad fire insurance map of 1954 (LMA ref: LCC/VA/GOAD/XII)



Fig 13 The site looking north-west 1975 (LMA ref: SC/PHL/02/Box1313/22). The market stalls in East Yard are on the right of the photo. The Interchange warehouse is in the background on the left of the photo



Fig 14 The west end of Camden Lock Place looking west in 1980 (LMA ref: SC/PHL/02/0919/25)

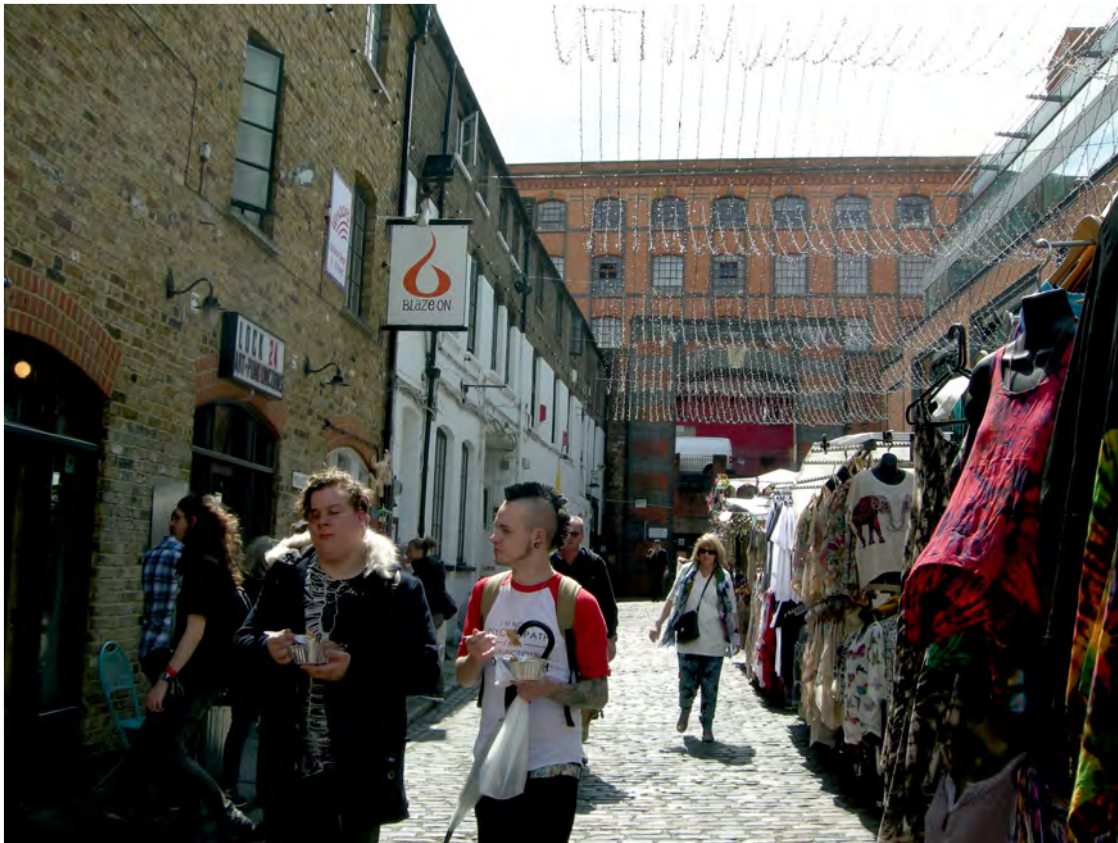


Fig 15 The west end of Camden Lock Place looking west in 2015 (MOLA photo 23.06.2015)



Fig 16 The site looking north-west in 2015 (MOLA photo 23.06.2015). The Dingwall's building shown in Fig 15 is still there on the right side of the photo. The Interchange Building is on the left



Fig 17 Remains of the late 19th-century extension to the Middle Dock in West Yard looking south (MOLA photo 23.06.2015). Filled in extension to the Middle Dock is on the right side of the photo. The top of the dock wall is in the centre

