

Transport for London Cycle Hire Scheme Archaeological Watching Brief Report

Docking Station 08/610866



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Transport for London

Cycle Hire Scheme

Archaeological Watching Brief Report

Docking Station 08/610866

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Report No

Date

1st November 2010

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1 SUMMARY

Following the granting of planning permission (Permission No.10-AP-0960) an archaeological watching brief was carried out at 08/610866 in Southwark between the 18th and the 21st of May 2010. In accordance with the Written Scheme of Investigation which accompanied the planning application and the condition (no.10-AP-0960) attached to the permission, an archaeologist was present to monitor the excavation of foundation for a docking station being constructed as part of the Transport for London Cycle Hire Scheme. The remains of a post medieval wall dated to the 19th century was recorded within the top 0.50m below ground level. These remains were probably the boundary wall to the 19th century Bedlam Hospital. A modern foundation wall for the kerb and railings was also recorded; this obscured the post-medieval wall in places. A post medieval buried sub-soil dated to the 19th century was also recorded. Recovered from within this deposit were some post medieval pottery sherds, Ceramic Building material, glass and metal. These were not retained.

2 Introduction

Hyder Consulting was commissioned by Transport for London to carry out an archaeological watching brief at Kennington Road in Southwark. The Site lies on the footway on the eastern side of Kennington Road and is centred on 531200, 179100. 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.10-AP-0960) attached to the permission, in advance of the construction of a terminal and 39 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 and the drift geology is Alluvium (from BGS survey map). The topography of the site is generally flat. Prior to works commencing the Site was tarmac.

The archaeological watching brief was undertaken between the 18th of May 2010 and the 21st of May 2010. The museum ascension number for this site is CH-00210.

3 Archaeological Background

During the production of the Archaeological Impact Assessment (AIA), Dr Christopher Constable, the archaeological advisor for Southwark commented on the archaeological implications of the development. He confirmed that the Site lies where “there is a suspected Civil War site to the front of the Imperial War Museum” (pers comm. Dr Constable).

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).

The SMR shows the suspected Civil War defences are to the east of the Site. But this interpretation is based on conjecture and cannot be accurately mapped. There are no other significant archaeological remains recorded in the vicinity.

Historic Maps

The general arrangement of the area is quite different on Rocque’s 1746 map which shows a water-filled feature interpreted as a defensive ditch on Horwood’s map of 1799.

The Site was re-developed in the 19th century as the site of Bethlehem Hospital and then the Imperial War Museum.

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 in support of applications for docking stations prepared by Hyder Consulting.

The area of the groundworks was marked out and the footway and the trench was dug by hand to a depth of 0.6m (2.4m AOD).

The trench revealed the presence of archaeological features. The archaeological features were hand cleaned to ensure they were properly defined and a site grid was established. The features were then planned at a scale of 1:50, 1:20 and 1:10 and sample excavated.

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. The artefacts retained are indexed in Appendix 3.

6 Results

A total area of 31.7m² was stripped of tarmac and underlying levelling material under archaeological supervision. Two archaeological features were uncovered during the watching brief.

Feature 002 was orientated north to south, was linear in plan (figure 2). The feature was constructed of regular Flemish bonding with frogged yellow London stocks, with very occasional pink/ red brick and hard white cement bonding material (figure 3). It was rectangle in profile (figure 4) and was observed in places directly below the modern kerbstone, 0.12m below ground level, (2.88m AOD) to a depth of 0.60m below ground level (2.4m AOD). The feature was 0.20m wide (east to west) and observed for a length of 31.7m, although not continuously. The feature consisted of nine separate rectangular parts (plate 1 and figure 2). Each of the rectangular parts was uniform in size, 0.50m long by 0.20m wide. Between each rectangular part were linear stretches of brick. The linear stretches were not continuous between the rectangular parts. The base of the feature was not reached and no construction cut was observed. In places the feature was obscured by brick work associated with 006 (figure 3). The feature was observed to continue beyond the boundary of the docking station foundations. The frogged yellow London stocks are dated to the 19th century (pers comm. PCA).

Feature 006 was observed overlying feature 002 in places and to the west side of it in other places (plate 2 and figure 3). It was 0.20m wide and 31.70m long, although not continuously. The feature was linear in plan and was constructed of unbounded, unfrogged red and pink bricks laid in rough courses.

