

**SIGNAL GANTRY XTD3500, LAND OFF TOWER BRIDGE ROAD, LONDON BOROUGH
OF SOUTHWARK, SE1
AN ARCHAEOLOGICAL WATCHING BRIEF**

Museum of London Site Code: TWE14

Local Planning Authority: London Borough of Southwark

Central NGR: TQ 533415 179796

Commissioning Client: Network Rail

Written and Researched by: Amelia Fairman
OA-PCA, July 2014

Project Manager: Peter Moore

Contractor: Pre-Construct Archaeology Limited
Unit 54, Brockley Cross Business Centre
96 Endwell Road
Brockley
London
SE4 2PD

Tel: 020 7732 3925

Fax: 020 7732 7896

Email: pmoore@pre-construct.com

Website: www.pre-construct.com

© Pre-Construct Archaeology Limited

July 2014

© The material contained herein is and remains the sole property of Pre-Construct Archaeology Limited and is not for publication to third parties without prior consent. Whilst every effort has been made to provide detailed and accurate information, Pre-Construct Archaeology Limited cannot be held responsible for errors or inaccuracies herein contained.

CONTENTS

1	ABSTRACT	3
2	INTRODUCTION	4
3	PLANNING BACKGROUND.....	5
4	GEOLOGY AND TOPOGRAPHY	9
5	ARCHAEOLOGICAL AND HISTORIC BACKGROUND.....	10
6	ARCHAEOLOGICAL METHODOLOGY	12
7	ARCHAEOLOGICAL SEQUENCE (FIGURE 3 AND PLATES)	13
8	INTERPRETATIONS AND CONCLUSIONS.....	15
9	ACKNOWLEDGEMENTS.....	16
10	BIBLIOGRAPHY	17

PLATES

Plate 1: East facing shot of concrete footing for extant railway viaduct, overlain by 19 th century levelling [1]...	14
Plate 2: North facing shot of trial pit 1 illustrating made ground [2] in foreground.....	14

FIGURES

Figure 1: Site Location.....	18
Figure 2: Detailed Site and Trial Pit Location	19
Figure 3: Plan and Section Test Pit 1	20

APPENDICES

Appendix 1: Phased Matrix.....	21
Appendix 2: Context Index	22
Appendix 3: OASIS Report Form	23

1 ABSTRACT

- 1.1 This report details the results and working methods of an archaeological watching brief undertaken by OA-PCA during development works on Signal Gantry XTD3500 on land off Tower Bridge Road, adjacent to Brunswick Court and Roper Lane, London Borough of Southwark, SE1.
- 1.2 The fieldwork was carried on 7th July 2014 and consisted of an archaeological watching brief during ground investigation works associated with the construction of new offices, (Figure 2). The work was commissioned by Network Rail.
- 1.3 The watching brief encountered made ground associated with both modern services and the construction of the extant railway viaduct to the north of the trial pit.
- 1.4 Levelling/made ground deposits of late 19th and 20th century date were overlain by concrete and tarmac, representing the current ground level.

2 INTRODUCTION

- 2.1 An archaeological watching brief was undertaken by Pre-Construct Archaeology Ltd. (PCA) during initial ground investigation works necessitated by the development of land below an extant railway viaduct off Tower Bridge Road, London Borough of Southwark, SE1.
- 2.2 The site is located within the London Borough of Southwark, and centred at National Grid Reference TQ 3341 7979. The site occupies an area within Sarson's Yard, to the east of Brunswick Court and to the west of Roper Lane, Southwark. It is bound to the north by an extant railway viaduct and to the south by 'Maltings Place'.
- 2.3 PCA was commissioned by Network Rail to carry out a watching brief prior to development in the area. The site is located within an Archaeological Priority Zone as defined by the London Borough of Southwark. The site does not contain, nor is adjacent to, any Scheduled Ancient Monuments.
- 2.4 The area under observation was located to the immediate south of the extant railway viaduct, Sarson's Yard, Southwark, SE1 and comprised the excavation of a single trial pit in advance of piling works associated with new offices.
- 2.5 The project was undertaken in accordance with an approved Written Scheme of Investigation (NWR 2014/WPP N421/BBR/WPP/CV/000072).
- 2.6 Following the completion of the project the site archive will be deposited in its entirety with the London Archaeological Archive and Research Centre (LAARC) identified by the unique code TWE14.
- 2.7 The watching brief was conducted on 7th July 2014.
- 2.8 The project was managed for PCA by Peter Moore. The watching brief was supervised by the author.

