

**An Archaeological Watching Brief at Stewarts Lane Depot Silverthorne  
Road, Battersea, London Borough of Wandsworth**

**Site Code: NIK09**

**Central National Grid Reference: TQ 28880 76500**

**Written and Researched by John Payne**

**Pre-Construct Archaeology Limited,  
April 2009**

**Project Manager: Tim Bradley**

**Commissioning Client: CgMs Consulting**

**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**

**E-mail: [tbradley@pre-construct.com](mailto:tbradley@pre-construct.com)  
Website: [www.pre-construct.com](http://www.pre-construct.com)**

**© Pre-Construct Archaeology Limited  
June 2009**

## **CONTENTS**

1	ABSTRACT	3
2	INTRODUCTION	4
3	PLANNING BACKGROUND	7
4	GEOLOGY AND TOPOGRAPHY	9
5	ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	10
6	ARCHAEOLOGICAL METHODOLOGY	12
7	SUMMARY OF THE ARCHAEOLOGICAL SEQUENCE	14
8	INTERPRETATION AND CONCLUSIONS:	32
9	ACKNOWLEDGEMENTS	34
10	BIBLIOGRAPHY	35

## **FIGURES**

Figure 1:	Site Location	5
Figure 2:	Detailed Site Location	6
Figure 3:	Site Plan	30
Figure 4:	Sections	31

## **APPENDICES**

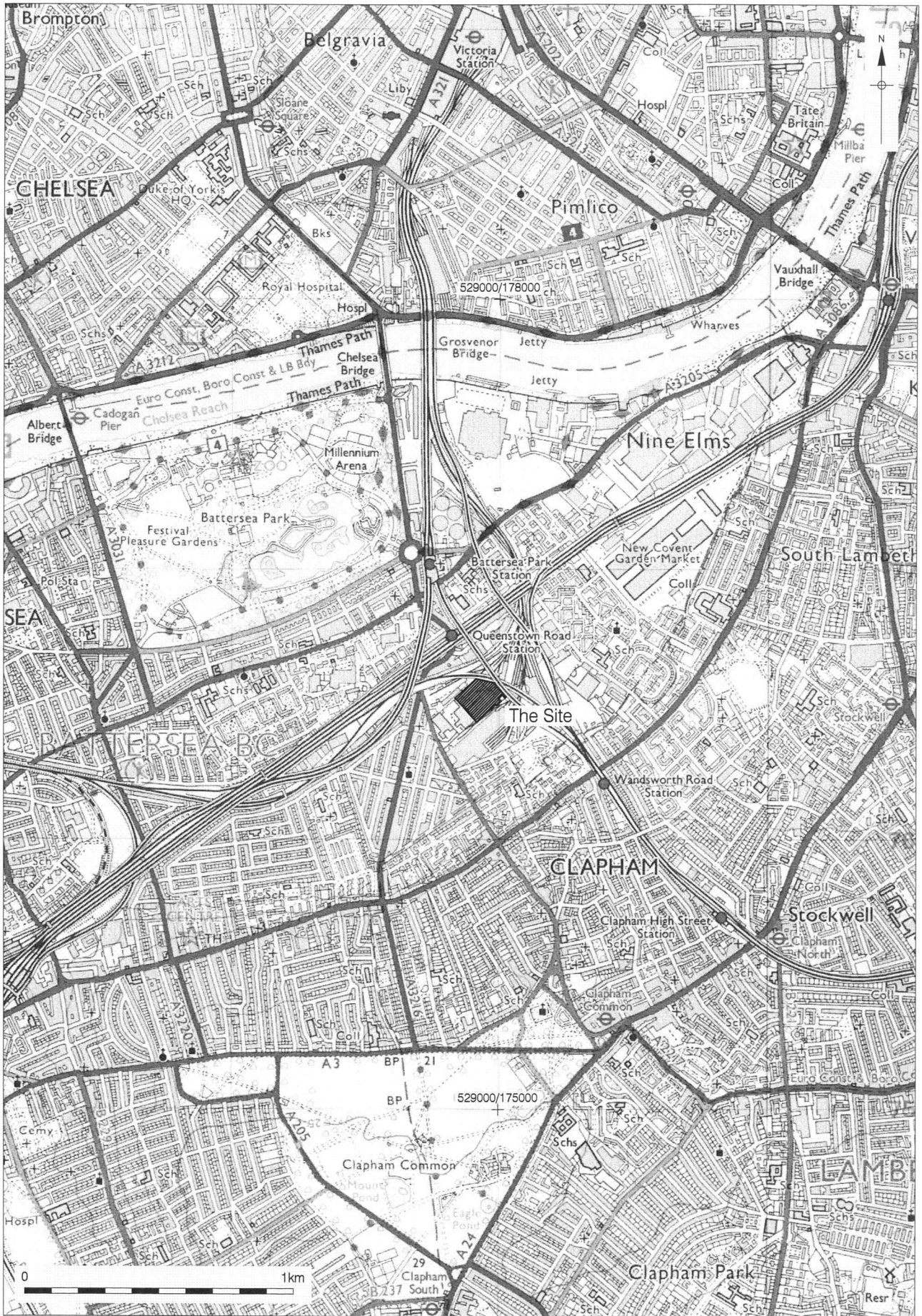
Appendix 1:	Context Index	36
Appendix 2:	Oasis Form	40

## **1 ABSTRACT**

- 1.1 This report details the results and working methods of an archaeological watching brief at Stewarts Lane Depot, Silverthorne Road, Battersea, London Borough of Wandsworth. The watching brief was commissioned by CgMs Consulting and took place between the 12<sup>th</sup> February and the 30<sup>th</sup> March 2009.
- 1.2 The initial phase of redevelopment included the demolition of existing structures including the southeastern end of the 19th century Erecting Shop and the whole of the associated Boiler Shop, as well as the removal of below ground structural elements associated with this earlier industrial activity. The only exception to the wholesale removal of the buried structural remains was within the area of the new office and workshop area, where machine excavations were limited to the cutting of foundation trenches and the excavation of support pier trenches. The new development will comprise bus a garage workshop and offices plus associated parking for 195 buses.
- 1.3 The watching brief recorded evidence for the known industrial activity of the site. This comprised exterior and interior walls, rail tracks, brick and timber floor surfaces with associated access stairways, and concrete bases that are believed to have once accommodated machinery or roof supports. Many of these remains could tentatively be placed within specific phases of the sites history either by location, type or stratigraphy and they are likely to span the period from the 1860's through to the 1970's.