Surrounding both features is deposit 001. This deposit is a friable, mid yellowish Brown, silty Sand. The deposit contained inclusions of Ceramic Building Material (CBM) and occasional pottery. The deposit lay directly below modern concrete and tarmac ground surface, c.0.23m below ground level (2.77m AOD), to ceramic service pipes at the base of the trench, c.0.50m below ground level (2.5m AOD). Deposit abuts feature 002 on the east side of the trench.

Deposit 005 was present in one area for a length of 1.10m (north to south) and width of 0.30m (east to west). This deposit was stratigraphically below both feature 002 and 006. The deposit was a firm dark yellowish Brown sandy Silt with occasional inclusions of CMB, metal, pot and glass.

7 Discussions and Conclusions

Feature 002 has been interpreted as the remains of 19th century brick footings (pers comm. PCA), infilling, brick piers (butressess). The Imperial War Museum is present to the west of the site today; this building was previously the 19th century Bedlam Hospital. The date and location of feature 002 means that it is probably the boundary wall to the 19th century Bedlam Hospital. The infilling wall between the piers is not continuous because it has been truncated.

Feature 006 is very crudely built. The nature of its construction either over wall (002) or in front of it indicates that it post dates feature 002. As it is located directly below the modern kerb stones and railings (c.1950s) and is only crudely constructed it is possible that it is acting as the foundations to these modern features. The brick used to construct feature 006 is 19th century in date, so it appears to be 19th century brick re-used in a modern context.

The nature of deposit 001 and its stratigraphic position above the modern services at the base of the trench indicates that it is modern backfill. Therefore the finds of pot and CBM are probably residual.

The nature of deposit 005 indicates that it is a sub-soil, the 19th century inclusions within it date it to the 19th century.

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: Geraldine Mary Harmsworth Park on Kennington Road, SE1. 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.