3 PLANNING BACKGROUND

3.1 National Planning Policy Framework (NPPF)

- 3.1.1 In March 2012 the Department for Communities and Local Government issued the National Planning Policy Framework (NPPF), replacing Planning Policy Statement 5 (PPS5) 'Planning for the Historic Environment' which itself replaced Planning Policy Guidance Note 16 (PPG16) 'Archaeology and Planning'. It provides guidance for planning authorities, property owners, developers and others on the investigation and preservation of heritage assets.
- 3.1.2 In considering any planning application for development, the local planning authority will be guided by the policy framework set by government guidance, in this instance the NPPF, by current Unitary Development Plan policy and by other material considerations.

3.2 Regional Guidance: The London Plan

- 3.2.1 The over-arching strategies and policies for the whole of the Greater London area are contained within the Greater London Authority's London Plan (July 2011) which includes the following statement relating to archaeology.

Policy 7.8: Heritage assets and archaeology

Strategic

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.

Planning decisions

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.

LDF preparation

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, 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.

3.3 Local Guidance: London Borough of Southwark

3.3.1 The relevant Development Plan framework is provided by the Southwark Plan adopted July 2007. The Plan contains the following 'saved' policies which provide a framework for the consideration of development proposals affecting archaeological and heritage features.

Policy 3.19 Archaeology

313 Planning applications affecting sites within Archaeological Priority Zones (APZs), as identified in Appendix 8, shall be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development. There is a presumption in favour of preservation in situ, to protect and safeguard archaeological remains of national importance, including scheduled monuments and their settings. The in situ preservation of archaeological remains of local importance will also be sought, unless the importance of the development outweighs the local value of the remains. If planning permission is granted to develop any site where there are archaeological remains or there is good reason to believe that such remains exist, conditions will be attached to secure the excavation and recording or preservation in whole or in part, if justified, before development begins.

Reasons

314 *Southwark has an immensely important archaeological resource. Increasing evidence of those peoples living in Southwark before the Roman and medieval period is being found in the north of the borough and along the Old Kent Road. The suburb of the Roman provincial capital (Londinium) was located around the southern bridgehead of the only river crossing over the Thames at the time and remains of Roman buildings, industry, roads and cemeteries have been discovered over the last 30 years. The importance of the area during the medieval period is equally well attested both archaeologically and historically. Elsewhere in Southwark, the routes of Roman roads (along the Old Kent Road and Kennington Road) and the historic village cores of Peckham, Camberwell, Walworth and Dulwich also have the potential for the survival of archaeological remains.*

315 *PPG16 requires the council to include policies for the protection, enhancement and preservation of sites of archaeological interest and of their settings.*

3.3.2 The subject site lies within Archaeological Priority Zone 1A 'Borough, Bermondsey and Rivers' and within Conservation Area 7 'Bermondsey Street'. As such, it is also subject to the following policies:

Policy 3.15 Conservation of the historic environment

283 Development should preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance. Planning proposals that have an adverse effect on the historic environment will not be permitted.

284 The character and appearance of conservation areas should be recognised and respected in any new development within these areas. Article 4 directions may be imposed to limit permitted development rights, particularly in residential areas.

285 In this policy the term historic environment includes conservation areas, listed buildings, scheduled monuments, protected London squares, historic parks and gardens and trees that are protected by Tree Preservation Orders, trees that contribute to the character or appearance of a conservation area and ancient hedgerows.

Reasons

286 *The council recognises the importance of Southwark's built heritage as a community asset and will seek the adequate safeguarding of this asset. Southwark has around 2500 listed buildings, 38 conservation areas, seven scheduled monuments and a rich archaeological heritage. These historic features define the local environment, providing a sense of place and enriching the townscape.*

287 *PPS 1 states that control of external appearances is important in conservation areas and areas where the quality of the environment is particularly high.*

288 *PPG 15 requires local authorities to include policies for the protection and enhancement of the historic environment.*

Policy 3.16 Conservation areas

289 Within conservation areas, development should preserve or enhance the character or appearance of the area.

Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites

308 Permission will not be granted for developments that would not preserve or enhance:

- i.** The immediate or wider setting of a listed building; or
- ii.** An important view(s) of a listed building; or
- iii.** The setting of the Conservation Area; or
- iv.** Views into or out of a Conservation Area; or
- v.** The setting of a World Heritage Site; or
- vi.** Important views of /or from a World Heritage Site.