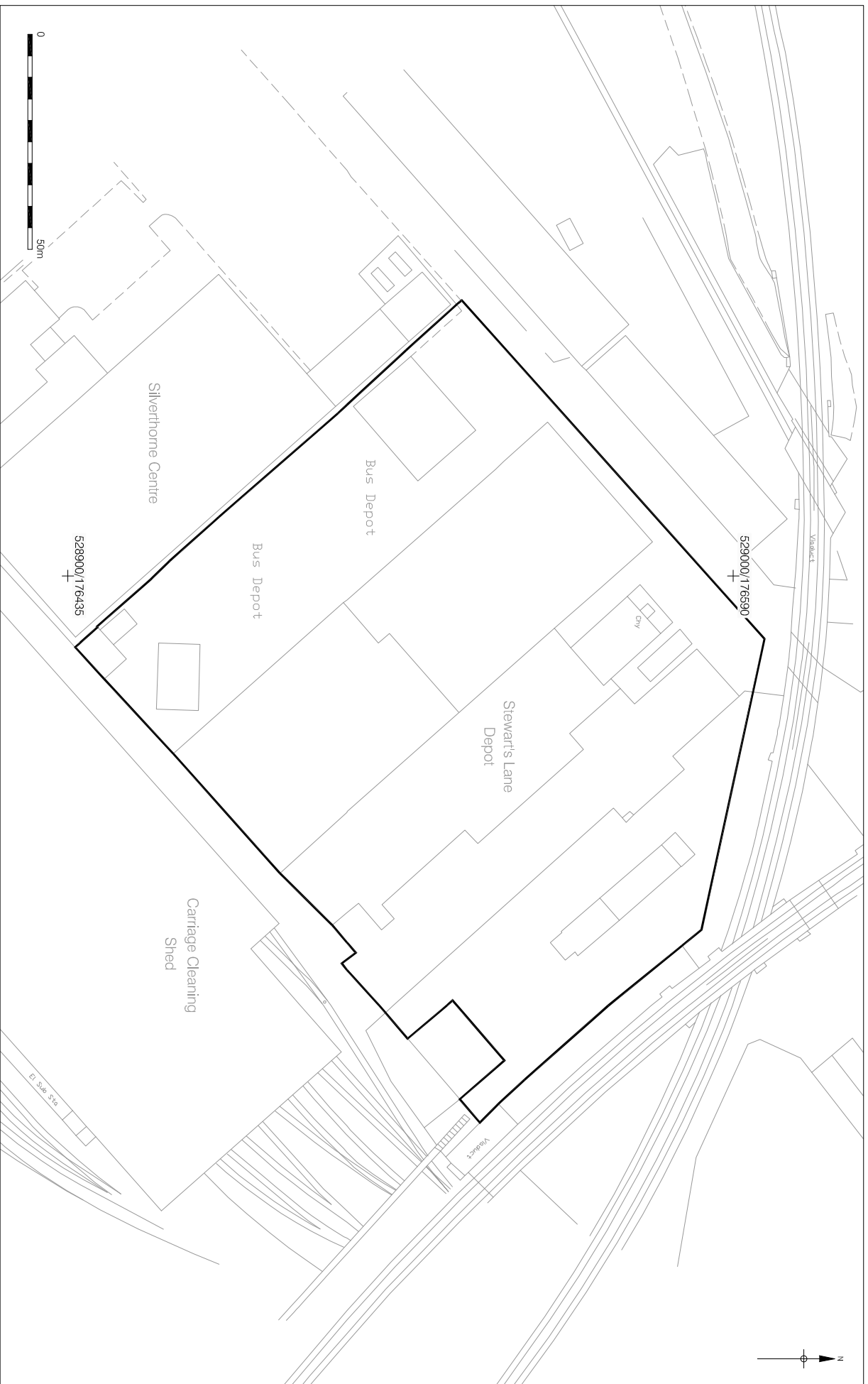
## **2 INTRODUCTION**

- 2.1 An archaeological watching brief at Stewarts Lane Depot, Silverthorne Road, Battersea, London Borough of Wandsworth, was undertaken by Pre-Construct Archaeology Limited between the 12<sup>th</sup> February and the 30<sup>th</sup> March 2009 and was commissioned by CgMs Consulting following recommendations by the English Heritage GLAAS to the London Borough of Wandsworth.
- 2.2 The site was bounded to the north, east and southeast by the existing rail network, to the northwest by an unnamed access road for a cement works and to the southwest by the extant bus garage.
- 2.3 The site is located at National Grid Reference TQ 2888 7650.
- 2.4 The work was monitored by Lorraine Darton, CgMs Consulting, on behalf of Travel London Limited, and by Mark Stevenson, English Heritage GLAAS, on behalf of the London Borough of Tower Hamlets. The fieldwork was managed for PCA by Tim Bradley and was initially undertaken by Iain Bright and later by the author.
- 2.5 Site code NIK09 was assigned for this watching brief.



© Crown copyright 2007. All rights reserved. License number 36110309  
 © Pre-Construct Archaeology Ltd 2009

Figure 1  
 Site Location  
 1:20,000 at A4



© Crown copyright 2008. All rights reserved. License number PMP361 10309  
 © Pre-Construct Archaeology Ltd 2009

Figure 2  
 Detailed Site and Trench Location  
 1:1,250 at A4

### **3 PLANNING BACKGROUND**

- 3.1 In November 1990 the Department of the Environment issued Planning Policy Guidance Note 16 (PPG16) "Archaeology and Planning" providing guidance for planning authorities, property owners, developers and others on the preservation and investigation of archaeological remains.
- 3.2 In short, government guidance provides a framework which:
- Protects Scheduled Ancient Monuments
  - Protects the settings of these sites
  - Has a presumption in favour of in-situ preservation of nationally important remains
  - In appropriate circumstances seeks adequate information (from field evaluation) to enable informed decisions
  - Provides for the excavation and investigation of sites not important enough to merit in-situ preservation.
- 3.3 In considering any planning application for development, the planning authority is bound by the policy framework set by government guidance, in this instance PPG16, by current Development Plan Policy and by other material considerations.
- 3.4 The relevant Strategic Development Plan framework is provided by the London Plan, published on 10 February 2004 and draft alterations published September 2006. It includes the following policy relating to archaeology within central London:

#### **POLICY 4B.15 ARCHAEOLOGY**

**THE MAYOR, IN PARTNERSHIP WITH ENGLISH HERITAGE, THE MUSEUM OF LONDON AND BOROUGHES, WILL SUPPORT THE IDENTIFICATION, PROTECTION, INTERPRETATION AND PRESENTATION OF LONDON'S ARCHAEOLOGICAL RESOURCES. BOROUGHES IN CONSULTATION WITH ENGLISH HERITAGE AND OTHER RELEVANT STATUTORY ORGANISATIONS SHOULD INCLUDE APPROPRIATE POLICIES IN THEIR DPDS FOR PROTECTING SCHEDULED ANCIENT MONUMENTS AND ARCHAEOLOGICAL ASSETS WITHIN THEIR AREA.**

- 3.5 The relevant Development Plan framework is provided by the Wandsworth Borough Council Unitary Development Plan (UDP) adopted in August 2003. The Plan contains the following 'Saved' policies which provides a framework for the consideration of development proposals affecting archaeological and heritage features:

#### **POLICY TBE14**

**WHERE DEVELOPMENT INVOLVING GROUND DISTURBANCE IS PROPOSED IN ARCHAEOLOGICAL PRIORITY AREAS, THE COUNCIL WILL REQUIRE DEVELOPERS TO MAKE PROVISION FOR ARCHAEOLOGICAL INVESTIGATION. NORMALLY THE SUBMISSION OF AN ARCHAEOLOGICAL EVALUATION REPORT WILL BE REQUESTED PRIOR TO DETERMINATION. ARCHAEOLOGICAL INVESTIGATION MAY ALSO BE REQUIRED ELSEWHERE IN SITES OF ARCHAEOLOGICAL POTENTIAL.**