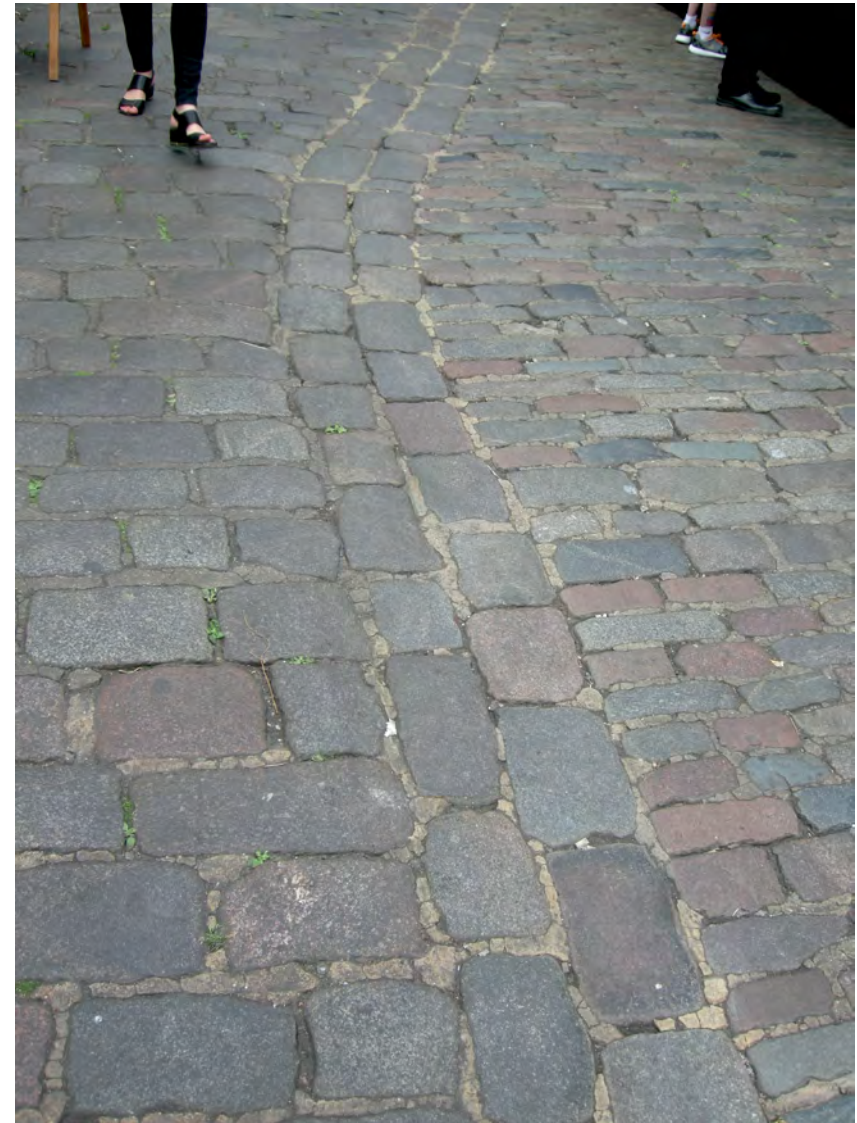


Fig 18 Remains of 19th-century setts and guttering associated with former stables in Middle Yard, looking north (MOLA photo 23.06.2015)

