

Transport for London Cycle Hire Scheme Archaeological Watching Brief Report

Docking Station 00/610025



Hyder Consulting (UK) Limited
2212959
The Mill
Brimscombe Port
Stroud
Glos GL5 2QG
United Kingdom
Tel: +44 (0)1453 731 231
Fax: +44 (0)1453 887 979
www.hyderconsulting.com



Transport for London

Cycle Hire Scheme

Archaeological Watching Brief Report

Docking Station 00/610025

Author	Sarah Woodget	
Checker	Jennifer Wylie	
Approver	Caroline Soubry-Smith	

Report No

Date 1st November 2010

This report has been prepared for Transport for London in accordance with the terms and conditions of appointment for Archaeological watching Brief Report dated October 09. Hyder Consulting (UK) Limited (2212959) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.



CONTENTS

1	SUMMARY	1
2	Introduction	1
3	Archaeological Background.....	1
4	Aims.....	2
5	Methodology	2
6	Results.....	2
	6.1 Trench 1	3
	6.2 Trench 2	3
7	Discussions and Conclusions.....	4
8	Bibliography.....	5

1 SUMMARY

Following the granting of planning permission (Permission No. 09/00388/FULL) an archaeological watching brief was carried out at Cycle Hire docking station number 00/610025 in the City of London between 5th and 8th of February 2010. In accordance with the Written Scheme of Investigation which accompanied the planning application and the condition (no. 09/00388/FULL) attached to the permission, an archaeologist was present to monitor the excavation of foundations for this docking station being constructed as part of the Transport for London Cycle Hire Scheme.

During the archaeological supervision the remains of two post medieval structures and associated features and deposits were recorded within the top 0.45m below ground level. An unstratified oyster shell was recovered during excavation.

2 Introduction

Hyder Consulting was commissioned by Transport for London to carry out an archaeological watching brief at 00/610025 in the City of London. The Site lies on the footway on the eastern side of Aldermanbury Street and is centred on NGR 532400, 181300. The watching brief was carried out in accordance with a Written Scheme of Investigation submitted with the planning application and required by a planning condition (no. 09/00388/FULL) attached to the permission. The work was carried out in advance of the construction of a terminal and 17 docking points, collectively termed a docking station, as part of the Transport for London Cycle Hire Scheme.

The solid geology of the area is London Clay (Solid Geology Map, 1:625000, 4th edition) and the drift geology is River Terrace deposits (mainly sand and gravel) (Geological Survey Ten Mile Map, 1st edition 1977, 1:625000). The topography of the site is generally flat. Prior to works commencing the ground cover was cobbles.

The archaeological watching brief was undertaken between 5th and the 8th of February 2010. The museum ascension number for this site is CH-00110.

3 Archaeological Background

During the production of the Archaeological Impact Assessment (AIA) for this Site (Hyder. 2009) consultations were carried out with Ms Stubbs, Archaeological Advisor for the City of London. Ms Stubbs identified the Site as being in an area rich with archaeological potential.

The Site was located close to two SAMs; part of the wall of Cripplegate Roman fort which was found at 68-78 Aldermanbury during excavations in 1951 (MLO56012); and a 12.91m length of foundation trench found in 1965 at NGR 532410 181410 and interpreted as part of the wall of Cripplegate Roman fort (MLO56257).

Greater London Sites and Monuments Record (SMR) and unpublished archaeological sources

The SMR identified a number of assets within 50m of the Site and these are cataloged in the AIA (Hyder. 2009).

As well as the Scheduled remains of the Roman fort (see above), other remains recorded in the area have been interpreted as parts of the fort and remains of the amphitheatre were found in Guildhall Yard.

There have also been finds of medieval remains. In particular, immediately adjacent to the Site, there was a medieval or post-medieval cooper-lined well (MLO11598) and a large medieval wicker lined pit containing refuse (MLO11596).

Medieval or later buildings along Aldermanbury had cellars so the AIA (Hyder.2009) concluded that there would be little in the way of significant archaeological remains in the uppermost 450mm.