### **POLICY TBE15**

**IN APPROPRIATE CASES, THE COUNCIL MAY ALSO REQUIRE PRESERVATION IN SITU, OR EXCAVATION. THE RECORDING AND PUBLICATION OF RESULTS WILL NORMALLY BE REQUIRED.**

- 3.6 In response to this guidance the following archaeological planning condition was recommended by English Heritage:

*No Development may take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. A suitably qualified investigating body acceptable to the Local Planning Authority shall carry out the archaeological works.*

- 3.7 The proposed above ground demolition to the Erecting Shop and Boiler Shop was subject to Historic Building Recording in accordance with the approved Written Scheme of Investigation for Historic Building Recording (CgMs, August 2008) and archaeological monitoring was undertaken on the demolition and below ground works by an archaeologist, liaising closely with the Historic Building Recorder.



## **4 GEOLOGY AND TOPOGRAPHY**

- 4.1 The solid geology of the site is London Clay, overlain by Kempton Park Terrace gravel (deposited 30,000-140,000 years ago). These gravels are overlain locally by fine wind blown silts characterised as Brickearth (British Geological Survey South London, England and Wales Sheet 270 Solid and Drift Edition).
- 4.2 The site is on level ground at around 2.40-2.70m AOD (above Ordnance Datum).

## **5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

The following represents a brief summary of the archaeological and historical background to the site, as represented within the Impact Assessment (CgMs, September 2008).

### **5.1 PREHISTORIC (450,000 BC – AD 43)**

5.1.1 Only a single find of Prehistoric date is recorded within 500m of the study site, a late Bronze Age palstave axe (SMR Ref: 031270; TQ 2880 7670, recovered during the construction of Queenstown Road Station, Battersea.

### **5.2 ROMAN, SAXON and MEDIEVAL (AD 43 – AD 1486)**

5.2.1 No Roman, Anglo-Saxon or early Medieval finds or sites are recorded on or near to the site.

### **5.3 POST-MEDIEVAL (1485–1750)**

5.3.1 During the late Medieval and early Post-Medieval periods the study site lay in the farmland of Longhedge Farm. This is how the site is shown in John Rocque's map of 1747. Longhedge Farm itself lay north west of the study site, and is shown as 'Longhedge House' on the first edition Ordnance Survey map of 1874.

### **5.4 INDUSTRIAL (1750-1900)**

5.4.1 In 1860 the Directors of the London, Chatham and Dover Railway purchased 75 acres of Longhedge Farmland to establish their new locomotive works and motive power depot 'Longhedge Railway Works' which opened in 1862. The Ordnance Survey map of 1874 shows the study site as occupied by the Erecting Shop and Boiler Shop together with rail yards focussed in the northern half of the site.

5.4.2 Between 1874 and 1896 the Erecting Shop was substantially expanded to the south, whilst the northeastern part of the site was in use as allotments at this time.

5.4.3 The production of locomotives on the site ceased in 1904. Thereafter the works was used for heavy repairs until 1911, when much of the equipment and machinery was transferred to Ashford (Kent), leaving only the capacity to undertake light repairs associated with the adjoining Stewarts Lane Motive Power Depot. The Boiler Shop is shown extended to the south end of the site on the Ordnance Survey map of 1916.

5.4.4 The site formed part of 'Stewarts Lane Depot' from 1933-1934, Stewarts Lane being a nearby road that no longer exists. A number of minor buildings were added to the site during the mid 20th century. The buildings of 'Longhedge Works' were largely demolished in 1957 to create a new depot for servicing electric trains, however the railway buildings within the study site remained relatively intact until the 1978.

5.4.5 Subsequently partial site clearance has taken place, with in particular the demolition of the original Erecting Shop of 1860-1862 in the central northern part of the site.

## 6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 The initial phase of investigation comprised the recording of the built heritage, not included in the subsequent text.
- 6.2 The archaeological recording of the below ground structures covered by this report was undertaken during the demolition works and involved either rapidly locating and recording the remains revealed during the removal, by the demolition contractors, of the below ground obstructions, or the recording of deep machine excavated trench sections that cut through the buried remains. These sections were also complemented by a largely extrapolated plan, in an attempt to create a coherent archaeological sequence. The initial removal concrete obstructions was largely monitored by Iain Bright, whilst the recording of the new foundation trenches was monitored and recorded by the author.
- 6.3 Because of the depth of excavations and presence of contaminants in the deposits revealed no attempt was made to hand clean either trench sections or structures revealed in plan. This constraint made precise measurements and detailed stratigraphic relationships difficult to determine with certainty and although a coherent archive was compiled greater definition could no doubt be achieved through comparison with similar industrial sites.
- 6.4 This methodology undertaken aimed to satisfy the original objectives of the archaeological watching brief, which was to:
- Monitor below ground demolition, and groundworks for the construction of the expanded bus garage facility.
  - To contribute to heritage knowledge of the area through the recording of the industrial archaeological remains exposed as a result of excavations in connection with the groundworks.
  - To record building fabric, features and fixtures to be lost during demolition or alteration.
  - Further our understanding of the development/phasing of the structures and site.
  - Further our understanding of the historic uses and adaptations of the site.
- 6.5 Because of concerns over on-site contamination, no artefacts were retained during the watching brief.

- 6.6 Individual descriptions of archaeological strata and features excavated and/or exposed were entered onto pro-forma recording sheets. All plans and sections of archaeological deposits were recorded on polyester based drawing film, the plans being drawn at a scale of 1:100 and 1:200 and the sections at 1:20 and 1:50. The recording system used was a combination of single or multi-context plans complemented by sections, where appropriate.
- 6.7 The completed archive, including all written, drawn and photographic records, will be deposited in the London Archaeological Archive Research Centre (LAARC).

## **7 SUMMARY OF THE ARCHAEOLOGICAL SEQUENCE**

### **7.1.1 Site phasing**

7.1.2 Aside from the Phase 1 deposits the archaeological phasing for the industrial development of the site has been attempted using a combination of map evidence, brick and mortar type, construction techniques and of course stratigraphy. Despite this some of structures encountered were still difficult to phase with any certainty and these have been allocated to what is thought to be the most probable phase date for their construction.

### **7.2 Phase 1**

7.2.1 The earliest deposit observed within the northern area of the site in the location of the new foundation trenches was a loose brownish-yellow sand and gravel [57], which had a surface level of approximately 1.29m OD. This gravel is likely to equate to the naturally derived river terrace gravel identified in the geological survey, although it is likely that the surface as revealed has suffered a degree of truncation or disturbance from the industrialisation of the site. Further to the southeast a clean light coloured clay [3] with a surface level of approximately 1.63m OD was observed. This deposit probably represents a remnant of the silts known to have been deposited above the gravel at the end of the last period of glaciation.