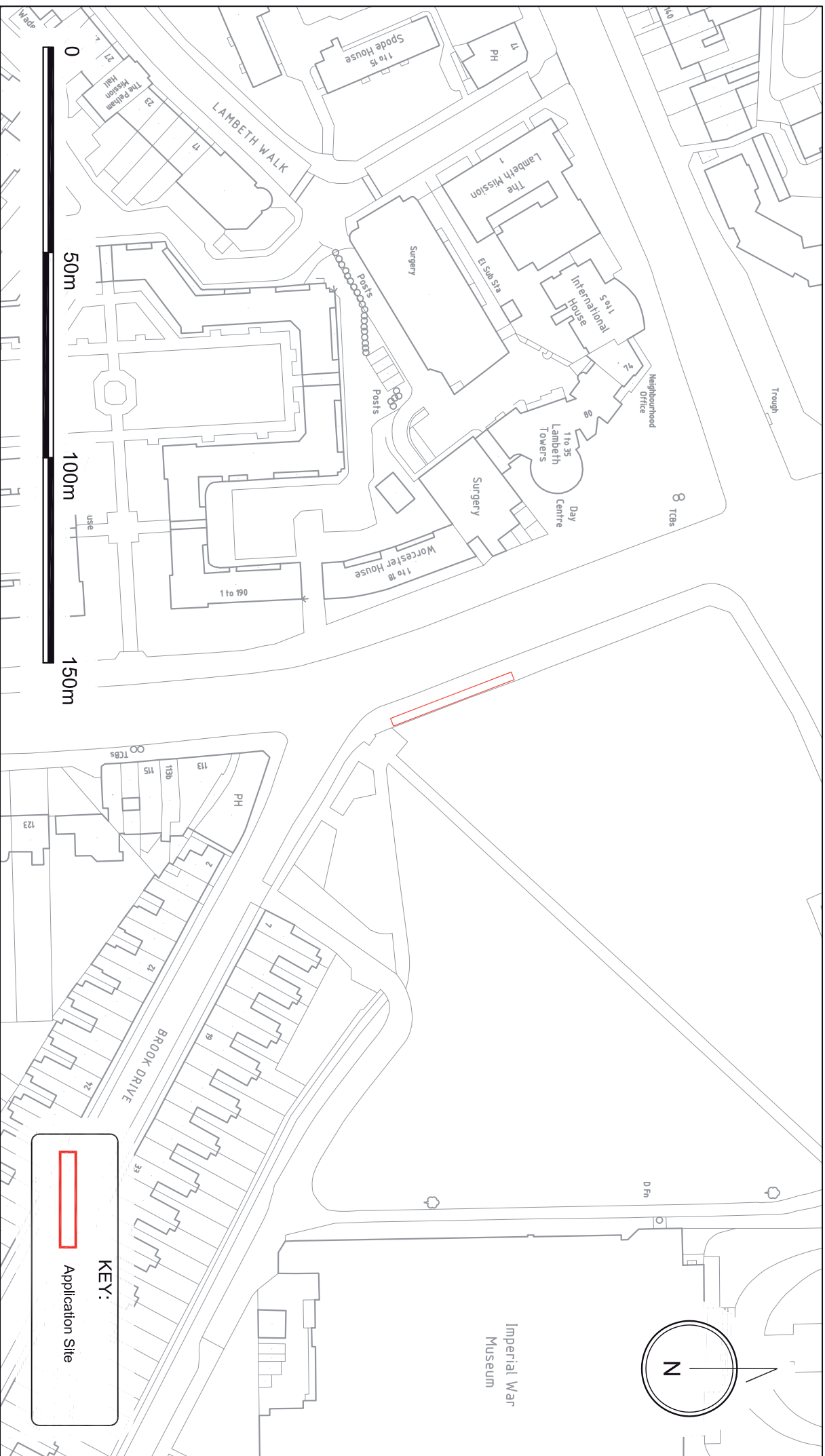
Figures

Figure 1: Site Location Plan

Figure 2: Plan of Trench 1

Figure 3: Elevations S4 and S7, Showing Wall (002) and (006)

Figure 4: Section 3: Wall (002)



