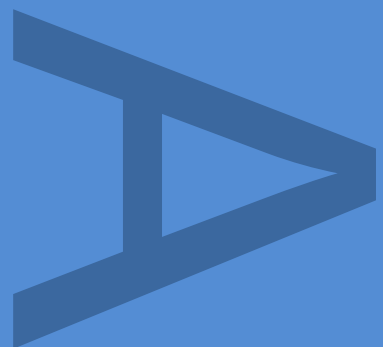


**THAMES FORESHORE,
EAST OF CANNON STREET STATION
CITY OF LONDON**



**ARCHAEOLOGICAL FORESHORE
SURVEY**



PCA REPORT NO: R12487

MAY 2016

PRE-CONSTRUCT ARCHAEOLOGY

DOCUMENT VERIFICATION

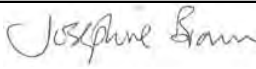

Site Name

Thames Foreshore, East of Cannon Street Station

Type of project

An Archaeological Foreshore Survey

Quality Control

Pre-Construct Archaeology Limited Project Code			K4522
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**Thames Foreshore, East of Cannon Street Station
An Archaeological Foreshore Survey**

Central National Grid Reference: TQ 32608 80633

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May 2016**

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PCA Report Number: R12487

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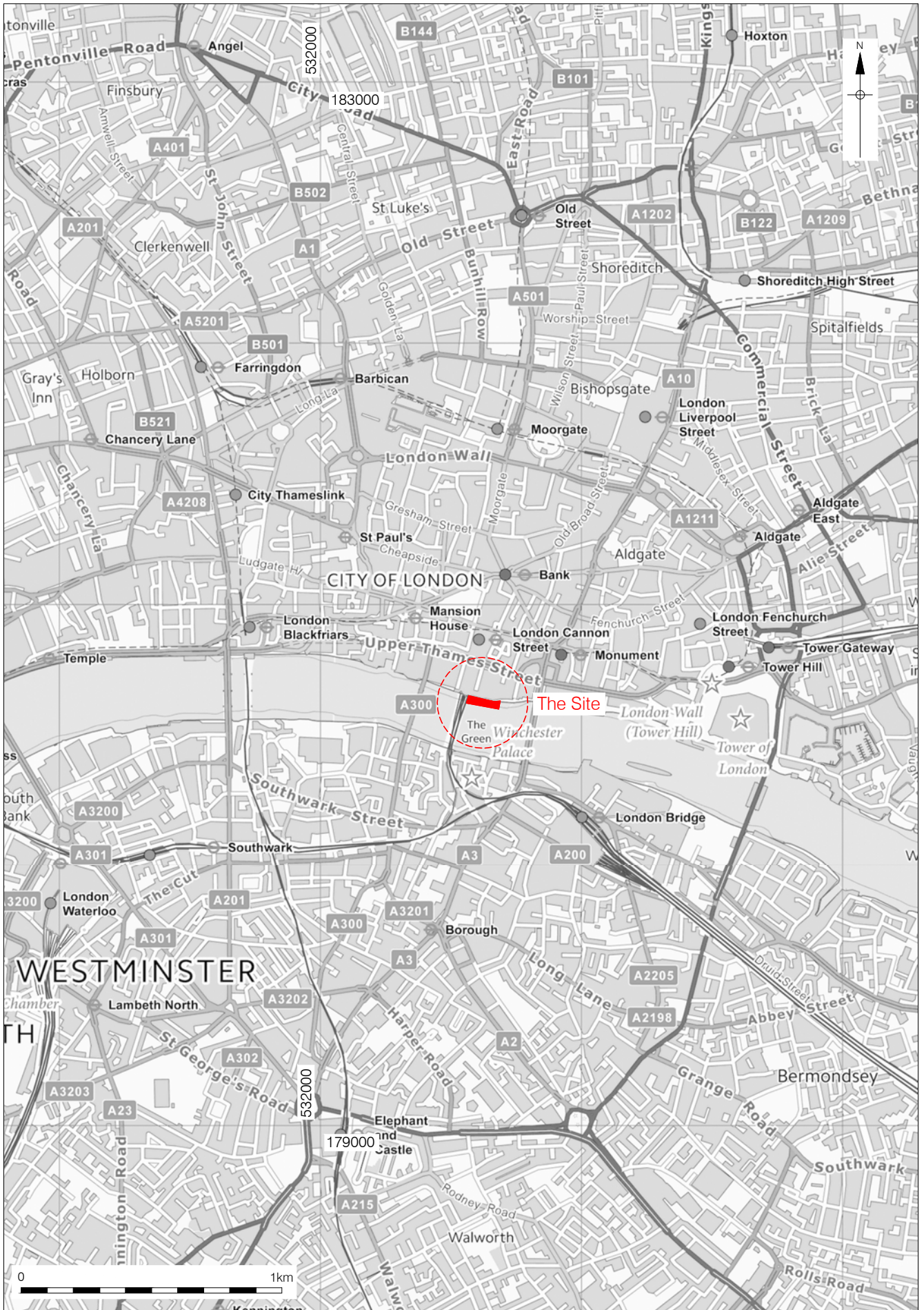
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1 ABSTRACT