Reasons

309 *The council recognises the importance of Southwark's built heritage as a community asset and will seek the adequate safeguarding of this asset. Southwark has around 2500 listed buildings. These historic features define the local environment, providing a sense of place and enriching the townscape.*

- 310 *PPG 1 states that control of external appearances is important in Conservation Areas and areas where the quality of the environment is particularly high.*
- 311 *PPG15 requires Local Authorities to include policies for the protection and enhancement of the historic environment.*
- 312 *Outline planning applications are not usually suitable for development affecting the setting of listed buildings, conservation areas and world heritage sites. The council will use its powers under Article 3 (2) to require the submission of reserved matters needed to make a decision on the effect of the development on settings and views.*

3.4 In terms of designated heritage assets, as defined above, no Scheduled Ancient monuments, Historic Wreck sites or Historic Battlefields lie within a 1km radius of the site. Although no listed buildings are located within the footprint of the proposed development, Grade II listed properties associated with Sarson's Vinegar Factory (ID471236 and ID471238) lie to the immediate south.

4 GEOLOGY AND TOPOGRAPHY

4.1 Geology

4.1.1 The British Geological Survey (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>) shows the site to be underlain by the London Clay formation, a clay and silt horizon formed during the Palaeogene Period. These are overlain by the Kempton Park Gravel Formation, and sand and gravel horizon formed during the Quaternary period.

4.2 Topography

4.2.1 The area of the site, within Sarson's Yard, lies relatively level at c.2.05m OD. This is likely a result of landscaping works associated with both the construction of the extant railway viaduct and the use of the adjacent warehouses from the mid 19th century up to the present day.

5 ARCHAEOLOGICAL AND HISTORIC BACKGROUND

5.1 Extensive archaeological work has been carried out within the immediate vicinity of the site. The following therefore represents a summary (Fairman et al, 2014) of the results of earlier investigations.

5.2 Prehistoric

5.2.1 During the prehistoric periods the area of land now occupied by Southwark was typified as a series of variably sized, sandy islands separated by a network of channels. The tidal nature of the River Thames and its associated channels would have ensured that during high tide the land remaining above sea level was significantly reduced, a limiting factor for defined prehistoric occupation and settlement. However, the marshland environment within the tidal range would have provided significant economic attractions and it is probable that prehistoric communities exploited the island landscape at low tide (Sidell *et al.* 2002, 7).

5.2.2 Excavations further to the east of the northern island (focussed around present day London Bridge Station), and therefore within close proximity to the study site, have yielded evidence of prehistoric activity, demonstrating that the surrounding floodplain and smaller islands were of importance during the prehistoric periods. In this respect, it is of particular note that a Mesolithic hunting and processing site (Sidell *et al.* 2002) and a mid-late Bronze Age wooden trackway have been recorded in the Bermondsey area (Thomas & Rackham 1996). Rising sea-levels during the Iron Age period are likely to have resulted in widespread flooding, with the consequence that much of the environment was rendered economically unattractive during the latter part of the prehistoric period.

5.3 Roman

5.3.1 Roman occupation in Southwark is currently accepted as beginning around AD 50. By this time a number of military roads leading from the south coast had been established, i.e. Watling Street and Stane Street, whilst a north-south orientated precursor of Borough High Street, connected the convergence of these roads with the River Thames (Yule 2005, 86; Cowan 2003, 81).

5.3.2 It is likely however that the study site lay at this time within open land, with the higher areas of the northern island to the west providing the focus for occupation and settlement at this time.

5.4 Saxon

5.4.1 Archaeological evidence for activity dating between the early 5th-mid 9th century is largely absent within Southwark, with the previously settled area seemingly abandoned during this time (MoLAS/EH 2000, 191). The Burghal Hidage (c. AD 911-919) details a burh named 'Suthringa geweorche', (variously translated as 'the southern work' or 'the work of the southern people' or the '[defence] of the men of Surrey'), which may refer to a settlement at Southwark (Sheldon 1978, 48; MoLAS/EH 2000, 191; Watson *et al.* 2001, 53). The location of the Southwark burh is largely hypothesised, however it is probable that the bridgehead area, adjacent to the river frontage and close to Road 1, was reoccupied during the Late Saxon period (MoLAS 2003).

5.4.2 The evidence for late 9th/early 10th-century occupation in Southwark is by no means extensive, however, that which does exist is largely located within the proposed boundaries of the bridgehead settlement to the west of the study site. Beyond these proposed boundaries, there is a general absence of evidence for Late Saxon activity suggesting that these areas were little used during the Saxon period.