KEY:
 Application Site

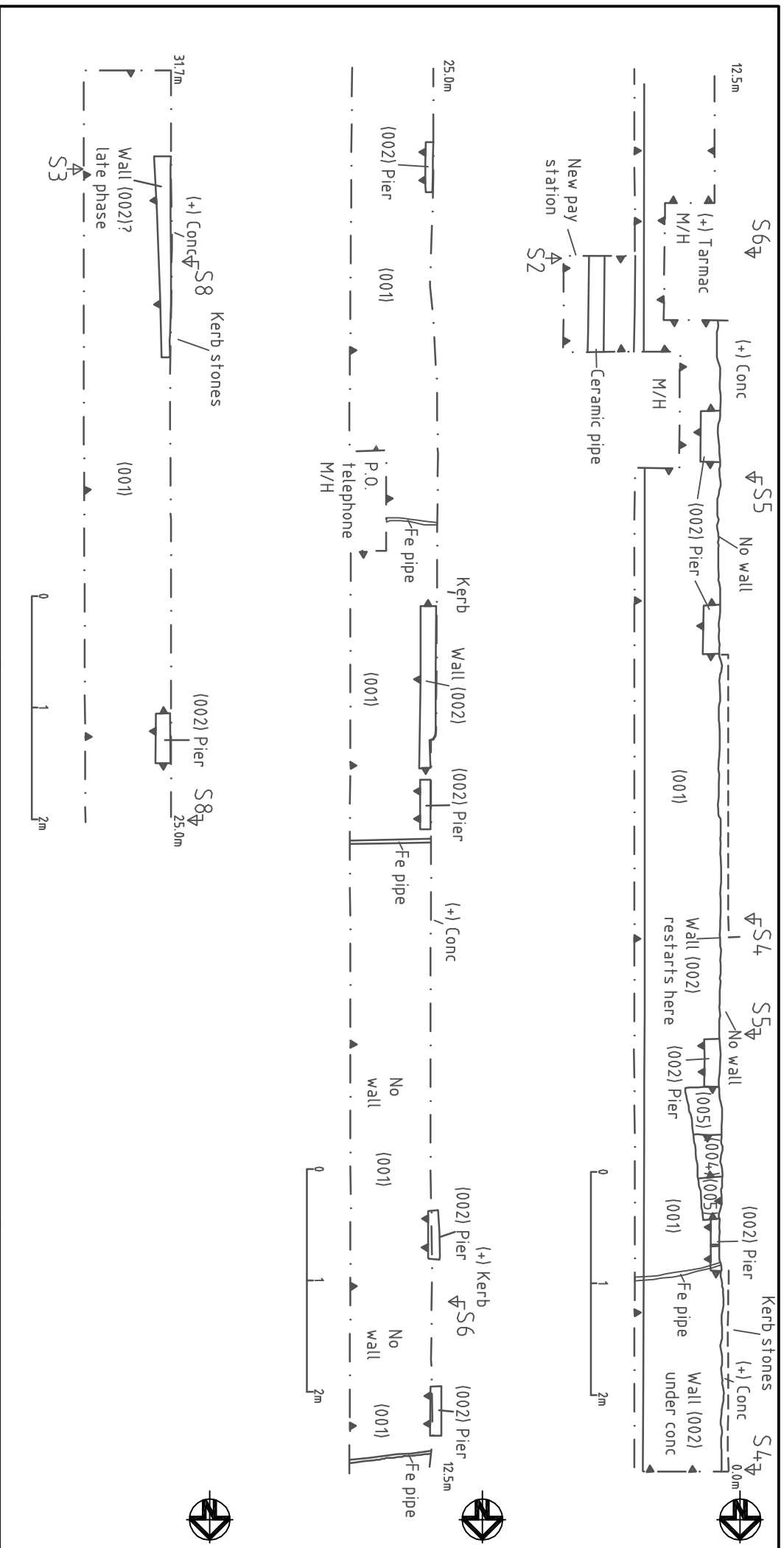
LOCATION PLAN

LONDON CYCLE HIRE SCHEME



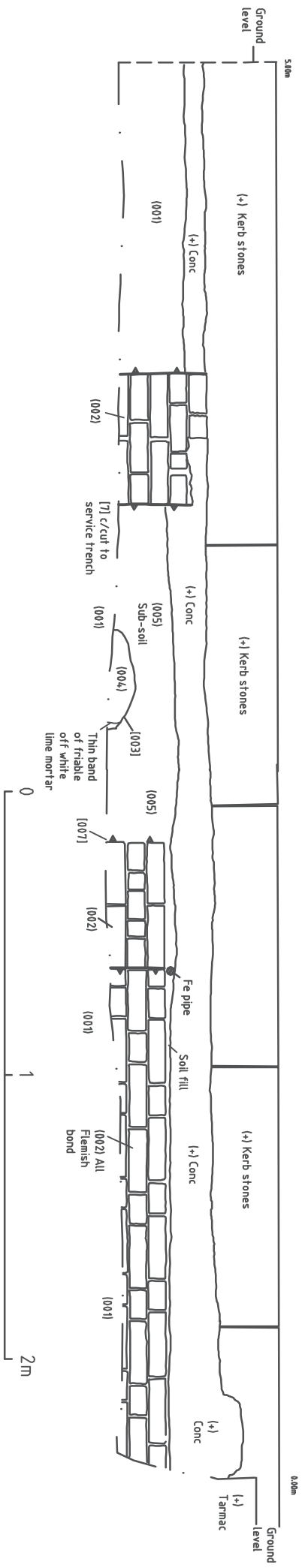
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 (GLA100032379)(2009)

SITE NAME KENNINGTON ROAD IMPERIAL WAR MUSEUM		SITE NO.: 08/610866	
BOROUGH SOUTHWARK		POSTCODE SE1	
Drawn JD	Scale 1:1250 @ A4	Dwg. No. SO_317971_L	Rev. .
Checked DL	Date: 11/MAY/09	File Path & Name	