- 1.1 This report details the results and methodology of an archaeological survey undertaken on the Thames foreshore to the east of Cannon Street railway station, measuring 125m long and c.25m wide and demarcated by the Cannon Street Railway Bridge to the west and the western side of Riverbank House at the east.
- 1.2 The work was commissioned by CgMs Consulting and was carried out in advance of the remediation of the eroded shingle river banks adjacent to the river wall in this area.
- 1.3 The investigation was undertaken during the course two days; the 27th and 28th April 2016.
- 1.4 The investigation involved the systematic walkover of the area, identifying, examining and recording any structures, features, layers or significant finds scatters present in the area of investigation. The foreshore survey was entirely non-intrusive, with no excavation, handling or removal of finds or structures from the foreshore in accordance with the agreement with the Port of London Authority. A photographic record was made of the principal structures and/or components.
- 1.5 Although it had been anticipated that the survey would include logging of significant finds/finds spreads, none were identified during the fieldwork. However, the number and frequency of London Mudlarks on this section of the foreshore ensured that the area was being comprehensively and regularly combed for finds.
- 1.6 Approximately two-thirds of the foreshore consisted of compact pockets of sand within the shingle whilst approximately one-third of the area consisted of recently dumped building material used to strengthen the waterline where erosion was most severe.
- 1.7 A number of timber structures were identified, consisting of the remains of bargebeds, gridirons, wharves and jetties, mooring points, river wall revetments and 'unclassified' timber structures. No dating of the features was attempted during the survey, so all structures in this report have been classified by type. However, it is considered likely that all structures identified dated to the later post-medieval period (19th and 20th centuries). No other archaeological remains were uncovered.

2 INTRODUCTION

- 2.1 An archaeological survey was undertaken on the Thames foreshore between the 27th and 28th April 2016 by Pre-Construct Archaeology Ltd (PCA) on a parcel of land designated as the Cannon Street foreshore zone. It was bounded by the Cannon Street Railway Bridge to the west, Riverbank House to the east, the Thames Path and river wall to the north and to the south by the River Thames itself (Figure 1).
- 2.2 The National Grid Reference for the site is TQ 32608 80633.
- 2.3 The investigation was commissioned by CgMs Consulting.
- 2.4 The foreshore survey was undertaken by Richard Archer (surveyor) assisted by Wayne Perkins, Richard Krayson and Natasha Billson. The project was managed by Tim Bradley of PCA.
- 2.5 All work was undertaken following the appropriate Historic England (GLAAS) (2015) and ClfA (2014) guidelines along with additional guidelines provided by the Port of London Authority.
- 2.6 The investigation was undertaken to provide information prior to remediation of the eroded shingle river banks adjacent to the retaining wall.
- 2.7 Permission to survey the Thames Foreshore was granted by the Port of London Authority on 21st May 2016.
- 2.8 The site was previously investigated during the Thames Discovery Programme in 2010 (FCY03) for the area between Cannon Street Railway Bridge and London Bridge. Their reports have been published online at their Thames Discovery Programme website (Thames Discovery 2016). This survey shared the western boundary of Canon Street Railway Bridge but only went as far east as Riverbank House (Figure 2).
- 2.9 The study site comprised of 0.31 hectares and is situated adjacent to the Thames footpath, running parallel to the Hanseatic and Oystergate Walks.
- 2.10 The archaeological investigation followed the methodology set out in a Method Statement prepared for the site by PCA (Bradley 2016), undertaking a systematic walkover over of the site, identifying and recording any features, structures, layers or finds spreads which are evident during the walkover, and presenting the results within an illustrated report.
- 2.11 Whilst the investigation was entirely non-intrusive in nature, contact was made with a number of Mudlarks on the site and their finds noted to help characterise the sorts of material being removed from this section of the foreshore by members of the public (see *Plates 11-14*).