Historic Maps

Rocque's 1746 map showed the Site in a developed area. The alignment of Aldermanbury was the same and the Site lay to the south of Carpenters Court.

Individual properties that were indicated in the 18th century no longer exist. The Site was re-developed in the second half of the 20th century for the construction of the Guildhall Library.

4 Aims

The aims of the archaeological watching brief were:

- To understand the character, form function and date of past activities indicated in this area by the archaeological remains
- To record and consider the evidence of the activities present on the Site within the wider context of finds in the area and
- To investigate and record the spatial distribution of activities across the Site in terms of the distribution of features, artefacts and environmental evidence.

5 Methodology

The archaeological watching brief was undertaken in accordance with the Written Scheme of Investigation prepared by Hyder Consulting (Hyder.2009) in support of applications for docking stations prepared by Transport for London.

The area of the groundworks was marked out and the footway and 5 small trial pits were hand excavated to a depth of 0.45m. These were located along the length of the docking station trench, either side of trees present. No archaeological features were observed in the trial pits.

The docking station trench was machine excavated in three sections due to the presence of trees and then hand cleaned. A site grid was established and archaeological features within the trench were planned at a scale of 1:20 and sample excavated. All pre-20th century artefacts recovered during the excavation were retained.

A written drawn and photographic record was made according to standard methodology and following Institute for Archaeologists (IfA) standards and guidance. The site archive contains all the information gathered during the watching brief on both this and all other docking stations subject to a watching brief in the scheme. The elements of that archive that are relevant to this report are indexed in Appendix 2.

6 Results

A total area of 17.57m² was stripped of the cobbled surface and underlying levelling material under archaeological supervision. This area was separated into 3 trenches due to the presence of trees. Two structural remains and associates deposits and features were uncovered during

the watching brief. One was recorded in trench 1 and one in trench 2. No archaeological features were observed in trench 3.

6.1 Trench 1

A tree was situated at either end of Trench 1, to the north and the south. Feature 002 and 003 were recorded within this trench. Feature 002 was observed along the majority of the trench. At both ends of the trench (to the north and the south) the feature ended abruptly and was met by disturbed ground (see plate 1).

Feature 002 was a linear feature, L shape in plan and orientated south-west to north-east, turning at a right angle at the southern end where it was orientated west to east (see figure 3). It was constructed out of bonded brick (plate 1). The brick was bonded with a hard white mortar (004). The feature was only visible in plan as it was located at the maximum depth of excavation (0.45m below ground level, 15.05m AOD). The section of the feature which was orientated south-west to north-east was 0.32-23m wide and 3.77m long. The base of the feature was not reached and no construction cut was observed.

Feature 003 abuts feature 002 half way along the length of 002 which is orientated south-west to north-east (See figure 2). . Feature 003 was constructed with the same brick as 002 and the same bonding material (004). It was 0.32m by 0.30m and was observed from 0.27m below ground level (15.23m AOD) to the base of the excavations (0.45m). Its full extent could not be determined as it abutted the eastern boundary of the docking station foundations. A loose Sandy deposit (001) was adjacent to features 002 and 003. This deposit was situated to the east of feature 002.

6.2 Trench 2

Trench 2 was located to the north of trench 1. A tree was situated at either end of the trench. Feature 012 and associated deposits were recorded within this trench (see plate 2). They were observed along the majority of the trench but ended before the boundary of the docking station foundations to the south and the north. At the southern and northern ends of the boundary trench the features were truncated by disturbed ground. At the southern end this was 0.5m from the boundary of the trench and at the northern end this was 1.86m from the boundary edge.

Feature 012 was linear in plan, orientated north to south and was constructed out of bonded brick. The brick was the same as within 002 but the bonding was a hard orangey Brown Clay (005) (see figure 3). Its full extent could not be determined as it continued beyond the eastern boundary of the docking station foundations. Within the trench its extent was 5.2m long and 0.16m wide. The feature was half sectioned and was observed to be square in profile (see figure 3). The feature was observed 0.33m from ground level (15.17m AOD) to the maximum depth of excavation in the trench, 0.5m (15m AOD). The maximum observed depth of the feature, 0.62m below ground level (14.88 AOD), was observed in a small area excavated to located services, outside of the boundary of the docking station foundation to the east. As with feature 002 the base of the feature was not reached and no construction cut was observed.