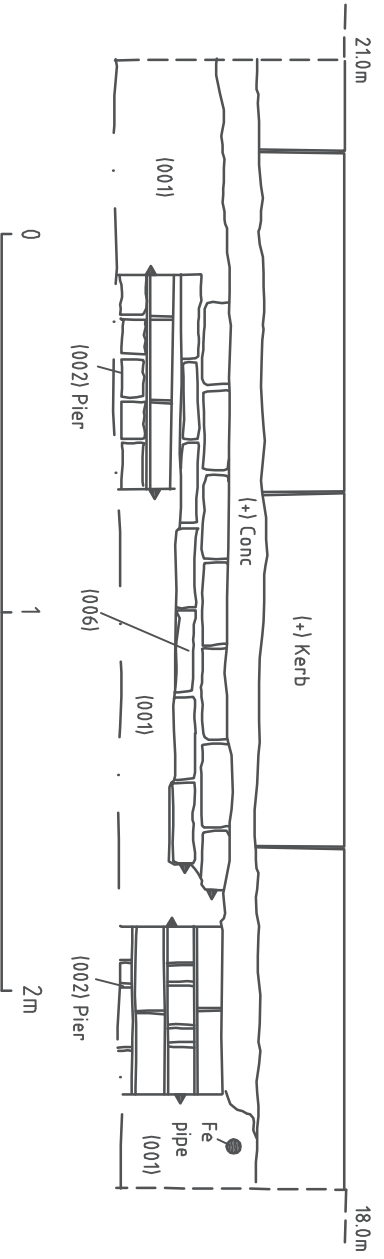


REVISION 1 Description: Date: OCT 10		Status: PRELIMINARY NOT TO BE USED FOR CONSTRUCTION		Project: TRANSPORT FOR LONDON CYCLE HIRE SCHEME	
Scales: 1:50 Height Datum: DATUM Original Size: A4 Grid: GRID		File name: 0004-UA000942-STD-04_08-610866.DWG © Copyright reserved		Title: FIGURE 2: PLAN OF TRENCH 1 DOCKING STATION 08/610866 LOCATION OF SECTIONS	
Drawing No: 2 Project No: UA000942-01		Issue: 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	

S4



S7



Issue	Description	Date
01	REVISION 1	OCT '10

Status
PRELIMINARY
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Scales
 1:20 Original Size
A4

Height Datum
DATUM Grid

Filename: 0004-UA000942-STD-04_08-610866.DWG
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Project
TRANSPORT FOR LONDON
CYCLE HIRE SCHEME