5.5 Medieval

5.5.1 Reference to Southwark in the Domesday Book (1086) suggests it was an un-manorialised settlement without a direct lord. At the beginning of the medieval period the settlement is described as comprising 'several dozen houses, a trading shore, a dock, a fishery and a 'Monesterium', probably the Priory of St Mary Overy, present day Southwark Cathedral (MoLAS 2003). During the medieval period, the development of Southwark was dictated by the important trade routes into London from the south and south-east, with the main medieval settlement inevitably focused around the High Street leading up to the bridgehead (Carlin 1996, 18). The medieval settlement beyond this area may be reflected in the modern street pattern, with additional areas of medieval settlement concentrated along Tooley Street and Bermondsey Street.

5.6 Post-Medieval & Modern

5.6.1 London Bridge remained of economic importance to the development of Southwark during the post-medieval period, with the bridge providing direct access to the important markets of the City of London. The accessibility of the city, yet Southwark's geographical separation from it, encouraged the growth of industrial trades, with the area densely developed and increasingly exploited for industrial uses at this time.

5.6.2 The 19th century brought significant changes to Southwark, with the arrival of the railways and London Bridge being rebuilt in the early 19th century. During the mid 19th century, large tracts of Southwark land were compulsorily purchased to enable the construction of the new railways (MoLAS 2003).

6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 In accordance with the approved Written Scheme of Investigation (NWR 2014/WPP N421/BBR/WPP/CV/000072), an archaeological watching brief was undertaken on the initial phase of ground investigations. This consisted of the hand excavation of a single trial pit to a maximum depth of 1.60m below ground level. The hand excavation was monitored by the attendant archaeologist.
- 6.2 The trench and exposed sections were, if necessary, cleaned by hand, recorded and photographed. Recording of the deposits was accomplished using the Single Context Recording Method on proforma context and planning sheets, as presented in PCA's Operations Manual 1 (Taylor 2009). Contexts were numbered and are shown in this report within squared brackets. Plans and sections were drawn at a scale of 1:20.
- 6.3 The archaeological interventions were located by means of measured survey.
- 6.4 The completed archive, comprising all written, drawn and photographic records, will be deposited with the London Archaeological Archive and Research Centre under the unique Site Code TWE14.

7 ARCHAEOLOGICAL SEQUENCE (FIGURE 3 AND PLATES)

7.1 Phase 1: 19th Century Levelling

7.1.1 The earliest deposit encountered during the watching brief was a firm, dark grey-brown sandy-silty-clay [2] containing frequent inclusions of CBM rubble. This was only encountered at the northernmost extent of the trial pit, against the extant railway viaduct. This was therefore interpreted as late 19th century levelling material, presumably the backfill of the construction cut. No evidence of the latter cut was however revealed, and it is likely to have been subsequently truncated by later landscaping works and service trenches. The deposit was observed to extend up to 0.80m north-south by over 1.10m in thickness.

7.2 Phase 2: Modern

7.2.1 An extensive deposit, over 1.10m in thickness, encompassed the southern limits of the trench. The loose layer of mid yellow-brown, coarse sandy gravel [1] contained frequent inclusions of CBM rubble. This was interpreted as mixed demolition rubble utilised as backfill for the numerous service trenches (specifically a sewer pipe line) known to exist in this area.

7.2.2 The trial pit was subsequently sealed by concrete and tarmac.

Plate 1: East facing shot of concrete footing for extant railway viaduct, overlain by 19th century levelling [1]



Plate 2: North facing shot of trial pit 1 illustrating made ground [2] in foreground



8 INTERPRETATIONS AND CONCLUSIONS

- 8.1 Natural horizons were not encountered during the course of the investigations.
- 8.2 No archaeological features or artefacts dating to any historical periods from the prehistoric to the early post-medieval were recorded during the archaeological watching brief.
- 8.3 Made ground potentially dating to the mid/late 19th century construction of the extant viaduct was recorded in the northernmost extent of the trial pit only.
- 8.4 Sealing the southern area of the trial pit was an extensive deposit of sandy gravel considered to be of modern date and related to a known sewer trench.
- 8.5 The depositional sequence of the site was completed by concrete and tarmac and represents the modern ground level.

9 ACKNOWLEDGEMENTS

- 9.1 Pre-Construct Archaeology would like to thank Network Rail for commissioning the work.
- 9.2 The author would like to thank Peter Moore for project management and editing, and Josephine Brown for the illustrations.