Deposit 006 was located to the west of feature 012. Deposit 006 was a very compact and linear in plan, orientated north to south (see plate 3). It consisted of a dry, compact waste (possibly industrial) which was light in weight and had evidence of iron panning on its outer surface. The deposit had a dark Brown core and a mid-Brown exterior. It was 0.18m wide and 5.2m long. In profile it was rectangular with a depth of 0.10m. It had double semi circular parallel indentations which were 0.04m deep. One unstratified oyster shell was recovered from the deposit above deposit 006, this was not retained.

Deposit 007 consisted of coarse grained, sandy gravel with 40% inclusions of CBM, stone and coal and 2% inclusions of air bubbles. It was 0.08m wide and 0.25m long with rough ends. In profile the deposit was 0.07m thick with a semi circular indentation 0.02m in extent (see figure 3). Deposit 007 was parallel and to the west of 006 (see figure 3).

In plan deposit 008 ran parallel and to the west of 006 and 007. It was a hard, fine grained Grey stone; it consisted of an undulating continuous surface.

At the location where feature 012 and its associated deposits were half sectioned, deposit 006 was recorded as overlying deposit 009 (see figure 3). Deposit 009 was dark orangey Brown soft Clay. Deposit 009 was 0.01m deep and overlay deposit 010. Deposit 010 was grey stone slabs (see plate 4). Deposit 010 was 0.04m deep and overlay deposit 011, Deposit 011 was soft Brown silty Sand. Deposit 011 was 0.03m deep and overlay deposit 008 (described above).

7 Discussions and Conclusions

Features 002 and 012 have been interpreted as the base of walls. It is likely that the walls have been truncated and may once have formed part of the individual properties which were indicated on the 18th century maps and no longer exist. It is likely that the bases of the features were not reached and no construction cut observed because the properties had cellars and the trenches were not excavated deep enough. It was evident that the bricks used in construction were not modern however a more accurate date cannot be ascertained at this stage. Feature 003 has been interpreted as part of the same building as 002, its position at a right angle to 002 indicates a possibly internal wall abutment. The function of deposit 004 remains unclear however possible interpretations could be; a potential building deposit associated with the construction of the wall or backfill deposit post-use of the structure.

It is not possible to interpret what deposit 006 was within trench 2 at this stage, further analysis of the deposit could possibly indicate its origins. The nature of deposit 007 indicates that it was only a fragment. Due to its location and fragmentary nature it is possible that it originally ran parallel to the whole length of 006 and 012. It is not possible to determine its function however a possible interpretation is as a gully associated with the structure (012).

Within trench 2 deposit 008 runs parallel to 006 and 007 and in the section was shown to underlie deposit 006. It is possible that 008 was a foundation stone related to the foundations of structure 012. However, the limited amount of this deposit visible within the excavated trench makes it impossible to be certain in this interpretation.

Different bonding material was used in 002 and 012 and different deposits were associated with 012. This indicates that the two structures were of different construction and are unlikely to be of the same structure. As both 002 and 012 were on a similar alignment and constructed of the same brick it is possible that they were contemporary with one another.

It is known that industrial buildings used to front the street in this area and were bombed in the war (Kathryn Stubbs pers comm.). It is possible that the remains recorded were related to this activity..

Within trench 1 it appears that feature 002 may have been disturbed by the planting of the trees to the north and the south of the foundation trenches. Within trench 2 it appears that at the southern end of feature 012 it may also have been disturbed by the planting of the tree beyond the end of the boundary of the docking station foundations. To the north the disturbance cannot be directly associated to disturbance caused by the tree because of its distance from the tree.