Title
FIGURE 3: ELEVATIONS S4 AND S7
SHOWING WALL (002) AND (006)
DOCKING STATION 08/610866

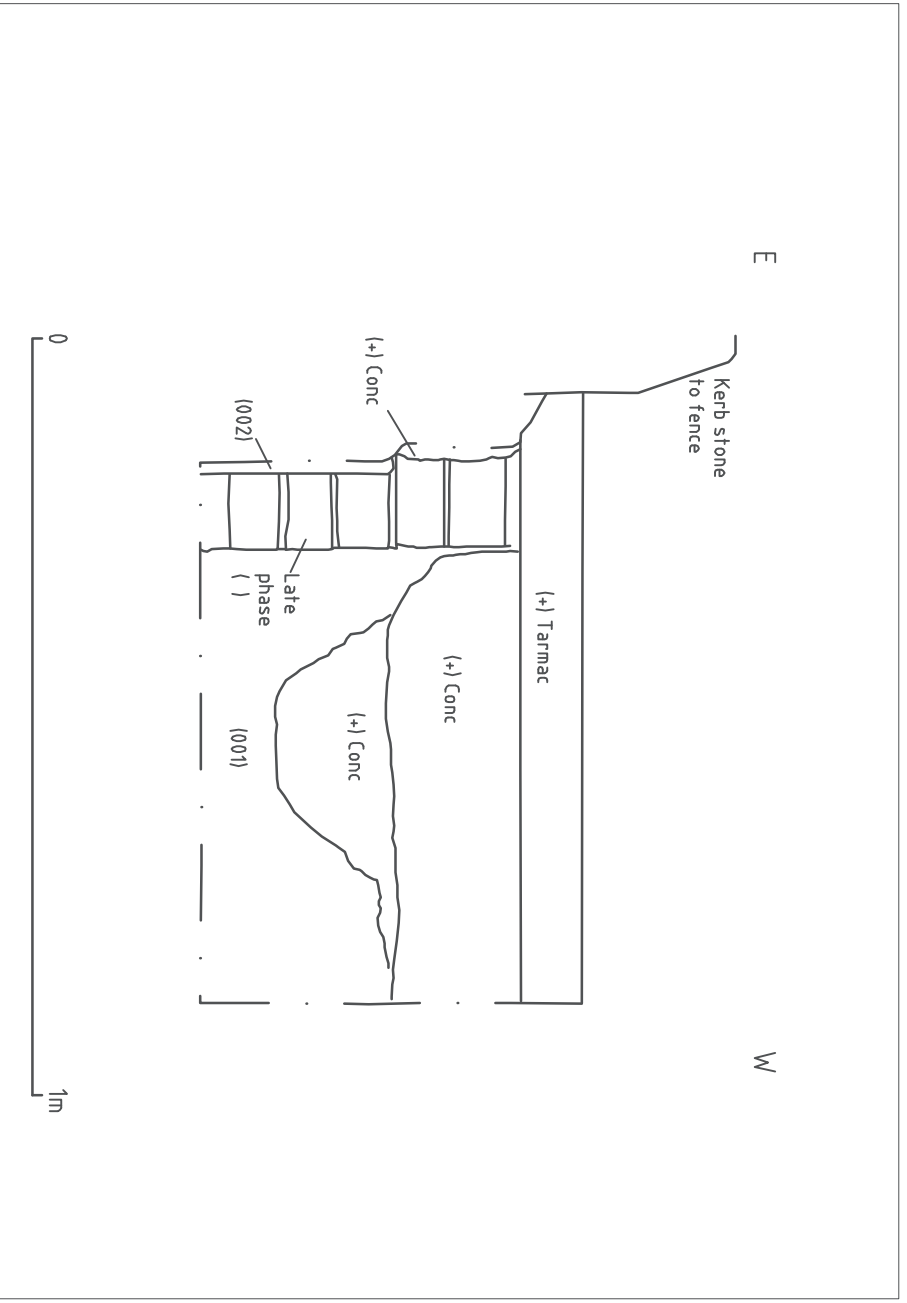


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Drawing No. **2** - UA000942 - **01**
 Project No.
 Issue

Section 3



REVISION 1 Description Date		Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION		Project TRANSPORT FOR LONDON CYCLE HIRE SCHEME	
Issue 01		Date OCT 10		Title SECTION 3: WALL (002) DOCKING STATION 08/610866	
Scales 1:10		Original Size A4		Drawing No. 4	
Height Datum DATUM		Grid GRID		Project No. UA000942-01	
Filename: 0004-UA000942-STD-04_08-610866.DWG		Copyright reserved		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	
Plot Date: 12/Oct/2010 13:04:1 PM		File Location: K:\C1300 - C1319\C1305 TFL CYCLE HIRE\ARCHAEOLOGY\WATCHING BRIEF\POST-EX\FIGURES\0004-UA000942-STD-04_08-610866.DWG		Issue 01	

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Plates



Plate 1: feature 002

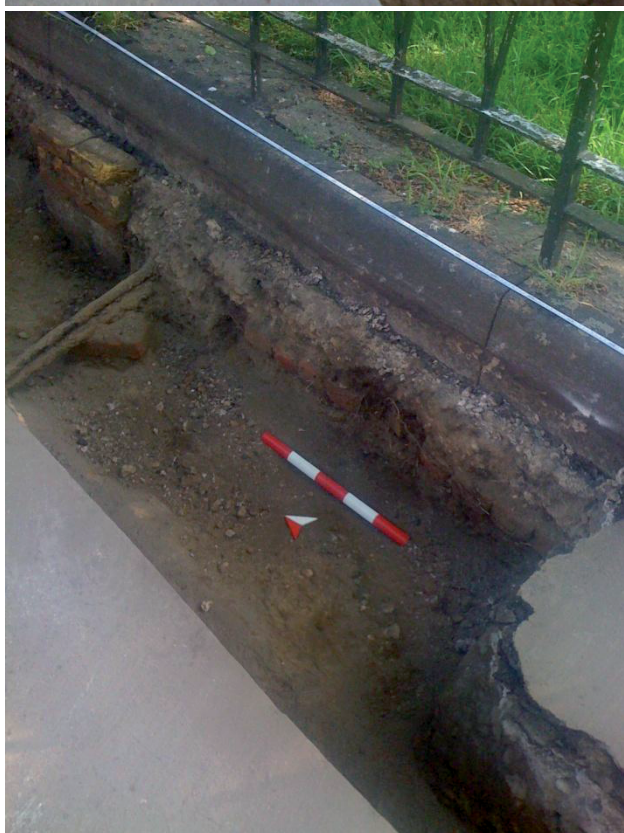


Plate 2: feature 006 and 002

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	7
	Photographic record sheet	1
	Permatrace sheets	9

Appendix 2: Inventory of Contexts

<i>Context Number</i>	<i>Description</i>
001	Fill (backfill)
002	Masonry, brick wall
003	Cut of small pit
004	Fill of 003
005	Layer of sub-soil
006	Masonry, rough brickwork
007	Cut for service trench