10 BIBLIOGRAPHY

- Carlin, M., 1996. *Medieval Southwark*, London & Rio Grande: The Hambledon Press.
- Cowan, C., Seeley, F., Wardle, A., Westman, A. & Wheeler, L., 2009. *Roman Southwark: settlement and economy. Excavations in Southwark 1973-91*. Museum of London Archaeology Monograph 42.
- Fairman, A. Champness, C & Taylor, J. 2014. Thameslink Archaeological Assessment 10: Archaeological Excavations at London Bridge Improvement Works, London Borough of Southwark. Oxford Archaeology-Pre-Construct Archaeology Unpublished Report.
- MoLAS/EH, 2000. *The archaeology of Greater London: an Assessment of archaeological evidence for human presence in the area now covered by Greater London*, Museum of London Archaeology Service Monograph
- MoLAS, 2003 (Knight, H.). *Thameslink 2000 Borough Viaduct, London, SE1, London Borough of Southwark: Detailed Desk-Based Assessment (Archaeological Impact Assessment)*. Museum of London Archaeology Service Unpublished Report (P\SOUT\1228\na\dta05.doc).
- NWR 2014. *Works Package Plan: South Foundation prep and perm works, Ref Number: N421/BBRI/WPP/ICVI/000072*
- Sheldon, H., 1978. 'The 1972-74 Excavations: Their Contribution to Southwark's History' in J. Bird, A.H. Graham, H. Sheldon & P. Townsend (eds.), *Southwark Excavations 1972-74*, London and Middlesex Archaeological Society / Surrey Archaeological Society Joint Publication 1, 11-49.
- Sidell, J., Rayner, L. & Cotton, J., 2002. *The Prehistory & Topography of Southwark & Lambeth*. Museum of London Archaeology Service Monograph 14.
- Taylor, J. with Brown, G. 2009. *Fieldwork Induction Manual: Operations Manual 1*, Pre-Construct Archaeology Limited
- Thomas, C. & Rackham, J. (eds.), 1996. Bramcote Green Bermondsey: a Bronze Age trackway and palaenvironmental sequence, *Proc. Prehistoric Society* 62, 221-53.
- Watson, B., Brigham, T. & Dyson, T., 2001. *London Bridge: 2000 years of a river crossing*. Museum of London Archaeology Service Monograph 8
- Yule, B., 2005. *Prestigious Roman building complex in Southwark*. Museum of London Archaeology Service Monograph 23.