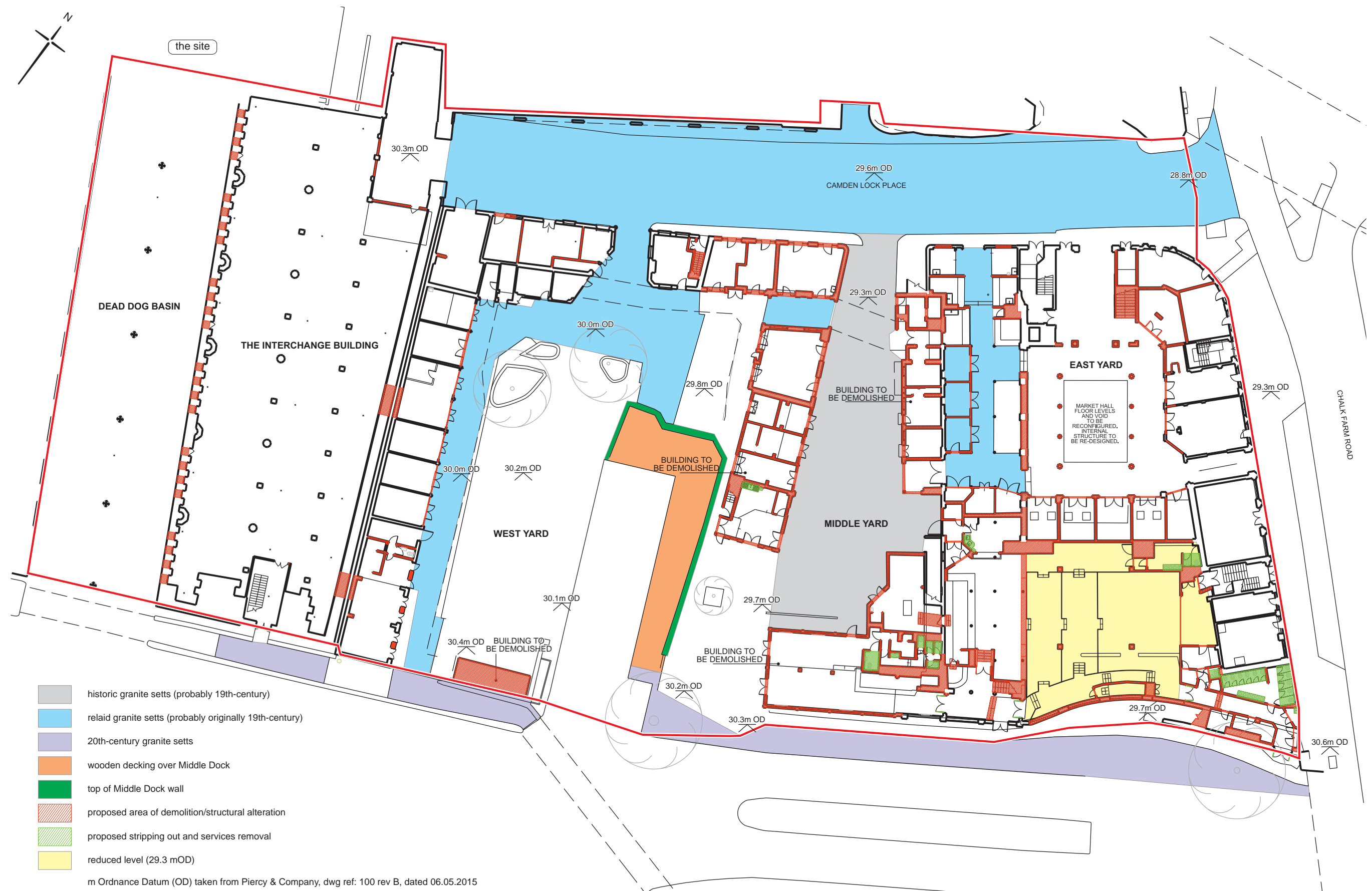
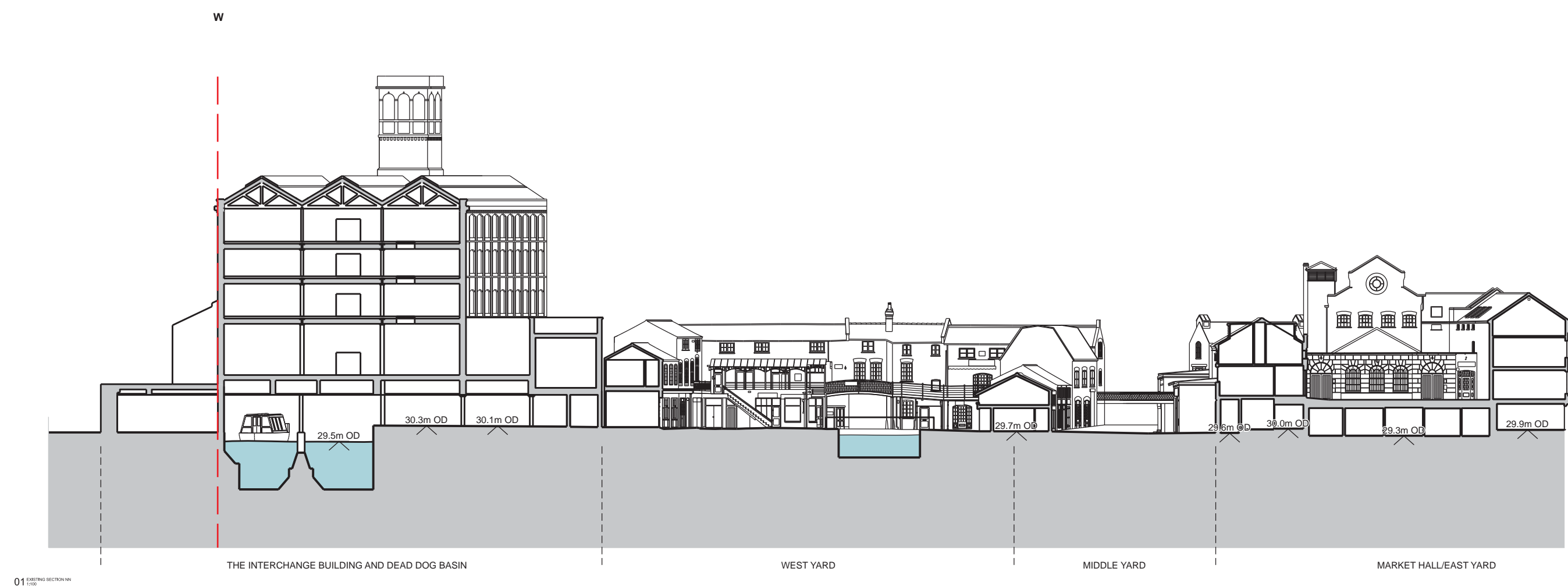