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Figure 1
 Site Location
 1:20,000 at A4





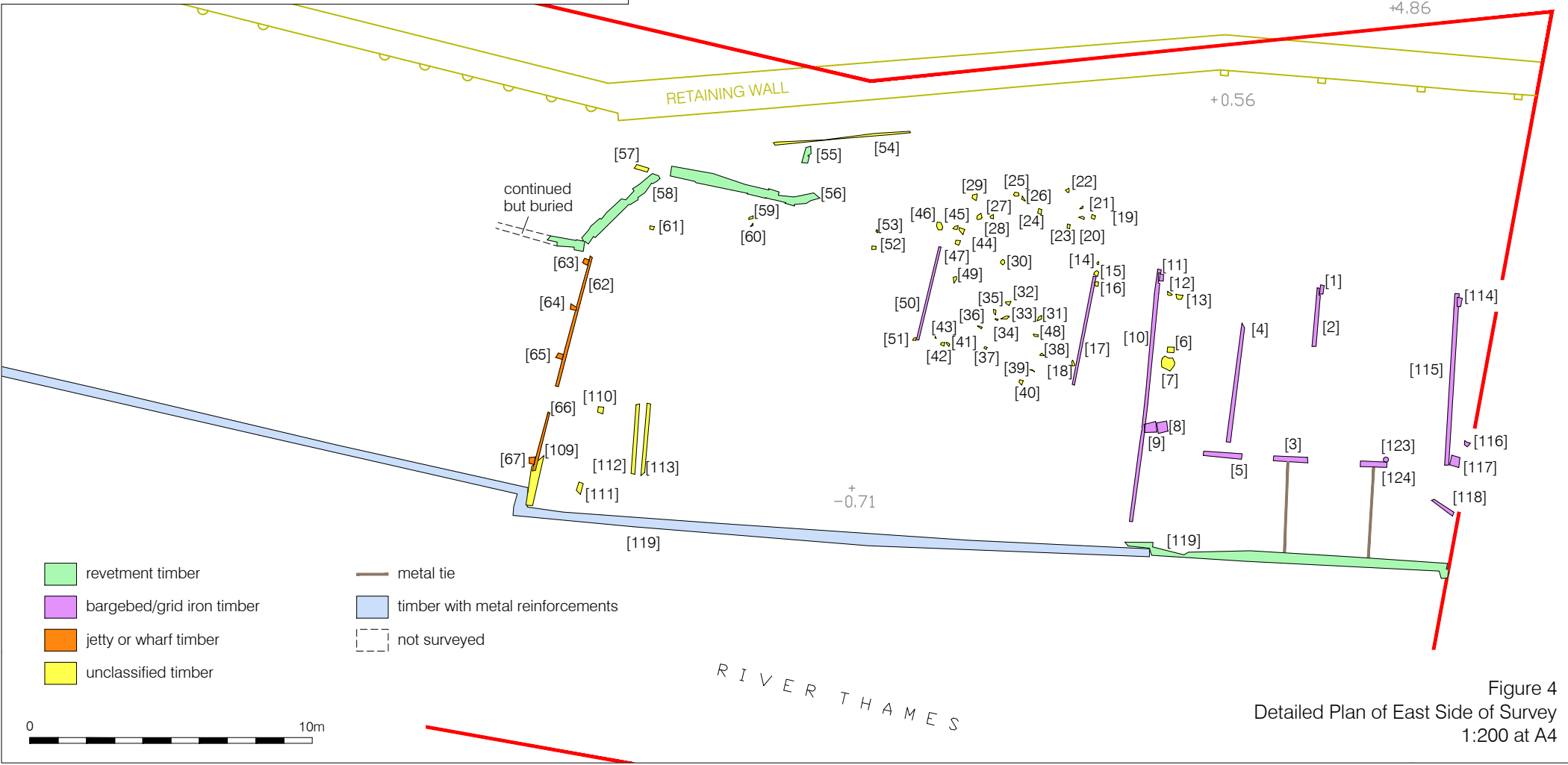
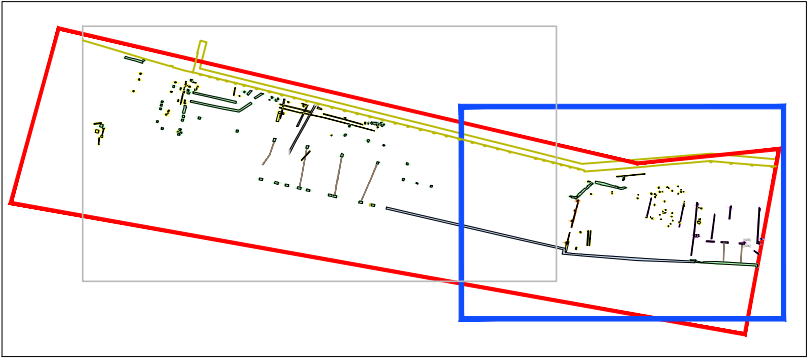


