

# Transport for London Cycle Hire Scheme Archaeological Watching Brief Report

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Docking Station 08/610802



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# Transport for London

## Cycle Hire Scheme

### Archaeological Watching Brief Report

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#### Docking Station 08/610802

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**Report No**

**Date** 1<sup>st</sup> 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.





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# 1 SUMMARY

Following the granting of planning permission (Permission No.09-AP-1426) an archaeological watching brief was carried out at Cycle Hire docking station number 08/610802 in Southwark on 10<sup>th</sup> June 2010. In accordance with the Written Scheme of Investigation which accompanied the planning application and the condition 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. The remains of a post medieval wall dated to the 17<sup>th</sup> century were recorded within the top 0.60m below ground level. The wall was possibly a garden wall or less substantial building to rear of a main property on Park Street.

## 2 Introduction

Hyder Consulting was commissioned by Transport for London to carry out an archaeological watching brief at New Globe Walk in Southwark. The Site lies on the carriageway on the eastern side of New Globe Walk and is centred on 532200, 180400. 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-AP-1426) attached to the permission. The work was carried out in advance of the construction of a terminal and 19 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, 4<sup>th</sup> edition) and the drift geology is Alluvium (Geological Survey Ten Mile Map, 1<sup>st</sup> edition 1977, 1:625000). The topography of the site is generally flat. Prior to works commencing the ground cover was tarmac.

The archaeological watching brief was undertaken on the 10<sup>th</sup> of June 2010. The museum ascension number for this site is CH-00210.

## 3 Archaeological Background

During the production of the Archaeological Impact Assessment (AIA) for this Site (Hyder. 2009) consultations were carried out with Dr Chris Constable, Archaeological Advisor for Southwark. Dr Constable confirmed that the Site lies 'immediately adjacent to late 17<sup>th</sup> century Bear Gardens'.

### ***Greater London Sites and Monuments Record (SMR) and unpublished archaeological sources***

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

Archaeological fieldwork in the vicinity of the Site has recorded post-medieval industrial remains overlying prehistoric and medieval activity. Evidence of the Bear Gardens was found at Skinmarket in the form of two bear skeletons (MLO23842). However, the Site was built up with properties in the 18<sup>th</sup> century and any remains on the Site are likely to be associated with that later activity.

### ***Historic Maps***

The general arrangement of New Globe Walk does not seem to have changed significantly since Rocque's 1746 map and Horwood's map of 1799.

Individual properties that were indicated in the 18<sup>th</sup> century no longer exist.

## 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 (Appendix 1) in support of applications for docking stations prepared by Transport for London.

The area of the groundworks was marked out and the carriageway, work started from the south, breaking out the tarmac road surface for the first c.2m of the docking station trench. The underlying levelling material was removed to c.0.56m below ground level (2.84m AOD) revealing an archaeological feature.

The archaeological feature was then hand cleaned to ensure it was properly defined and a site grid was established. The feature was then planned at a scale of 1:20 and sample excavated.

A written drawn and photographic record was made according to standard methodology and following 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.

After discussion with the contractor it was agreed that the formation level would not exceed 0.5m (2.9m AOD) for the rest of the docking station trench, therefore not disturbing the archaeological horizon any further.

## 6 Results

A total area of 26m<sup>2</sup> was stripped of tarmac and underlying levelling material under archaeological supervision. About two meters was excavated to c.0.56m (2.84m AOD) the rest of the trench was excavated to 0.5m (2.9m AOD). One archaeological feature was uncovered during the watching brief.

Feature 005 was orientated north to south, was linear in plan and was constructed out of bonded, red brick (figure 2 and plate 1). The brick was Late Red Brick Type 3046 (dated 1600-1700) (pers comm. PCA) and the bonding was a soft light grey mortar with chalk inclusions and occasional charcoal flecks. The feature was only visible in plan as it was located at the maximum depth of excavation (0.56-0.54m below ground level, 2.84-2.84m AOD). Apart from disturbance of a couple of bricks the feature was left intact. The feature was 0.20m wide (two courses) and observed for a length of 1.80m. At its northern limit there was a possible western return which has been truncated. The base of the feature was not reached and no construction cut was observed. The feature appeared to continue beyond the southern limit of excavation

and the feature or related features potentially continued to the north, although was not observed as this area was only excavated to 0.50m (2.9m AOD).

To the east of feature 005 was deposit 004. This was very loose, dark grey, sandy Silt with no inclusions. To the west of feature 005 was deposit 003. This was loose, dark grey, slightly sandy, clayed Silt with inclusions of fragments of ceramic building material (CBM). The CBM consisted of brick type 3032, dated 1664-1800 and tile type 2276, dated 1480-1700 (pers comm PCA). Both deposits and the feature were covered by deposit 002. This was moderately compact, dark grey, sandy Silt with CBM fragments.

## 7 Discussions and Conclusions

Feature 005 has been interpreted as a wall. Apart from a couple of bricks the wall was intact and was only potentially truncated at the northern end where the wall possibly returned to the west. As the wall is largely intact it is possible to determine that it is the remains of an unsubstantial wall, possibly a garden wall or less substantial building to rear of a main property on Park Street. Analysis of the bricks used to construct the wall dated it to the 17<sup>th</sup> Century (pers comm. PCA). Individual properties that were indicated on 18<sup>th</sup> century maps in the area no longer exist today. It is possible that the remains observed here were associated with these properties.

The loose, clean nature of the deposit (004) to the east of feature 005 indicates that this was a backfill or infill deposit possibly associated with the disuse of the wall. The deposit (003) to the west of feature 005 contained material that dated it to the 18<sup>th</sup> century. The nature of the deposit and the inclusions indicate that this was an 18<sup>th</sup> century demolition deposit possibly associated with the demolition of the individual properties shown to be present in the 18<sup>th</sup> century maps of the area.