8 Bibliography

Hyder Consulting, 2009. Written Scheme of Investigation In support of applications for docking stations. Unpublished

Hyder Consulting, 2009. Archaeological Impact Assessment in support of an application for a docking station on the footway adjacent to: Guildhall Library on Aldermanbury, EC2P. Unpublished

British Geological Survey, Solid Geology Map, UK South Sheet, 1:625 000 scale 4th edition

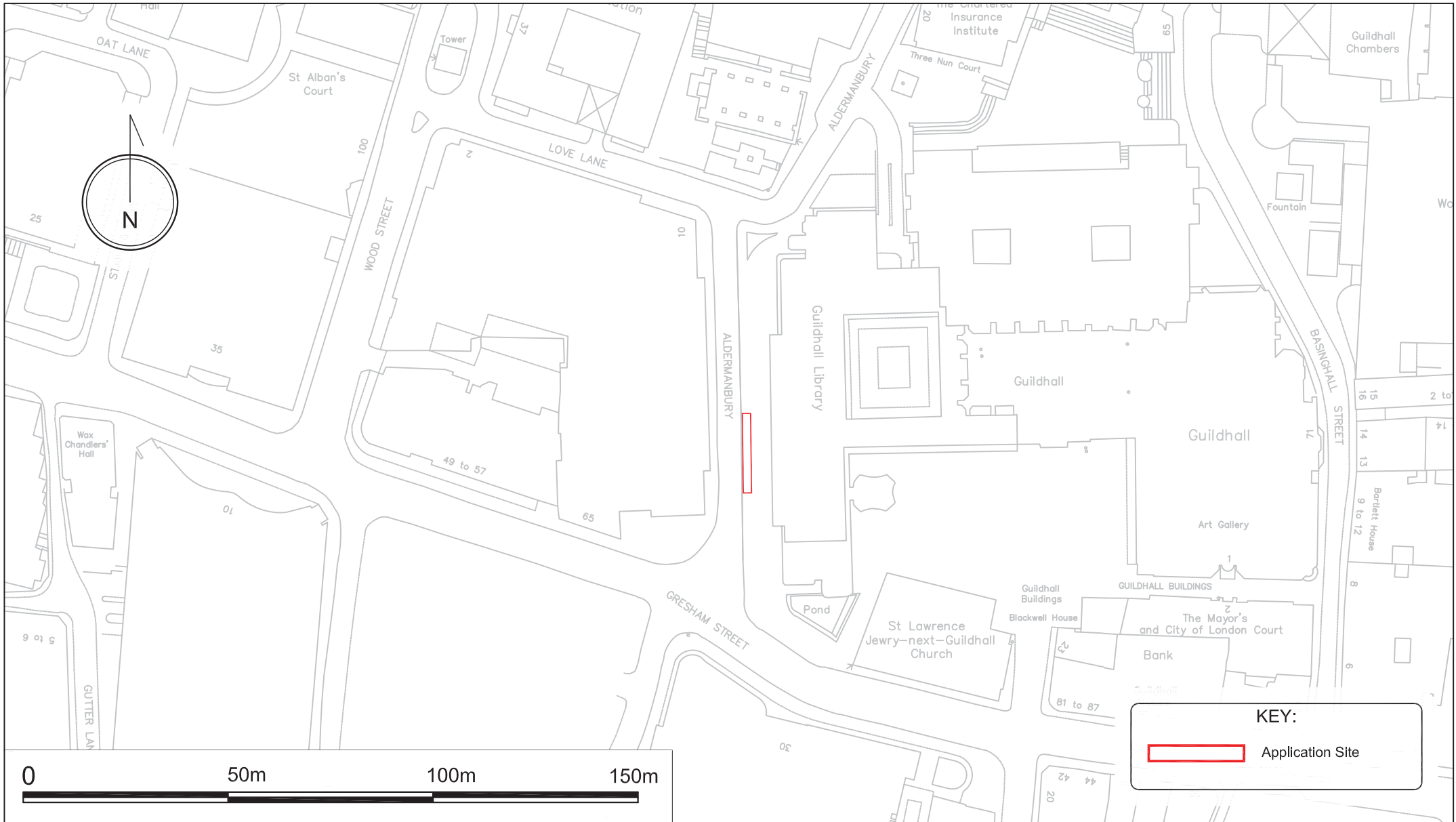
British Geological Survey, Geological Survey Ten Mile Map, South Sheet, First Edition (Quaternary) 1977, 1:625 000 Scale.