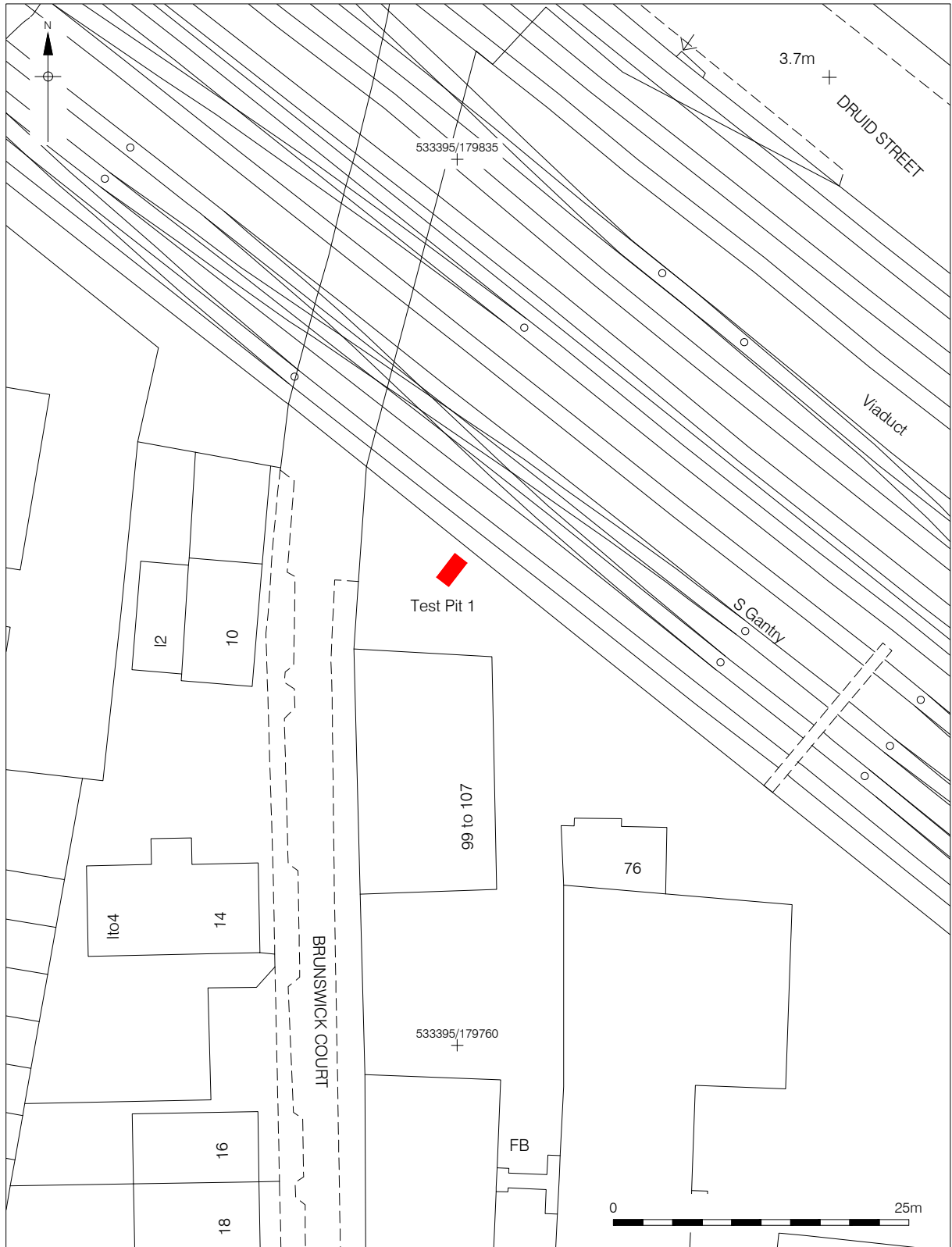


© Crown copyright 2006. All rights reserved. License number 36110309

© Pre-Construct Archaeology Ltd 2014

11/07/14 JS

Figure 1
Site Location
1:20,000 at A4



© Crown copyright 2014. All rights reserved. License number PMP36110309
 © Pre-Construct Archaeology Ltd 2014
 11/07/14 JS