Figure 4
Detailed Plan of East Side of Survey
1:200 at A4

3 ARCHAEOLOGICAL METHODOLOGY

- 3.1 The aims and objectives of the archaeological survey were as follows:
- To record comprehensively any archaeological remains that may have been exposed due to erosion of the foreshore or that were already visible above the current land surface;
 - To survey the location of any archaeological features recorded within these areas;
 - To provide information that may be used in the formulation of an appropriate mitigation strategy.
- 3.2 All works were undertaken in accordance with the guidelines set out by Historic England and the Chartered Institute for Archaeologists. All works were also undertaken following the site specific risk assessment prepared in advance of the fieldwork, which noted particular health and safety considerations and measures to be implemented for foreshore survey work.
- 3.3 Access to the foreshore was gained via a stairway situated at the southern end of Cousin Lane located on the west side of Cannon Street Station Railway Bridge. The work was undertaken around two low tide cycles identified in advance from published tide tables; Wednesday 27th April (1146hrs) & Thursday 28th (1215hrs) April 2016 (lowest level of 0.77m OD).
- 3.3 All archaeological features were surveyed using a GPS with a running numbering system for each separate timber (or coherent timber structure). Notable features were photographed.
- 3.4 The recording systems adopted during the investigations were fully compatible with those widely used elsewhere in London, that is, those developed out of the Department of Urban Archaeology Site Manual and presented in PCA's Operations Manual 1 (Taylor 2009). The site archive was organized so as to be compatible with the archaeological archives produced in the London area.
- 3.5 A full photographic record was made during the archaeological investigation, comprising digital photographs.

4 SURVEY OVERVIEW

- 4.1 The Cannon Street foreshore was the subject of the Thames Discovery Programme (TDP) survey in 2010 under site code of FCY03. Under their guidelines, the zone was demarcated as being the area of foreshore between Cannon Street Railway Bridge to the west and London Bridge to the east. This current survey covered about half that area, the eastern limit being demarcated by boundary of Riverbank House. The foreshore is bound to the north by the brick built river wall and the south by the River Thames.
- 4.2 Access to the foreshore was by the All Hallows Stairs, which themselves contained several phases of build and masonry support.
- 4.3 The TDP survey had previously identified a number of timber structures, the greater part of which were the remains of barge beds - set perpendicular to the river wall and parallel to each other - dividing the foreshore into regular bays. Long horizontal planks were pegged in place by regularly spaced vertical posts with machine cut edges. These were comprehensively recorded during this current phase of foreshore survey.
- 4.4 A number of vertical timbers, set closely together as a palisade-like structure, were clearly functioning as river defences or shore revetment intended to prevent erosion of the foreshore.
- 4.5 The remaining timber posts could be attributed as being mooring structures of various types.
- 4.6 In some places heavily eroded timbers were difficult to interpret but they appeared to be partially destroyed/decayed mooring structures of unknown date; these remain 'unclassified.'
- 4.7 A number of cast iron storm water pipes were recorded in the survey and are marked on the plan. However, for the purposes of this discussion they have been omitted.