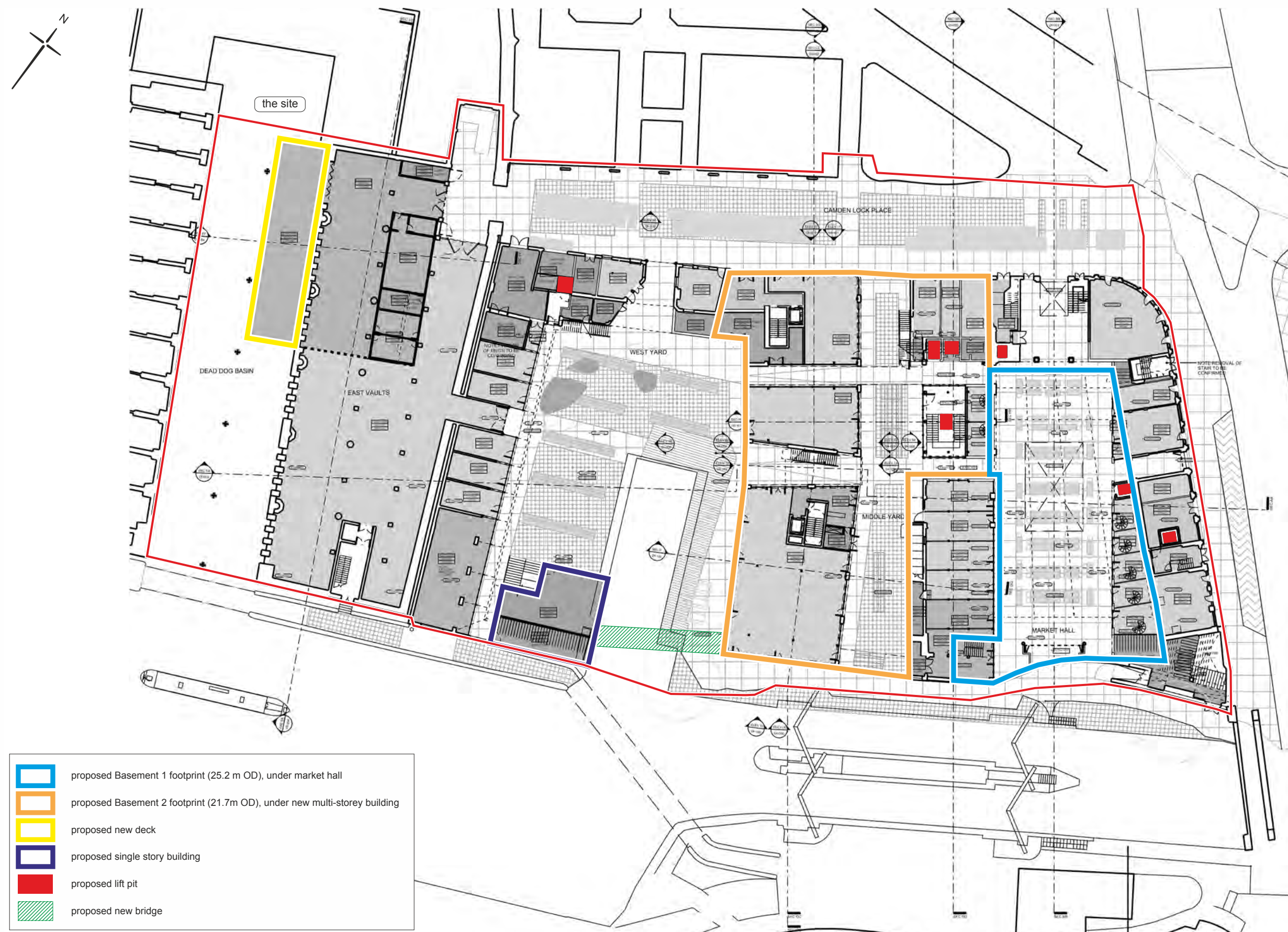
Fig 19 Existing ground floor plan of site (Piercy & Company, dwg ref: 100 rev B, dated 06.05.2015)



the site

m OD of Interchange Building taken from Piercy & Company, dwg ref: 204 rev A, dated 09.01.2015