Figure 2
 Trench Location
 1:500 at A4

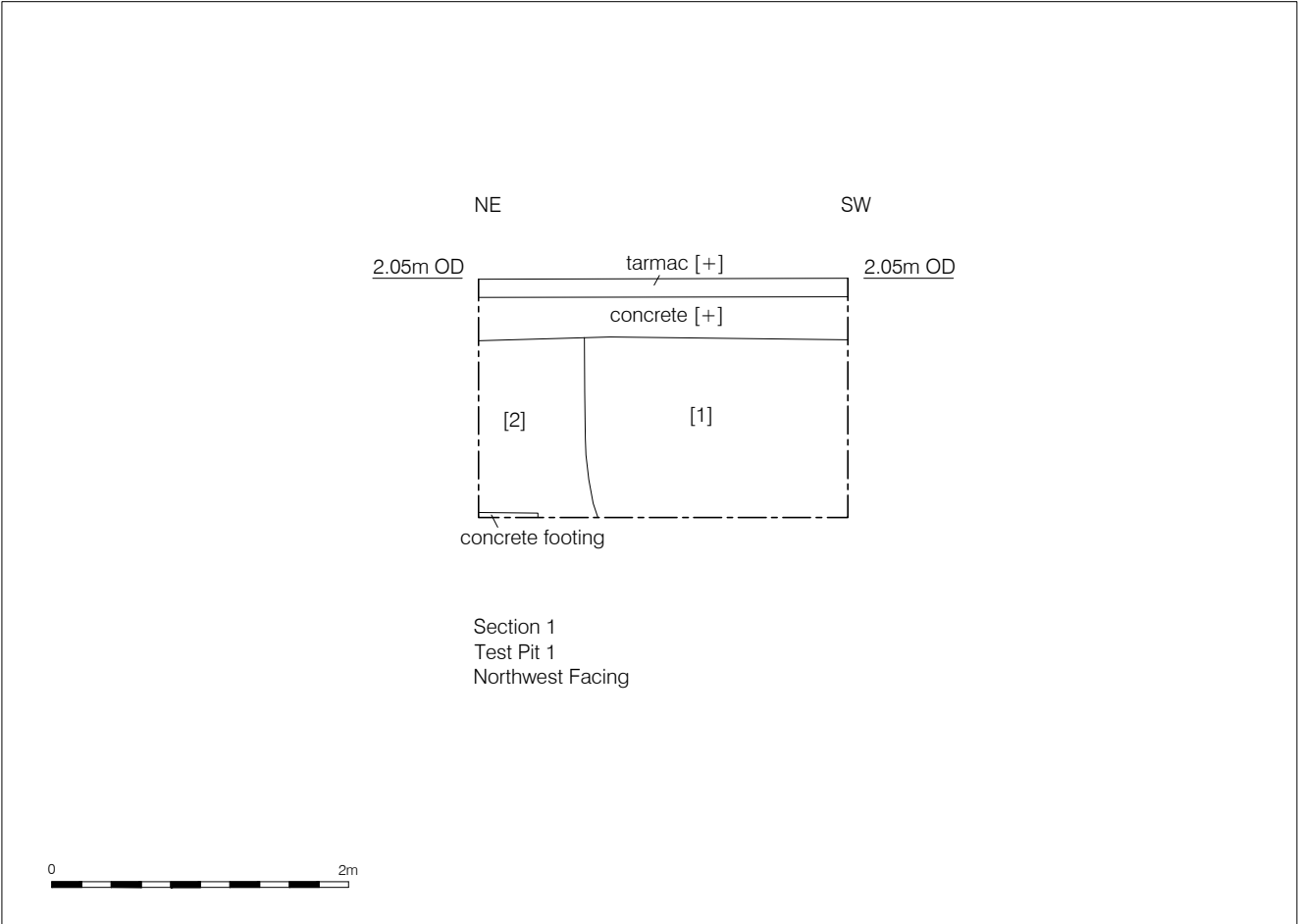
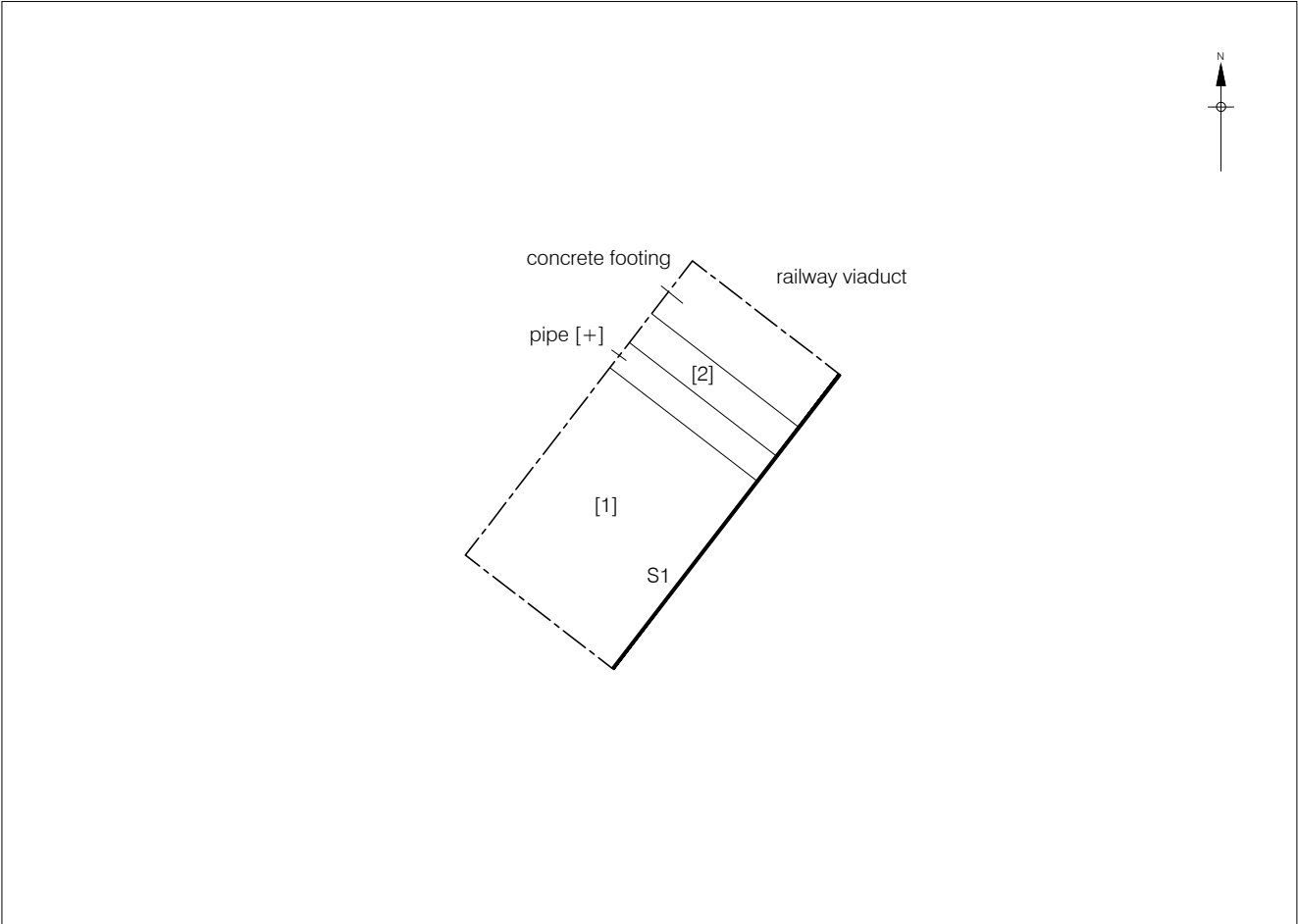
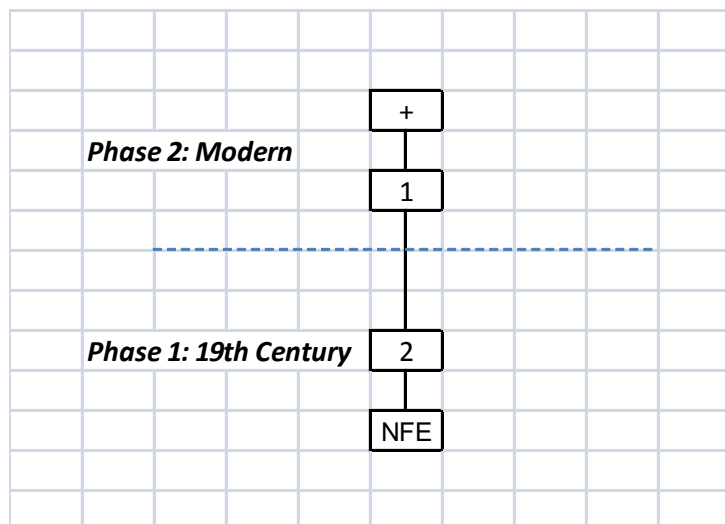