5 DETAILED OBSERVATIONS

- 5.1 The evaluation identified four main types of timber structure within the area recorded:-
- Barge beds (or Gridirons)
 - Jetties, Wharves & Causeways (mooring structures)
 - River defences or revetments
 - Un-classified timber structures
- 5.2 A series of barge beds or gridirons were identified laid out along the foreshore, predominantly to the east of the survey area.
- 5.3 A gridiron, consisting of rectangular bays made up of horizontal timbers secured by vertical timber posts, were built to provide a stable working surface on which vessels could be grounded at high tides for a number of tasks. Sometimes re-used ship timbers can be found in the structures reflecting their use as ship 'breaking' areas (TDP 2010).
- 5.4 A series of timbers at the east of the study area had a distinct 'gridiron' arrangement where horizontal boards were pegged in place by vertically driven posts. One such bed consisted of two horizontal timbers perpendicular to the river wall, [4] & [2], which had terminal horizontal timbers [3] & [5]. Horizontal timber [2] was pegged by vertical post [1] (see *Figure 4, Plate 3 & 5*). Long, horizontal timbers [11], [17], [50] & [117] were all laid out in a similar arrangement.
- 5.5 Barge beds are timber platforms - similar to gridirons - for the loading and unloading of goods, set perpendicularly to the river wall upon which vessels can be grounded. Normally, these structures are more substantial than gridirons and may have more solid rammed or compacted work surfaces within the timbers (TDP 2010).
- 5.6 None of the structures surveyed were positively identified as a barge beds. The timber structures laid out as gridirons (as described above) were not considered sufficiently substantial to be interpreted as barge beds, nor was there any evidence of 'in-filling' between the timbers of compacted material.
- 5.7 The Thames Discovery programme defines jetties as being timber platforms extending into the river perpendicularly from a wharf or quay giving access to boats moored along it. These structures are often confused with causeway structures due to a superficially similarities when viewed in plan. Wharves are platforms parallel to the shore (or indeed extensions of the shore itself) for loading and unloading cargo and therefore are generally more substantial in form (TDP 2010). However, as they are generally discovered in their degraded, eroded form and, if they are only partially exposed, may be confused with a line of revetting or river defence palisade.
- 5.8 A number of vertical posts were recorded in a line close to the river wall that had been piled closely together, forming a structure which had a palisade-like appearance and which were clearly lines of revetting or river defence. The timbers were substantial and in cross-section were 0.30 x 0.30m square and regularly cut. They also showed little sign of erosion, unlike many of the timbers on the foreshore. Timbers [55 – 58], located to the east of the study area, presented a continuous line, first parallel to the river wall then turning southwest before

becoming parallel again (see *Figure 3*). This may have continued to the west towards the Cannon Street Railway Bridge but an expanse of apparent aggradation was observed in the centre of the study area which may well have obscured structures – this is evident as the blank area in centre of the survey area. Timbers of a similar size and shape, [80], [81], [82], [84], [87], [88] & [90], were recorded to the west, close to the river wall. A further alignment of similar posts [200], [201], [202] & [203] was recorded at the western limit of the survey close to Canon Street Railway Bridge (see *Figure 3*).