### **7.3 Phase 2 – Late 19<sup>th</sup> Century**

7.3.1 Phase 2 represents the initial phase of industrialisation of the site, which dates from early 1860's through to the subsequent expansion of the site between 1874 and 1896. Archaeology associated with this period was associated with the Locomotive Erecting Shop.

7.3.2 The archaeological monitoring within the area of the Erecting Shop was concentrated on the machine excavation of one NW-SE orientated and four NE-SW orientated foundation trenches as well as seven small square trenches excavated to accommodate the concrete bases, which will support the steel frame of the new building. Additionally a large NE-SW orientated inspection pit was excavated. The trenches were approximately 1.2m-2.2m in depth, dependant on the obstructions encountered. All of these excavations were located within the central and eastern side of the 1860's Erecting Shop.

### **Construction Levelling**

- 7.3.3 One of the initial phases of construction is believed to have involved the deposition of levelling/ground level raising deposits. To the northwest of the Erecting Shop these deposits comprised a dark brownish-grey clay containing frequent lenses of gravel (context [61]), with a thickness of approximately 0.45m and a surface level of 1.21m OD. This was overlain by a second layer of dark clay (context [62]) approximately 0.70m thick with a surface level of 1.71m OD.
- 7.3.4 To the northeast of the Erecting Shop two similar levelling deposits were revealed. The earliest of these comprised a mixed mid brown clay and sandy gravel (context [111]), with a thickness of approximately 0.75m and a surface level of between 1.21m to 1.81m OD. This was overlain by a dark brownish-grey clay (context [97]) of approximately 0.55m thick with a surface level of 1.90m OD.
- 7.3.5 Although these deposits seem likely to represent a combination of levelling deposits and in-situ natural soils heavily disturbed by the construction process, it is unclear whether they were laid in advance of, or during the main construction phase. No clear construction cuts were seen cutting these deposits and it is possible that they were being laid in conjunction with the construction of the Erecting Shop. The fact that the land used for the site was purchased in 1860 and the Works were opened in 1862 suggests a rapid construction schedule that must have necessitated numerous activities being carried out simultaneously.

### **Exterior Wall of Erecting Shop**

- 7.3.6 The main northeast exterior wall as well as part of the northwest exterior wall of the Erecting Shop was revealed in all four of the excavated trenches. Three individual context numbers were allocated (contexts [63], [83] and [100], sections 4, 5, 6 and 8) for this wall, which was constructed of dark pinkish-red bricks bonded with a yellowish-brown mortar. The wall was approximately 1.20m wide at the base and was laid directly onto the underlying natural gravel at a level of between 0.80m to 0.85m OD. The width of the wall was reduced by a gradual stepping of the brickwork until at ground level the wall's width was around 0.65m, although within section 4 this stepping-in was achieved in a single course. The wall survived to a maximum height of 1.55m, although all of this is still likely to have been below, or only slightly above the exterior ground level of the 1860's Erecting Shop. Although the type of brick bond used in the wall's construction was not discernable, at least two and possibly three internal buttresses were observed which extended from the internal wall face by approximately 1.00m.

### **Internal Structures**

- 7.3.7 Located approximately 11.00m to the southwest of wall [100] and within the Erecting Shop two support piers were observed (contexts [116] and [122]). These were constructed of the same dark pinkish-red bricks and bonded with the same yellowish-brown mortar. Their exact dimensions were difficult to record accurately, but they are thought to have each measured approximately 2.00m square at the base, which was then reduced by stepping-in the brickwork until at ground level they would have been considerably smaller. As with the external wall these piers were lain directly onto the underlying natural gravel at a level of 0.76m OD. They were not located opposite the internal buttresses seen on the exterior wall, so how they relate structurally is unclear. It is possible that they are associated with the heavy lifting equipment which must have been part of the Locomotive Works from its beginning. Despite this lack of clarity concerning their main function it seems probable that they also served as supports for an interior floor surface constructed of timber, the partial remains of which were observed during the watching brief (see paras 7.3.22, 7.3.24 & 7.3.34).
- 7.3.8 Infilling the area that surrounded these two support piers and continuing up to the face of exterior wall [100] was a clean yellowish-brown sand and gravel (context [104]), approximately 0.75m thick with a surface level between 1.76 and 1.60m OD. This deposit was seen to have been overlain by the remains of a timber floor surface constructed of substantial 0.15m thick sawn planks (context [110], para. 7.3.34).
- 7.3.9 Located approximately 2.70m to the northeast of wall [100] and outside of the Erecting Shop a small NW-SE orientated wall [98] was observed in two machine trenches located approximately 2.50m apart. This wall was constructed of the same dark pinkish-red bricks and bonded with the same yellowish-brown mortar as the previously discussed structures and survived to a height of 0.75m. It measured 0.65m wide at the base and was lain directly onto levelling deposit [111] at a level of 1.31m OD. The width of the wall was reduced by a gradual stepping of the brickwork until at ground level the walls width was around 0.45m. This wall clearly represents the remains of a small annex to the Erecting Shop that is shown on the Map of 1874.
- 7.3.10 Levelling deposit [60] partly overlay the foundation of the northwest side of exterior wall [63] and comprised a mid brownish-yellow sandy gravel with a thickness of approximately 0.65m and a surface level of 2.36m OD. This deposit was overlain by brick floor surface [72].
- 7.3.11 Levelling deposit [101] abutted the northeast side of exterior wall [100] and continued towards the northeast for a further 4.00m, also abutting either side of wall [98] and in fact overlying the stepped foundations of both of these walls. This deposit comprised



a mid greyish-brown sandy gravel and clay mix with a thickness of approximately 0.30m and a surface level of 1.76m OD. To the northeast of wall [98] this deposit was overlain by a clean sand and gravel deposit (context [112]) with a thickness of approximately 0.25m and a surface level of 1.91m OD. To the southwest, within the internal space created between walls [98] and [100], deposit [101] was overlain by a 0.20m thick compacted mixed sandy gravel and crushed brick that had a surface level of 1.96m OD. This deposit represents a levelling deposit laid in preparation for brick floor surface [99].

- 7.3.12 Within the area defined by walls [98] and [100] this levelling deposit was overlain by a second layer of mixed gravel and crushed brick (context [102]) of approximately 0.20m with a surface level of 1.96m OD. This also represented a preparation/levelling deposit for brick surface [99].
- 7.3.13 Brick surface [99] abutted the SW face of wall [98] and the NE face of wall [100] and measured 3.50m NW-SE x 2.75m NE-SW x 0.10m thick with a surface level of 2.06m OD. It comprised a single thickness of bricks laid on their sides in a stretcher bond pattern and although no bonding material was observed it is possible that a thin layer of cement was used, as observed on other surfaces within the structure.
- 7.3.14 Approximately 0.50m to the northeast of wall [98] and partly overlying deposit [101] the remains of rail tracks were discovered (context [124]). These had a surface level of 2.06m OD and comprised standard 4 ft 8 inch gauge track orientated alongside the Erecting Shop on a northwest-southeast axis. The tracks were laid onto timber sleepers, which unusually comprised halved timbers laid with the curved side facing upwards. This track survived periodically beside the Erecting Shop and clearly equates to railway shown on the map dated to 1874.
- 7.3.15 Located within the north corner of the Erecting Shop two parallel NE-SW orientated walls were revealed. The first of these, wall [71], was located 4.70m to the southeast of the northwest exterior wall of the Erecting Shop and was constructed using a mixture of dark pinkish-red and yellow bricks, bonded with yellowish-brown mortar. The wall, which measured 0.35m in width, survived to a height of 1.30m and was laid directly onto the underlying natural gravel at a level of 0.90m OD. The width of the wall was constant throughout its height and was abutted on the northwest side by brick floor surface [93].
- 7.3.16 Parallel wall [86] was located a further 2.50m to the southeast and was constructed of dark pinkish-red bricks and possibly bonded with grey mortar, although the wall was heavily disturbed by the machine excavation leaving some doubt concerning this. As seen the wall measured 0.25m in width survived to a height of 0.45m and was laid