Figures

Figure 1: Site Location Plan

Figure 2: Plan of Trench 1 (feature 003 and 004)

Figure 3: pan of Trench 2 and North facing section of feature 012



'© Crown Copyright. All rights reserved' (GLA100032379)(2009)

LOCATION PLAN

LONDON CYCLE HIRE SCHEME

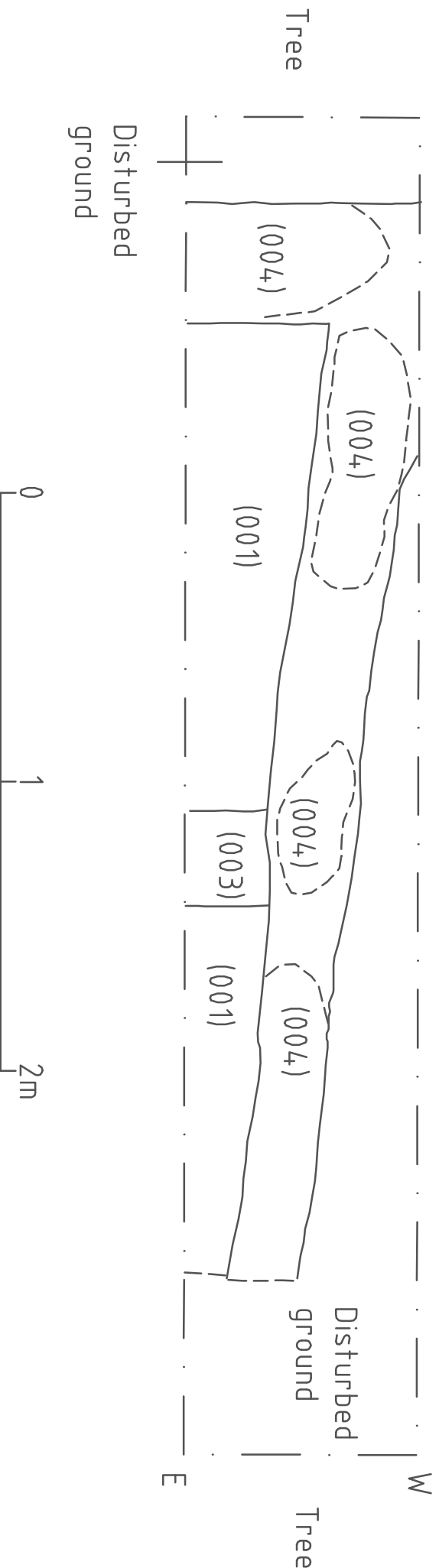
SITE NAME
 Aldermanbury
 Junction With
 Gresham Street


SITE NO: 00/610025
 BOROUGH City of London
 POSTCODE EC2P

Drawn RP
 Checked GJP
 Scale 1:1250 @ A4
 Date: May '09

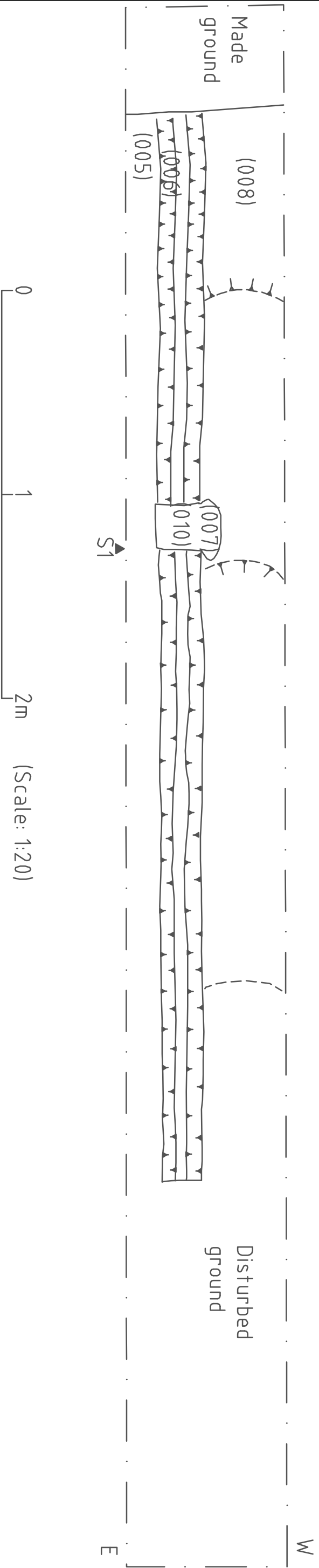
Drg. No. 328151_L
 File Path & Name
 Rev.