- 5.5 Lines of revetting timbers could also be seen radiating out in roughly parallel lines from the river bank, each successive revetment representing an attempt to consolidate ground further into the River Thames. Unfortunately their exposure was uneven as lower (or shorter) timbers may not have been exposed equally in relation to the higher timbers, potentially forming part of the same structure. Therefore it was difficult to attribute functions to many of these timbers over a wider area, although they may in reality have represented part of larger and more cohesive structures.
- 5.7 During the survey (aimed principally to the upstanding features) it was difficult to ascertain whether the foreshore contained any 'original' surface layers. Pockets of sand within the mainly shingle surface were evident alongside the more obviously consolidated 'made ground' areas of modern building rubble. Any of the exposed deposits could simply be dumped material from previous attempts at aggradation of the foreshore.
- 5.8 During the survey, team members spoke to members of the public who were 'mudlarking' on the foreshore. A number of photographs were taken as a visual record of their finds (see *Plates 11-14*). With the exception of well-rolled or modern CBM, however, this activity meant that no isolated significant finds or finds spreads were noted as part of this survey.
- 5.9 The structures surveyed within the study area have been classified by their type and likely function following the descriptions outlined in the Thames Discovery Programme (*Figures 3 & 4*). No dating of the timber structures was attempted during this non-invasive survey.

6 ACKNOWLEDGEMENTS

- 6.1 Pre-Construct Archaeology Limited would like to thank CgMs Consulting for commissioning the work and the Port of London Authority their cooperation with the project.
- 6.2 The author would like to thank Richard Archer for the GPS survey and Richard Krayson and Natasha Billson for their help with the field work. Also a thank you to Jennifer Simonson for the CAD work and Tim Bradley for project management and editing.

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8 PLATES

Plate 1: Access to the Cannon Street Foreshore: All Hallows Steps which have a number of building phases (outside survey area)



Plate 2: General view to south-east, foreshore with Cannon Street Railway Bridge beyond; erosion visible in the foreground, Southwark & Blackfriars Bridges in the distance



Plate 3: View to the south-east of the gridirons laid out on the foreshore at eastern end of study area. London Bridge in the background



Plate 4: View to south of timber revetment (bottom left of picture) nearest the river wall and possible causeway or jetty projecting south into the Thames (contexts [208] – [242] Fig. 3)

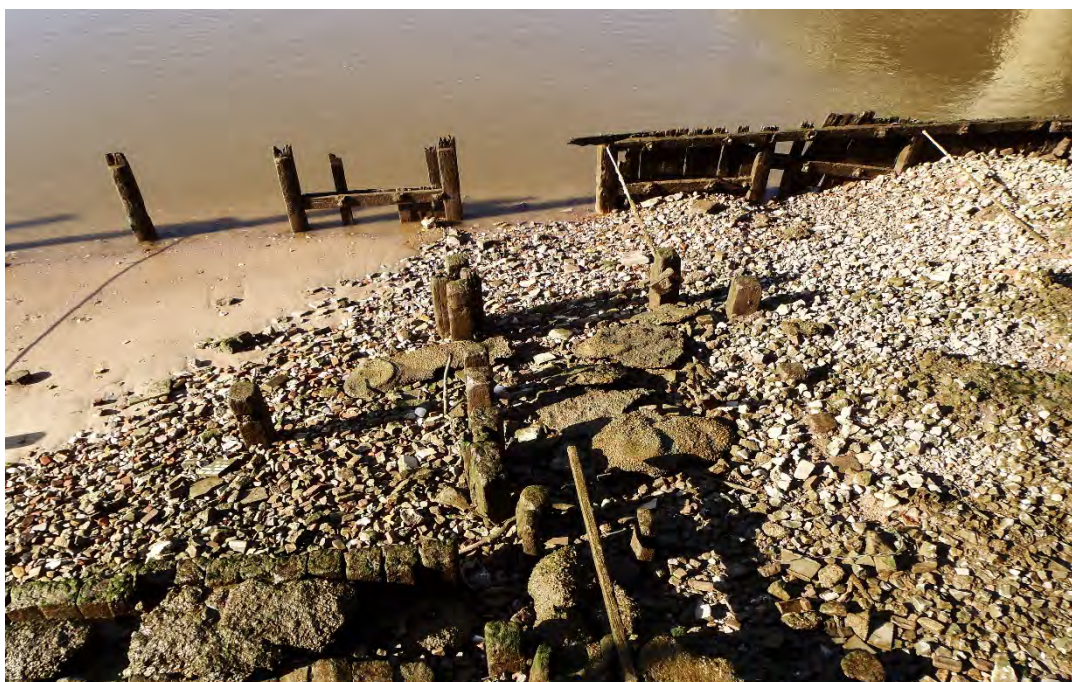


Plate 5: Gridiron [1-5] (with iron tie visible to right). View to the north. Scale 1m



Plate 6: Post revetment [56]. View to north west. Scale 1m



Plate 7: Post revetment [200]. View to north-west. Scale 0.5m



Plate 8: Re-used timber [97] with mortise slot. View to north. Scale 0.5m



Plate 9: General view across the gridirons (collection of older, weathered posts to the left of the picture). View to south-east. No scale.