directly onto the underlying natural gravel at a similar level to that of wall [71] (0.90m OD). The width of the wall was constant throughout its height and was abutted on the southeast side by brick floor surface [79]. The southwest end of this wall was defined by a right-angled turn, which although not seen beyond the turn, is believed to have continued northwest and join the southwest end of wall [71]. This corner defined the southwest extend of brick surface [79], as beyond this point, after stepping down 0.20m the floor surface continued as context [58]. The northeast end of the wall was defined by NW-SE orientated wall [82], which is believed to be contemporary (see para 7.3.20).

- 7.3.17 The area between these two walls was infilled with clean orange-brown sand and gravel (context [76]) approximately 1.00m thick with a surface level of 2.11m OD. Although not preserved here it is likely that this gravel deposit would have originally been overlain by a timber floor surface, as witnessed in other areas of the Erecting Shop (paras. 7.3.22, 7.3.24 & 7.3.34).
- 7.3.18 After a partial collapse of the trench edge opposite the right-angled turn of wall [86], the eastern corner of wall [78] was exposed. This wall defines the other side of the step which delineates floor surfaces [58] and [79] and combined with wall [86] forms an entrance of approximately 0.90m in width. Neither the bond or mortar type were discernable on this wall as the brickwork appeared to have been whitewashed, although of interest was the use of Bull-nosed bricks to create a rounded corner.
- 7.3.19 Brick surface [93] abutted the NW face of wall [71] and was truncated on its northwest side by concrete foundation [92] (Phase 3, para. 7.4.5). As seen the surface measured 1.20m NW-SE x 0.60 NE-SW x 0.10m thick with a surface level of 1.56m OD. It comprised a single thickness of brick lain on their sides in a stretcher bond pattern, lain onto a preparation deposit of mortar and gravel (not contexted).
- 7.3.20 NW-SE orientated wall [82] was located 2.90m to the southwest of the exterior wall of the Erecting Shop and represents the southeast continuation of wall [86]. It was constructed of dark pinkish-red bricks and bonded with yellowish brown mortar and measured 0.55m in width, which remained constant throughout its height. The brickwork was lain directly onto the underlying natural gravel at a level of 1.10m OD and survived to a height of 1.05m. This was abutted on the southeast side by a heavily disturbed staircase [81], whilst on the northeast side within the space between this and the Erecting Shops exterior wall the area was infilled with clean orange-yellow sandy gravel (context [84]) approximately 1.05m thick with a surface level of 2.21m OD. This deposit was seen to have been overlain by the remains of a timber floor surface constructed of 0.15m thick sawn planks, possibly railway sleepers. (context [85], para. 7.3.34).

- 7.3.21 Disturbed structure [81] abutted the northeast face of wall [83] and comprised a mixture of brick and grey mortar measuring approximately 0.80m NE-SW x 0.35m thick with a surface level of 1.51m OD. This is believed to represent the remains of a heavily disturbed staircase linking timber floor [85] with brick surface [79].
- 7.3.22 Located a further 18.00m to the southeast of wall [78], within the edge of the large machine excavated inspection pit, a third NE-SW orientated wall was recorded (wall [118]). This measured 0.35m in width by 9.30m in length and survived to a height of 1.00m. The southwest end of this wall was defined by a right-angled turn, which although not seen beyond the turn is believed to have continued to the northwest. The northeast end of the wall was abutted by stairway [119] providing access down onto brick floor surface [114], which also abutted the southeast face of the wall. The lower courses of [118] formed a stepped foundation, lain directly onto the underlying natural gravel at a level of 0.72m OD. Only the southeast face of the wall was revealed within the trench and appeared to show the utilisation of English bond for the main body of the wall, capped with a final course comprising edge-laid bricks. The brick and mortar colour were difficult to discern as the face of this wall appeared to have been whitewashed, although of interest were a series of at least three 0.10m wide voids remaining in the wall face that were bridged by squared stone blocks. Additionally the remains of a large squared timber beam was seen, lain directly on top of and parallel with the wall face, which is likely to represent the remains of the timber floor surface seen elsewhere during the watching brief. Subsequent destruction of this wall as part of the works revealed the presence of tie-bars within the stone capping blocks and although not certain it is possible that these bars represent the method of securing the timber beam to the brickwork.
- 7.3.23 Structure [119] abutted the northeast face of wall [118] and comprised a low brick wall capped by a fine-grained grey stone slab. Together these measured approximately 1.40m NW-SE x 0.40m high with a surface level of 1.37m OD and bonded with a brownish-grey mortar. This structure is believed to represent the lowest step of a staircase that provided access between brick surface [114] and a now destroyed higher-level timber floor.
- 7.3.24 Located a further 1.40m to the southeast of wall [118] and running parallel, a second NE-SW orientated wall was recorded. Although wall [120] was heavily disturbed by the machine excavations prior to recording it was possible to ascertain that it was integral with brick staircase [119] and was bonded with a mixture of mid brown and greyish-white mortar. It measured 0.40 in width x 1.20m in height and was laid directly onto the underlying natural gravel at a level of 1.25m OD. The true length was not recorded but is believed to have been the same as wall [118] (around 9.30m) and defined at the southwest end by a turn, beyond which it continued southeast as wall

[113]. As with wall [118] this was also capped by the remains of a large squared timber beam, lain directly on top of and parallel with the wall face.