Trench 1: Feature 002 and 003

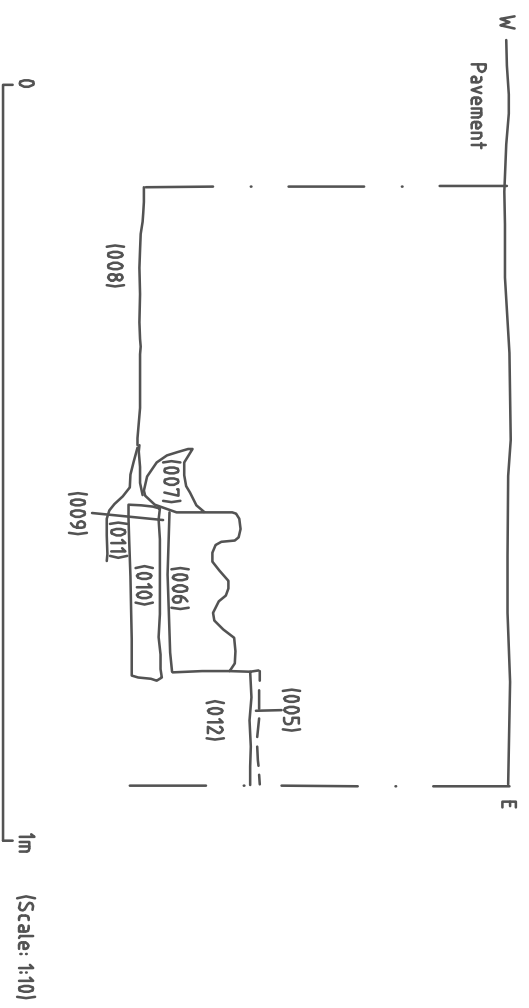


Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION		Project TRANSPORT FOR LONDON CYCLE HIRE SCHEME	
Revision 01 REVISION 1		Title FIGURE 2: PLAN OF TRENCH 1 DOCKING STATION 00/610025	
Description Description		Date OCT 10	
Scale 1:20		Original Size A4	
Datum DATUM		Grid GRID	
Filename 0002-UA000942-STD-02.DWG		Copyright © Copyright reserved	
Plot Date 08/Oct/2010 12:49:56 PM		File Location K:\C1300 - C1319\C1305 TEL CYCLE HIRE\ARCHAEOLOGY\WATCHING BRIEF\POST-EX\FIGURES\0002-UA000942-STD-02.DWG	
Drawing No. 2		Project No. UA000942-01	
		HYDER CONSULTING (UK) Limited 5th Floor, The Pillbox All Saints Street Bristol, England BS1 2NL Tel: +44 (0)870 000 3003 Fax: +44 (0)870 000 3903	