Plate 10: Horizontal gridiron [17] cut to receive vertical post [114]. View to the east.



Plate 11: London Mudlark find: drilled toe-bone – possibly used as a toggle



Plate 12: A London Mudlark had identified the find spot of a consignment of garnets. Finds included pottery, pins, metal objects and a tusk



Plate 13: A London Mudlark was collecting animal bone to create handles for hand-made metal knives



APPENDIX 1: CONTEXT DESCRIPTIONS

Context No.	Type	Description	Trench No.	Plan No.	Section / Elevation	Dimensions	Dimensions	Height / Thickness (m)	Highest Level m. OD	Lowest Level m. OD	Phase	Period
101	Layer	Topsoil	1; 2; 5	-	S21; S22; S23; S26	Various	-	120mm	6.33	6.01		Late 20th C
102	Layer	Recent Landscaping	1	-	S21	N-S 0.30m	E-W 9.60m	300mm	6.33	6.1		Late 20th C
103	Layer	Make up Layer	1	Tr.1	S21	N-S 0.30m	E-W 7.10m	50mm	6.33	5.75		18th C?
104	Layer	Recent Landscaping	2	Tr.2	S22, S23	N-S 4.80m	E-W 0.30m	250mm	6.33	5.91		Late 20th C
105	Layer	Make up Layer	2	-	S22, S23			100mm	5.63	5.5		18th C?
106	Masonry	Water Main Support	2	Tr.2	S22	N-S 0.50m	E-W 0.20m	500mm	5.71	5.21		20th C
107	Fill	Backfill of Construction Cut [8]	2	-	S22	N-S 0.15m	-	500mm	5.71	-		20th C
108	Cut	Construction Cut for Water Main	2	-	S22	N-S 1.00m	-	500mm	5.71	5.21		20th C
109	Fill	Backfill of Modern Water Pipe, Cut[10]	2	-	S22	N-S 2.00m	E-W 0.25m	350mm	5.71	-		20th C
110	Cut	Construction Cut for Modern Water Main	2	-	S22	N-S 0.75m	E-W 0.30m	350mm	5.71	5.31		Late 20th C
111	Masonry	Garden Wall	2	Tr.2	S23	N-S 0.16m	E-W 0.40m	50mm	5.54	5.5		18th C
112	Layer	Debris Layer	2	-	S23	NW-SE 1.30m	-	100mm	5.67	5.55		18th C?
113	Layer	Make up Layer	2	Tr.2	S23	NW-SE 1.65m	-	150mm	5.67	5.5		18th C?
114	Fill	Fill of Cut [115]	2	Tr.2	S23			250mm	5.69	-		20th C
115	Cut	Modern Pit or Trench	2	Tr.2	S23			250mm	5.69	5.45		20th C
116	Layer	Demolition material	2	-	S23	NW-SE 0.95m	-	150mm	5.7	5.67		18th C?
117	Layer	Make up Layer	3	Tr.3	S24	N-S 0.30-0.40m	E-W 9.00m	50mm	5.81	5.79		18th C?
118	Layer	Topsoil	4; 15	-	S25; S39	N-S 2.25m	E-W 0.40m	100mm	5.89	-		Late 20th C
119	Layer	Bedding Layer	4; 15	-	S25; S39	N-S 2.25m	E-W 0.40m	240mm	5.79	-		Late 20th C
120	Fill	Fill of Cut [115]	4	Tr.4	S25	N-S 0.70m	E-W 0.40m	100mm	5.55	-		Late 20th C