- 7.3.25 NW-SE orientated wall [113] is thought to represent the continuation of wall [118]. It was constructed of red bricks and bonded with mid grey mortar and measured 0.45m in width x 0.80m high. The brickwork was constant in width throughout its height and lain directly onto the underlying natural gravel at a level of 1.76m OD. Floor surface [114] abutted its northeast side, whilst to the southwest a dark grey-brown sandy gravel abutted its face (uncontexted deposit). The brick and mortar type for this wall appear different from the other phase 1 structures and it is possible that this wall represents a later repair or alteration.
- 7.3.26 NW-SE orientated wall [56/115] is located centrally within the Erecting Shop and was constructed using dark pinkish-red bricks and bonded with yellowish-brown mortar. It measured approximately 0.70m in width at the base x 0.80m high. It was observed in one of machine trenches (context [115]) and in five of the support base trenches (context [56]). When all the interventions are combined the wall has an overall length of approximately 29.00m. As observed in the previously discussed structures the brickwork was lain directly onto the underlying natural gravel, here at a level of approximately 0.36m OD. The width of the wall was reduced by stepping of the brickwork until at the top a width of approximately 0.45m was recorded where it was abutted on either side by brick floor surfaces [55] and [58/114].
- 7.3.27 Located approximately 1.00m to the northeast of wall [56/113] a second NW-SE orientated wall was observed [123]. It was only observed in a single intervention, but it seems likely that it continued throughout the length of the Erecting Shop. Interestingly a further 30.00m to the southeast a similar wall (context [35]) was partly revealed. This is probably a continuation of the same wall as both were constructed of red bricks and bonded with yellowish-brown mortar. The base of the wall was not observed although the width was approximately the same at 0.45m. Both were capped with a horizontal timber beam/plank [34] approximately 0.20m thick which was lain along the length of the wall. The function of this beam was observed above wall [35] where a length of rail track [33] remained attached. Wall [123] was abutted on either side by brick floor surface [58/114].
- 7.3.28 It is interesting to note that the previously discussed structures [56/115] and [35/123] are only 1.00m apart and if a measurement is taken from wall centre to wall centre and Imperial measurement of between 4ft 8 and 4ft 9 inches is recorded, which equates to the standard rail gauge in the U.K.

- 7.3.29 Brick surface [55] abutted the SW face of walls [56] and [115]. As seen the surface measured 1.50m NE-SW x 29.00m NW-SE x 0.10m thick with a surface level of approximately 1.11m OD. It comprised a single thickness of brick light yellow bricks lain on their sides in a stretcher bond pattern, bonded with a light grey mortar. The surface continued on the opposite side of the walls as [58/114].
- 7.3.30 Brick surface [58/114] abutted the NE face of walls [56] and [115].and both faces of wall [123]. The northeast extent of this wall was delineated by walls [78] and [86] beyond which it continued as surface [79]. As seen the surface measured 7.90m NE-SW x 29.00m NW-SE x 0.10m thick with a surface level of approximately 1.11m OD. It also comprised a single thickness of brick light yellow bricks lain on their sides in a stretcher bond pattern, bonded with a light grey mortar
- 7.3.31 Brick surface [79] had a surface level of 1.41m OD and represents a continuation of wall [58] it being constructed using identical materials. It abutted walls [78] and [86], whilst access between the two surfaces was achieved through a 0.90m wide entranceway via a single step down onto surface [58].which was approximately 0.30m lower
- 7.3.32 NE-SW orientated wall [107] was located 5.00m to the southwest of the Exterior wall of the Erecting Shop and was constructed using a mixture of red and yellow bricks. Only part of the northwest face was revealed in a shallow trench although a level for the top of the wall of 1.81m OD probably represents the original height. The southwest extent was defined by truncation whilst the northeast extent was delineated by staircase [108] which abutted the northwest face of the wall here. Both the rear of this staircase and the end of wall [107] were abutted by levelling/infilling deposit [104].
- 7.3.33 Staircase structure [108] abutted the northwest face of wall [107] and comprised dark grey bull-nosed bricks lain on side and bonded with a hard grey mortar. Only three steps were revealed, the highest of which was abutted by a large flat flagstone with a surface level of 1.76m OD which. This stone is likely to represent a remnant of the higher level floor surface from which the staircase descends.
- 7.3.34 The remains of this higher-level floor surface was revealed sporadically during the works. In general it appeared to be constructed of sawn timber planks, possibly railway sleepers that measured approximately 0.15 to 0.20m in thickness (contexts [85] and [110]). All were lain at a right angle to the exterior wall and some evidence survived to suggest that these planks were lain onto timber cross beams, possibly attached to vertical timber posts. Although posts and cross beams are likely to have

been used it is almost certain that the space below the planks was completely infilled with gravel.

7.3.35 Two walls were also recorded which may be associated with this phase of activity. The first, wall [87] was located on the outside of the Erecting Shop beneath one of the Phase 2 structures ([73]). It comprised a 0.25m thick wall constructed of red bricks bonded with mid grey mortar, surviving to a height of seven courses.

7.3.36 The second wall was located within the western half of the Erecting Shop and appeared as a small fragment of NE-SW orientated wall [95], only one side of which was revealed in plan. The top of the wall preserved the remains of a steel plate with fastening bolt that was adjacent to an impression of a fitting that remained within the mortar covering the wall (possibly for a piece of rail track).

#### **7.4 Phase 3 – Early 20<sup>th</sup> Century**

7.4.1 Phase 3 represents not only adaptations made within the Phase 2 Erecting Shop but also the expansion of the Erecting Shop to the southeast, the addition of structures associated with both the adjacent Boiler Shop as well as remains across site generally. This phase can be loosely dated from 1896 until 1916. The adaptations associated with the original Erecting Shop were limited to the northern corner of the building, both inside and out.

7.4.2 On the outside of the building a NE-SW orientated wall was recorded (context [73]). This was located 3.10m to the northwest of the Exterior wall of the Erecting Shop, being only partly revealed. The extent seen measured 6.00m NE-SW x 0.50m NW-SE and included the western corner of the structure. It was constructed of yellow bricks lain in the Flemish style and bonded with hard light grey mortar. The top of the wall was truncated to a level of 2.46m OD and measured 0.50m wide x 0.64m high. It was lain onto a 0.20m thick concrete foundation that partly truncated the Phase 2 wall [87]. Although this structure clearly equates to one of two small annexes that are shown on the map of 1896 abutting the northwest wall of the Erecting Shop, it is unclear as to whether the Erecting Shop wall formed the southeast side of the structure or if it was freestanding.

7.4.3 Brick surface [72] was seen to abut the exterior faces of wall [73] and the main wall of the Erecting Shop (wall [63]). As seen the surface measured 7.00m NE-SW x 5.00m NW-SE x 0.11m thick and had a surface level of approximately 2.41m OD. It comprised a single thickness of dark purple-grey bricks lain on their sides and bonded with a hard grey mortar. This surface indicates the exterior ground level of the area during the Phase 3 period and probably the earlier phase also.

7.4.4 Within the Erecting Shop a large concrete foundation base was recorded [92]. It was located approximately 0.85m to the southeast of exterior wall [63] and measured 2.65m NW-SE x 0.50m thick and had a surface level of 1.21m OD. The structure had clearly truncated the Phase 2 brick floor surface [93], which still partly survived to the southeast of [92]. Onto this foundation, at approximately 1.95m apart two NE-SW orientated walls had been constructed ([65] and [70]). Both were constructed of bricks laid in English bond pattern and bonded with a hard light grey mortar. Abutting one side of each of these walls at the base and filling the intervening space between the two a lower level brick surface was observed [91]. This was constructed using bricks laid on their sides and had a surface level of 1.31m OD. Although the southwest extent of these walls was not seen, to the northeast the extent was defined by the insertion of a 1.20m wide brick staircase that abutted the southeast side of wall [65] and the northwest side of wall [70]. This staircase provided access down onto brick surface [91] from a now truncated higher level. This structure clearly represents an adaptation to the Phase 2 Erecting Shop that resulted in a narrowing in the width of the lower level floor surface at this point, as it is clear that surface [91] replaces the wider Phase 2 surface [93].