## 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 carriageway adjacent to: 16 and 18 New Globe Walk, SE1. Unpublished

British Geological Survey, Solid Geology Map, UK South Sheet, 1:625 000 scale 4<sup>th</sup> 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 and slot 1 (feature 005)



**KEY:**  
 Application Site

**SITE NAME**  
 ADJACENT TO 16  
 NEW GLOBE WALK

**SITE NO.:** 08/610802

**BOROUGH** SOUTHWARK

**POSTCODE** SE1

# LOCATION PLAN

## LONDON CYCLE HIRE SCHEME



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 (GLA100032379)(2009)

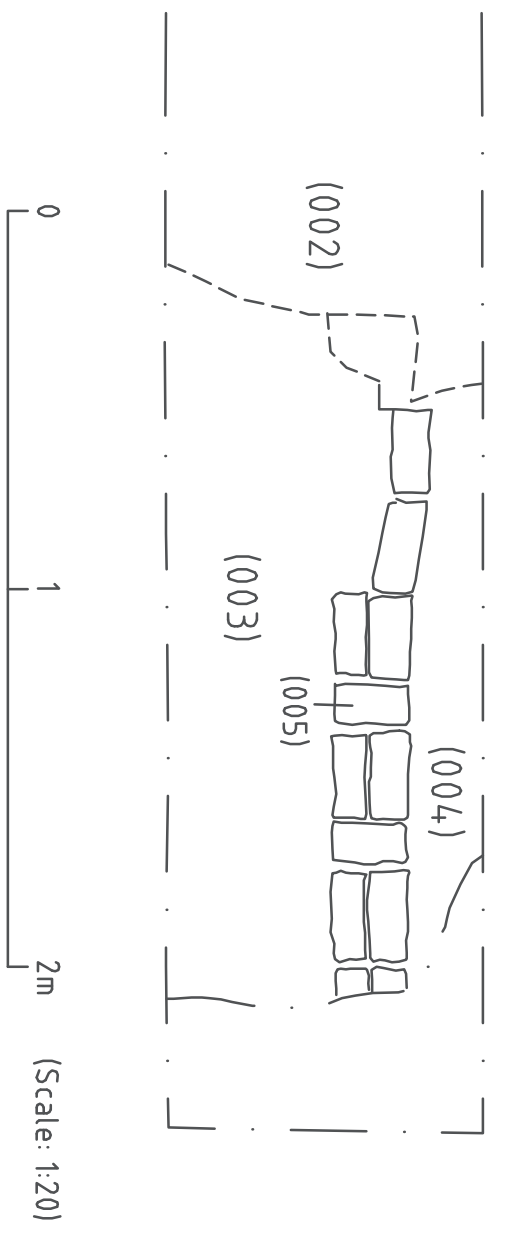
Drawn JD	Scale 1:1250 @ A4	Dwg. No. SO 328040_L	Rev. .
Checked DL	Date: 22/MAY/09	File Path & Name	



Trench



Slot 1



<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>Status</td> <td>PRELIMINARY</td> </tr> <tr> <td colspan="2">NOT TO BE USED FOR CONSTRUCTION</td> </tr> <tr> <td>Scales</td> <td>1:100 1:20</td> </tr> <tr> <td>Original Size</td> <td>A3</td> </tr> <tr> <td>Height Datum</td> <td>DATUM</td> </tr> <tr> <td>Grid</td> <td>GRID</td> </tr> <tr> <td>Current Issue Signatures</td> <td>Author: J.JAMESON Checker: S.WOODGETT Approver: J.WYLLIE</td> </tr> <tr> <td>Copyright reserved</td> <td>©</td> </tr> </table>	Status	PRELIMINARY	NOT TO BE USED FOR CONSTRUCTION		Scales	1:100 1:20	Original Size	A3	Height Datum	DATUM	Grid	GRID	Current Issue Signatures	Author: J.JAMESON Checker: S.WOODGETT Approver: J.WYLLIE	Copyright reserved	©
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<table border="1"> <tr> <td>Project</td> <td>TRANSPORT FOR LONDON CYCLE HIRE SCHEME</td> </tr> <tr> <td>Title</td> <td>FIGURE 2: PLAN OF TRENCH &amp; SLOT 1 (FEATURE 005) DOCKING STATION 08/610802</td> </tr> </table>		Project	TRANSPORT FOR LONDON CYCLE HIRE SCHEME	Title	FIGURE 2: PLAN OF TRENCH & SLOT 1 (FEATURE 005) DOCKING STATION 08/610802	<table border="1"> <tr> <td>Project No.</td> <td>Issue</td> </tr> <tr> <td>2</td> <td>01</td> </tr> </table>	Project No.	Issue	2	01															
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<p>HYDER CONSULTING (UK) Limited 5th Floor, The Pitney All Saints Street Bristol, England BS1 2NL Tel: +44 (0)870 000 3903 Fax: +44 (0)870 000 3903</p>		<p>Filename: 0003-UA000942-STD-03_08-610802.DWG</p>																							



Plate 1: Brick (005)

## Appendix 1: Inventory of primary archive

<b><i>Record</i></b>	<b><i>Description</i></b>	<b><i>Quantity</i></b>
Written Record	Site Risk Assessment	1
	Docking Station monitoring form	1
	Context register	0
	Context card	5
	Photographic record sheet	1
	Permatrace sheets	3

## Appendix 2: Inventory of Contexts

<b><i>Context Number</i></b>	<b><i>Description</i></b>
001	Deposit (disuse layer?)
002	Demolition layer
003	Demolition layer
004	Backfill/ infill?
005	Brick wall