Fig 20 Existing site section (Piercy & Company, dwg ref: 200 rev A, dated 09.01.2015)



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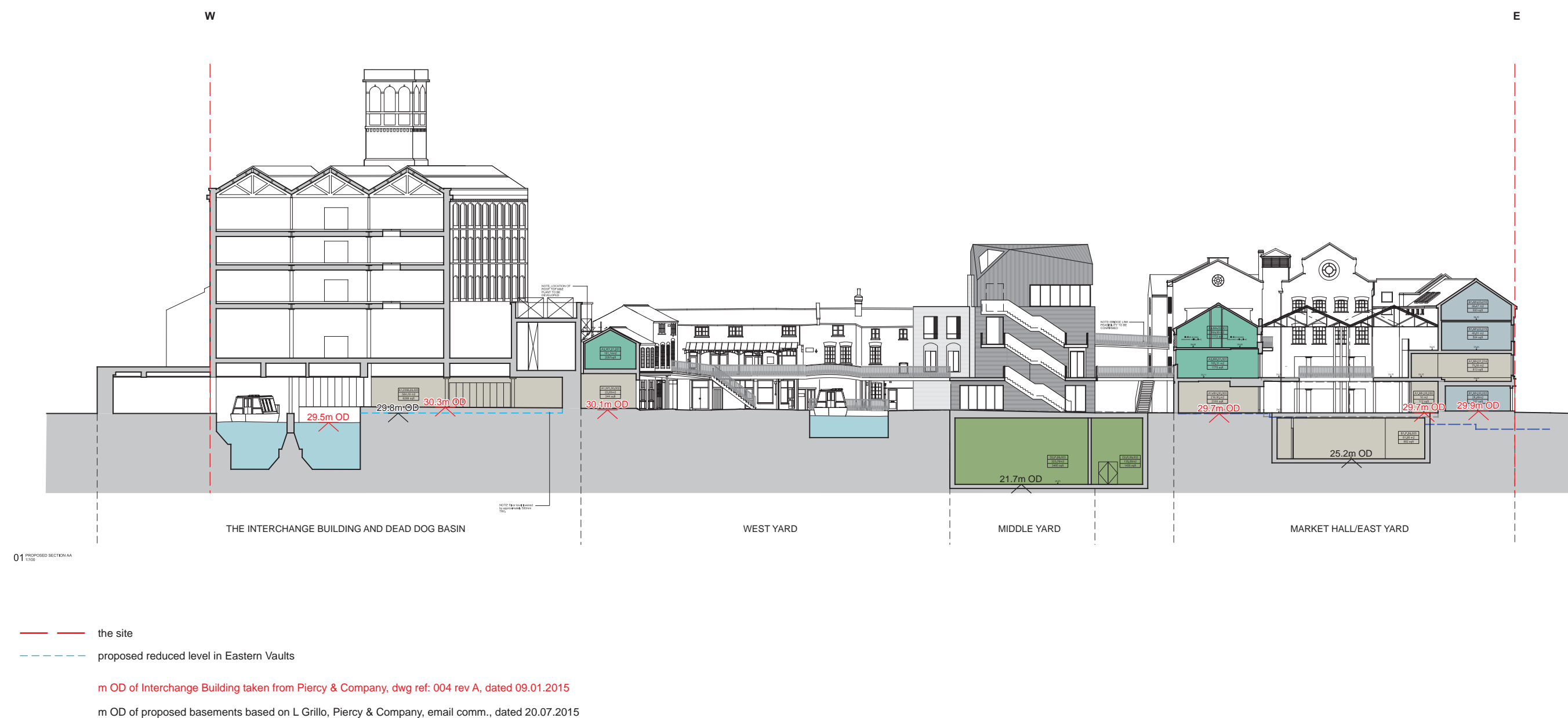


Fig 22 Proposed site section (Piercy & Company, dwg ref: 000 rev A, dated 09.01.2015)