7.4.5 Within the area to the northwest of wall [65], between this wall and exterior wall [63], a 1.15m thick clean sand and gravel with a surface level of 2.21m OD was seen to have been deposited (context [64]). This deposit also partly overlies exterior wall [63] and is likely to represent an infilling deposit laid in preparation for a now truncated higher level floor surface.

7.4.6 The area to the southeast of wall [70], between it and Phase 2 wall [71], was infilled by 0.65m thick deposits of banded yellow sand and black ashy clinker [69] with a surface level of 2.06m OD. As with deposit [64] this also is likely to have been laid in preparation for a higher level floor surface.

#### **Extended Erecting Shop**

7.4.7 The full extent of the main southwest exterior wall, as well as part of the southeast exterior wall of the extended Erecting Shop, was revealed during the works (context [74]), as well as part of the northeast exterior wall (context [01]). The wall was constructed in the English bond style using yellow bricks with a yellowish-brown mortar. The full width of the wall was only seen at existing ground level (2.78m OD), which here measured 0.50m. Only with wall [01] was the face of the brickwork revealed and was seen to have been laid onto a concrete foundation approximately 0.20m thick. The face of the brickwork stepped inwards, narrowing with height. A total of twelve buttresses were observed on the external face of wall [74], as well as two entranceways, located at either end of the building. The south-eastern entrance was

4.00m in width whilst the north-eastern entrance was slightly smaller at 3.50m wide. This difference in width is best explained by assuming that the narrower of the two is an original feature of the Phase 1 Erecting Shop onto which this extension must have abutted, whilst the wider one represents the later construction phase.

7.4.8 Possibly associated with this phase of construction was a NE-SW orientated concrete and brick gully/culvert (context [04]), which was seen to extend at a right angle from the interior face of the wall [01]. Detailed recording of this structure was not possible therefore its precise relationship with wall [01] is uncertain. As seen it was 1.25m in length and only revealed in plan.

7.4.9 Located at the northwest end of wall [74] a NE-SW orientated wall was recorded. This appeared to be integral with the main exterior wall, although the brick and mortar type used in its construction appeared different. It was constructed of red brick bonded in brownish-white mortar, visually very similar to Phase 1 wall [113], with which it may be contemporary. It survived for a length of 3.50m and was 0.65m wide at ground level (2.35m OD). This wall was only revealed in plan so both depth and foundation type are unknown.

#### **Erecting Platforms**

7.4.10 Within the northeastern half of the Phase 3 Erecting Shop a series of seven NE-SW orientated brick platforms were revealed in plan. These had a surface level of 2.53m OD (contexts [10], [14], [18], [20], [22], [24], [26] and [28]).

7.4.11 Each platform comprised two parallel walls 0.40m wide, spaced approximately 2.40m apart and constructed of orangey yellow bricks bonded with a Portland cement mortar. The space between the two walls was infilled with a deposit of clean clay that presumably would have originally been covered by either a wood or concrete surface. Within the clay in the two south-easternmost of these platforms two brick pier bases were observed (contexts [12] and [16] which are believed to be associated. The space between each platform measured approximately 0.80m and was infilled with loose clinker and ash that is believed to be associated with the abandonment phase of the structures.

7.4.12 These structures seem likely to represent “erecting platforms” used in the construction of Locomotives and although not seen during this work it is likely that the deposit of clinker and ash sealed the lower level working surfaces that would have been contemporary with platforms themselves. The support piers [12] and [16] could either be associated the structural integrity building itself or possibly bases for the heavy equipment which would have been associated with the industrial process.



- 7.4.13 A few metres to the southwest of the erecting platforms a fragment of NW-SE wall foundation was observed [30]. This was constructed of the same orangey yellow bricks and bonded with a Portland cement mortar. It was considerably wider than the previously discussed walls at around 1.00m, however it may represent the southwest extent of the erecting platform [26/28].
- 7.4.14 Within the extended Erecting Shop evidence of the below ground structures was revealed in the form of an NE-SW orientated brick and concrete culvert/conduit [08] which housed a 0.15m diameter cast iron service pipe [38], whilst immediately to the northeast of the Erecting Shop a brick inspection tank [41] as well as a steel inspection hatch cover [39] were observed which may be associated.
- 7.4.15 Similar industrial remains were observed within and immediately to the southwest of the Boiler Shop. These comprised cast iron service pipes ranging in diameter from 0.10 to 0.30m (contexts [44], [45] and [50]) as well as evidence for heat related industrial process, revealed in the form of two brick flues.
- 7.4.16 The first of these flues was within the Boiler Shop, approximately 1.00m from the northeast exterior wall, with which it ran parallel. This was constructed using heat resistant firebricks and measured around 0.60m wide and survived to a height of 0.30m (context [46]). Although the NW-SE extent was not recorded it is believed to have ran almost the full extent of the building.
- 7.4.17 A similar although far more substantial flue system (context [59]) was observed immediately to the southwest of the Boiler Shop, where here two 0.70m wide parallel flues were seen. These were formed by three 0.23m wide x 0.60m high parallel walls that formed the flue sides, with the central wall forming one side of each flue. These walls were bridged using a very shallow, almost flat arch constructed of bricks lain on their side. Bricks lain side down was also used for the base of the flue. All were constructed using heat resistant firebricks, which were then encased by conventional bricks that formed a substantial below ground structure. Natural gravel was observed immediately below the flues and showed clear evidence of being heavily vitrified. Although not observed personally information gained indicates that a substantial concrete base that was possibly hexagonal in plan defined the northeast extent of this flue. This concrete base contained a central vent around which it is believed a brick chimney may once have stood. If this is correct it is likely that this represents the small structure located at the southern end of the southwest wall of the Boiler Shop, which first appears on the map dated to 1896.
- 7.4.18 Within the Boiler Shop three possible machine bases were recorded. The first of these, context [47] was located towards the northeast corner of the Boiler Shop and

comprised a yellow brick structure capped by a concrete slab. This structure measured approximately 2.00m NE-SW x 1.50m NW-SE.

7.4.19 Concrete base [48] was placed centrally between the northeast-southwest orientated walls of the Boiler Shop, approximately 14.00m from the northwest end of the building. Its measured 3.00m NE-SW x 4.00m NW-SE and comprised a short length of NE-SW orientated wall, which formed the southeast edge of the structure and a second "L" shaped base which formed both the northwest and northeast sides of the structure.

7.4.20 The third base, context [49] was located approximately 10.00m to the southeast of context [48]. This was also constructed of concrete and measured 3.50m NE-SW x 2.50m NW-SE and comprised a single "L" shaped structure.

## **7.5 Phase 4 – Early – Mid 20<sup>th</sup> Century**

7.5.1 Phase 4 represents mainly adaptations made within the Phase 2 and 3 Erecting Shop but also the some additional construction associated with both the adjacent Boiler Shop. This phase can be loosely dated from 1916 until the 1950's when the Erecting Shop became part of the diesel engine workshops.