Figure 3
Test Pit 1 Plan & Section
1:50 at A4

APPENDIX 1: PHASED MATRIX



APPENDIX 2: CONTEXT INDEX

Site Code	Context No.	Plan	Section / Elevation	Type	Description	Date	Phase
TWE-14	1	TP1	1	Layer	Silty made ground with CBM rubble	19th Century	1
TWE-14	2	TP1	1	Layer	Sandy gravel made ground	Modern	2

APPENDIX 3: OASIS REPORT FORM

OASIS ID: preconst1-183887

Project details

Project name Signal Gantry XTD 3500, Land off Tower Bridge Road, Southwark, SE1

Short description of the project A single trial pit was excavated against the extant railway viaduct in advance of the construction of new offices. The trial pit exposed 19th century made ground, presumed to be associated with the construction of the viaduct and modern made ground. The area appeared to have been heavily truncated by modern services.

Project dates Start: 07-07-2014 End: 07-07-2014

Previous/future work No / Not known

Any associated project reference codes TWE14 - Sitecode

Type of project Recording project

Monument type LAYER Post Medieval

Monument type LAYER Modern

Investigation type "Watching Brief"

Prompt Direction from Local Planning Authority - PPS

Project location

Country England

Site location GREATER LONDON SOUTHWARK BERMONDSEY ROTHERHITHE AND SOUTHWARK Signal Gantry XTD3500, Land off Tower Bridge Road, London Borough of Southwark, SE1

Postcode SE1 3LX

Study area 3.20 Square metres

Site coordinates TQ 3341 7979 51.5007816102 -0.0777190618007 51 30 02 N 000 04 39 W Point

Project creators

Name of Organisation Pre-Construct Archaeology Ltd.

Project brief originator Network Rail

Project design originator Network Rail and Southwark Council

Project director/manager Peter Moore

Project supervisor Amelia Fairman

Type of sponsor/funding body Network Rail

Name of sponsor/funding body Network Rail

Project archives

Physical Archive Exists?	No
Physical Archive recipient	LAARC
Digital Archive recipient	LAARC
Digital Archive ID	TWE14
Digital Media available	"Database"
Paper Archive recipient	LAARC
Paper Archive ID	TWE14
Paper Media available	"Contextsheet", "Correspondence", "Drawing", "Map", "Matrices", "Photograph", "Plan", "Section"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Signal Gantry XTD3500, Land off Tower Bridge Road, London Borough of Southwark, SE1 3LX
Author(s)/Editor(s)	Fairman, A
Date	2014
Issuer or publisher	Pre-construct Archaeology Ltd.
Place of issue or publication	London
Description	A4 folio
Entered by	Amelia Fairman (afairman@pre-construct.com)
Entered on	8 July 2014