Trench 2: Feature 0012



Section 1: Feature 0012



<table border="1"> <tr> <td>01</td> <td>REVISION 1</td> <td>OCT 2010</td> </tr> <tr> <td>Issue</td> <td>Description</td> <td>Date</td> </tr> </table>		01	REVISION 1	OCT 2010	Issue	Description	Date	Client		<table border="1"> <tr> <td colspan="2">Status</td> <td colspan="2">Project</td> </tr> <tr> <td colspan="2">NOT TO BE USED FOR CONSTRUCTION</td> <td colspan="2">TRANSPORT FOR LONDON</td> </tr> <tr> <td colspan="2">PRELIMINARY</td> <td colspan="2">CYCLE HIRE SCHEME</td> </tr> <tr> <td colspan="2">Scales</td> <td colspan="2">Title</td> </tr> <tr> <td>1:20</td> <td>Author</td> <td colspan="2">FIGURE 3: PLAN OF TRENCH 2</td> </tr> <tr> <td>1:10</td> <td>J.JAMESON</td> <td colspan="2">& SECTION 1 (FEATURE 12)</td> </tr> <tr> <td>A3</td> <td>Checker</td> <td colspan="2">DOCKING STATION 00/610025</td> </tr> <tr> <td>DATUM</td> <td>S.WOODGETT</td> <td colspan="2"></td> </tr> <tr> <td>GRID</td> <td>JMYLLE</td> <td colspan="2"></td> </tr> <tr> <td>GRID</td> <td>Copyright reserved</td> <td colspan="2"></td> </tr> <tr> <td>Filename:</td> <td>0002-UA000942-STD-02.DWG</td> <td colspan="2"></td> </tr> </table>		Status		Project		NOT TO BE USED FOR CONSTRUCTION		TRANSPORT FOR LONDON		PRELIMINARY		CYCLE HIRE SCHEME		Scales		Title		1:20	Author	FIGURE 3: PLAN OF TRENCH 2		1:10	J.JAMESON	& SECTION 1 (FEATURE 12)		A3	Checker	DOCKING STATION 00/610025		DATUM	S.WOODGETT			GRID	JMYLLE			GRID	Copyright reserved			Filename:	0002-UA000942-STD-02.DWG			<table border="1"> <tr> <td colspan="2">Drawing No.</td> <td colspan="2">Project No.</td> <td colspan="2">Issue</td> </tr> <tr> <td colspan="2">3</td> <td colspan="2">UA000942</td> <td colspan="2">01</td> </tr> </table>		Drawing No.		Project No.		Issue		3		UA000942		01	
01	REVISION 1	OCT 2010																																																																			
Issue	Description	Date																																																																			
Status		Project																																																																			
NOT TO BE USED FOR CONSTRUCTION		TRANSPORT FOR LONDON																																																																			
PRELIMINARY		CYCLE HIRE SCHEME																																																																			
Scales		Title																																																																			
1:20	Author	FIGURE 3: PLAN OF TRENCH 2																																																																			
1:10	J.JAMESON	& SECTION 1 (FEATURE 12)																																																																			
A3	Checker	DOCKING STATION 00/610025																																																																			
DATUM	S.WOODGETT																																																																				
GRID	JMYLLE																																																																				
GRID	Copyright reserved																																																																				
Filename:	0002-UA000942-STD-02.DWG																																																																				
Drawing No.		Project No.		Issue																																																																	
3		UA000942		01																																																																	
<p>HYDER CONSULTING (UK) Limited 5th Floor, The Pitway All Saints Street Bristol, England BS1 2NL Tel: +44 (0)870 000 3803 Fax: +44 (0)870 000 3803</p>		<p>Plot Date: 11/Oct/2010 9:40:01 AM File Location: K:\1300 - C1319\1305 TFL CYCLE HIRE\ARCHAEOLOGY\WATCHING BRIEF\POST-EX\FIGURES\0002-UA000942-STD-02.DWG V1</p>																																																																			

Plates



Plate 1: Trench 1



Plate 2: Trench 2



Plate 3: Feature 012 and deposit 006



Plate 4: stone slab (010)



Plate 5: Trench 3

Appendix 1: Inventory of primary archive

<i>Record</i>	<i>Description</i>	<i>Quantity</i>
Written Record	Site Risk Assessment	1
	Docking Station monitoring form	1
	Context register	1
	Context card	12
	Photographic record sheet	1
	Permatrace sheets	2

Appendix 2: Inventory of Contexts

<i>Context Number</i>	<i>Description</i>
001	Sandy deposit
002	Brick wall
003	Brick wall abutment
004	Coarse grained mortar
005	Clay bonding material
006	Double gully (?) deposit
007	Building deposit (gully?)
008	Stone
009	Clay building deposit
010	Stone slab
011	Silty sand (possible building deposit)
012	Brick wall