121	Cut	Modern Manhole	4	Tr.4	S25	N-S 0.70m	E-W 0.40m	100mm	5.55	5.46	Late 20th C
122	Layer	Recent Make Up	4, 15	Tr.4	S25; S39	N-S 1.50m	E-W 0.40m	130mm	5.56	-	Late 20th C
123	Layer	Recent Landscaping	5	-	S26	N-S 0.90m	E-W 0.30m	200mm	5.95	-	Late 20th C
124	Layer	Base for topsoil	5	-	S26	N-S 1.10m	E-W 0.30m	150mm	6.07	-	Late 20th C
125	Fill	Fill of Cut [126]	5	Tr.5	S26	N-S 0.45m	E-W 0.30m	200mm	5.77	-	Late 20th C
126	Cut	Modern Manhole	5	Tr.5	S26	N-S 4.50m	E-W 0.30m	200mm	5.77	5.57	Late 20th C
127	Layer	Make up Layer	5	-	S26	N-S 0.45m	E-W 0.30m	230mm	5.82	5.77	18th C?
128	Layer	Make up Layer	5	Tr.5	S26	N-S 0.48m	E-W 0.30m	20mm	5.59	-	18th C
129	Layer	Modern Make Up	6	-	S27	N-S 2.95m	E-W 1.00m	200mm	5.69	5.63	Late 20thC
130	Layer	Dump of Demolition material	6	-	S27	N-S 1.90m	E-W 1.00m	200mm	5.43	5.22	19th C
131	Layer	Dump Layer	6	-	S27	N-S 1.65m	E-W 1.00m	200mm	5.44	5.36	19th C?
132	Layer	Dump Layer	6	-	S27	N-S 1.00m	E-W 1.00m	150mm	5.22	5.16	19th C
133	Layer	Working Surface	6	Tr.6/1	S27	N-S 1.50m	E-W 1.00m	20mm	5.25	5.05	19th C
134	Masonry	Capping Stones of Light Well	6	Tr.6/1	S27	N-S 0.61m	E-W 0.99m	150mm	5.78	5.63	19th C
135	Masonry	Brick Structure of Light Well	6	Tr.6/1	S27	N-S 0.85m	E-W 1.00m	450mm	5.61	5.18	19th C
136	Layer	Dump Layer(s)	6	Tr.6/2	S27	N-S 2.20m	E-W 1.00m	1.15m	5.23	5.05	19th C
137	Layer	Construction Debris - Brick Dust	6	Tr.6/1	S27	N-S 0.10m	E-W 1.00m	20mm	5.04	-	18th C
138	Layer	Levelling Layer	6	Tr.6/2; Tr.6/3	S27	N-S 1.05m	E-W 1.00m	680mm	5.02	-	18th C

APPENDIX 2- OASIS FORM

Project name	Thames Foreshore, East of Cannon Street Station
Short description of the project	The investigation involved the systematic walkover of the area, identifying, examining and recording any structures, features, layers or significant finds scatters present in the area of investigation. The foreshore survey was entirely non-instructive, with no excavation, handling or removal of finds or structures from the foreshore in accordance with the agreement with the Port of London Authority. A number of timber structures were identified, consisting of bargebeds, gridirons, wharves and jetties, mooring points, river wall revetments and 'unclassified' timber structures. It is considered likely that all structures identified dated to the later post-medieval period (19th and 20th centuries).
Project dates	Start: 27-04-2016 End: 28-04-2016
Previous/future work	No / Not known
Type of project	Recording project
Site status	Maritime designations
Current Land use	Coastland 2 - Inter-tidal
Monument type	BARGEBED Post Medieval
Monument type	WHARF Modern
Project location	
Country	England
Site location	GREATER LONDON CITY OF LONDON CITY OF LONDON Thames Foreshore, East of Cannon Street Station
Postcode	EC4R 3TN
Study area	3125 Square metres
Site coordinates	TQ 32608 80633 51.508547203397 -0.088950995071 51 30 30 N 000 05 20 W Point
Project creators	
Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	CgMs Consulting
Project design originator	Pre-Construct Archaeology Limited
Project director/manager	Tim Bradley
Project supervisor	Wayne Perkins
Type of sponsor/funding body	Consultant
Name of sponsor/funding body	CgMs Consulting
Project archives	

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Media available	"Survey", "Text"
Paper Archive recipient	LAARC
Paper Media available	"Photograph", "Plan"
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