7.5.2 NW-SE orientated wall [94] was located approximately 20.00m to the northeast of the Exterior wall of the Erecting Shop. It was constructed of orange-red bricks bonded with a light yellowish white mortar and measured 0.22m in width x 13.00m in length, which included a central area of truncation. The wall was revealed only in plan and defined at either end by further truncation. Two brick piers were incorporated into the fabric of the wall, approximately 10.00m apart. Only one preserved the complete dimensions of 0.44m square. This pier extended beyond either side of the wall for approximately 0.11m. This wall is likely to equate to a small annex added to the southwest side of the Boiler Shop and first shown on a map dated to 1978.

7.5.3 Concrete base [121] was located within the Erecting Shop, approximately 2.40m from its northeast exterior wall and approximately 30.00m from its northwest exterior wall. Its extent measured 2.00m NE-SW x 3.80m NW-SE x 1.60m thick and had a surface level of 2.15m OD. The concrete matrix of the base also contained fragments of stone as well as substantial fragments of mortared brickwork that are likely to be derived from the earlier structures. Some evidence of the timber shuttering used in the construction was still clearly visible adhering to the exterior faces of the concrete.

7.5.4 Infilling the area the area between Phase 2 walls [78] and [86] and overlying brick surface [79] was a orange-yellow sandy gravel (context [77]) approximately 1.00m

thick with a surface level between 2.31m and 2.11m OD. This contained lenses of black industrial debris as well as a concentrated mass of red brick. Its southwestern extent also coincided with the southwestern extent of walls [78] and [86] and although not recognised at the time, this division may indicate a blocking of the doorway which divides these two walls as a precursor to two distinct phases of infilling. The deposit was defined to the northwest by a thin timber partition, which this deposit abutted. This partition appeared to have no structural integrity, being formed of 0.05m thick timber planks that rested directly onto the underlying brick floor surface. Its function remains unclear.

- 7.5.5 To the northwest of this timber partition a further infilling deposit was recognised (context [90]). This comprised a 0.55m thick mixed yellow sand and greyish black industrial debris with a surface level of 2.11m OD.
- 7.5.6 Cutting into infilling deposit [77] were two concrete bases that are believed to belong to this phase of activity. Concrete base [88] was located approximately 1.00m from the southwest end of walls [78] and [86] and measured 1.35m NE-SW x 0.40m thick, whilst concrete base [89] was a further 1.50m to the northeast and measured 1.15m NE-SW x 0.35m thick. Both comprised a light grey concrete with broken brick fragments and both had a surface level of 2.31m OD.
- 7.5.7 Likely to be associated with this phase of activity is the infilling of the Phase 3 lower level floor surface [91], located approximately 0.85m to the southeast of exterior wall [63]. The infilling deposit comprised a banded yellow sand and black clinker of 0.65m thick with a surface level of 2.06m OD (context [69]).
- 7.5.8 This fill was overlain by a 0.25m thick concrete floor surface [67] that had a surface level of 2.36m OD. Its southeast extent was defined by truncation, whilst to the northwest it abutted the top of Phase 3 wall [65].
- 7.5.9 Possibly associated with this phase of activity is the infilling of part of Phase 3 Erecting Shop and the laying of a higher-level floor surface. The infilling deposit comprised a mixed yellowish brown sandy silt and demolition rubble and industrial debris with a surface level of 2.03m OD (context [37]).
- 7.5.10 This was overlain by a 0.30m thick concrete floor surface [32] that had a surface level of approximately 2.33m OD. Its recorded dimensions measured 9.00m N-S x 5.00m E-W, although it was seen to continue beyond the excavation limits.

## **7.6 Phase 5**

- 7.6.1 Phase 5 represents the post industrial phase of activity and comprises a series of demolition and levelling deposits as well as the surfacing of the site that survived until

the current phase of development. This phase can be loosely dated from the 1950's until 2008

- 7.6.2 Demolition deposit [106] was located within the exterior area between the Phase 3 Erecting Shop and the adjacent Boiler Shop and directly overlay brick surface [99] and levelling deposit [112]. The deposit comprised a compacted black soil of around 0.40m thick which had a surface level of 2.31m OD. This deposit is likely to represent a gradual accumulation of material forming both during and after the industrial phase of the site.
- 7.6.3 Levelling deposit [06] was located within the Phase 3 Erecting Shop and directly overlay the seven NE-SW orientated Erecting platforms [10], [14], [18], [20], [22], [24], [26] and [28]. The deposit comprised a 0.15m thick mixed brownish-yellow sandy gravel with concrete fragments which had a surface level of approximately 2.68m OD. Although not seen it is believed that this deposit was overlain by the most recent Tarmac surfacing (context [52]).
- 7.6.4 Levelling deposit [51] was located within the former Boiler Shop and directly overlay the cast iron service pipes [44], [45] and [50] as well as concrete machine bases [47], [48] and [49]. Neither the deposit composition or surface level of this context was recorded.
- 7.6.5 Demolition deposit [43] was located within the southern area between the Phase 3 Erecting Shop and the adjacent Boiler Shop and directly overlay brick inspection tank [41] and steel inspection hatch cover [39]. The deposit comprised a mixed dark brown sandy silt with concrete fragments that although not seen is believed to have been overlain by the most recent Tarmac surfacing (context [52]).
- 7.6.6 Demolition deposit [117] was located within the Phase 2 Erecting Shop and directly overlay brick surface [114]. It comprised a 0.55m thick mixture of broken bricks and mortar, which had a surface level of between 1.66m to 1.06m OD. This deposit clearly represents the partial demolition of adjacent wall [113]. (This demolition could have occurred as part of the Phase 4 development).
- 7.6.7 Infilling deposit [103] was located within the Phase 2 Erecting Shop and overlay walls [107] and [115], timber surface [110] as well as staircase [108] and levelling/demolition deposits [105] and [107]. The deposit comprised a 0.60m thick loose black soil with demolition and industrial debris that had a surface level of between 2.06m to 1.92 m OD.
- 7.6.8 Demolition deposit [54] was located within the Phase 2 Erecting Shop and overlay wall [56] and brick surfaces [55] and [58]. The deposit comprised a 0.58m thick loose

black soil with demolition and industrial debris that had a surface level of between 2.26m to 1.93 m OD.

- 7.6.9 Deposit [80] represents a localised area of disturbance located within the Phase 2 Erecting Shop and abuts the northwest southeast orientated wall [82] and overlies the disturbed structure [81]. It comprised a 0.55m thick loose soil with brick fragments that had a surface level of 2.16m OD. This clearly represents a demolition deposit associated with the removal of the majority of structure [81], which is likely to have been a staircase.
- 7.6.10 Levelling deposit [53] was recorded within the area of the Phase 2 Erecting Shop and comprised a 0.50m thick, compacted reddish-brown finely crushed demolition debris with a surface level of approximately 2.36m OD. This deposit clearly represents a deposit lain and compacted in preparation for Tarmac surface [52].
- 7.6.11 Tarmac surface was recorded within the area of the Phase 2 Erecting Shop, but is likely to have extended site wide prior to the commencement of the present development. It comprised a 20m thick final levelling deposit of crushed stone fragments (Type 1) overlain by a 0.15m thick Tarmac surface.

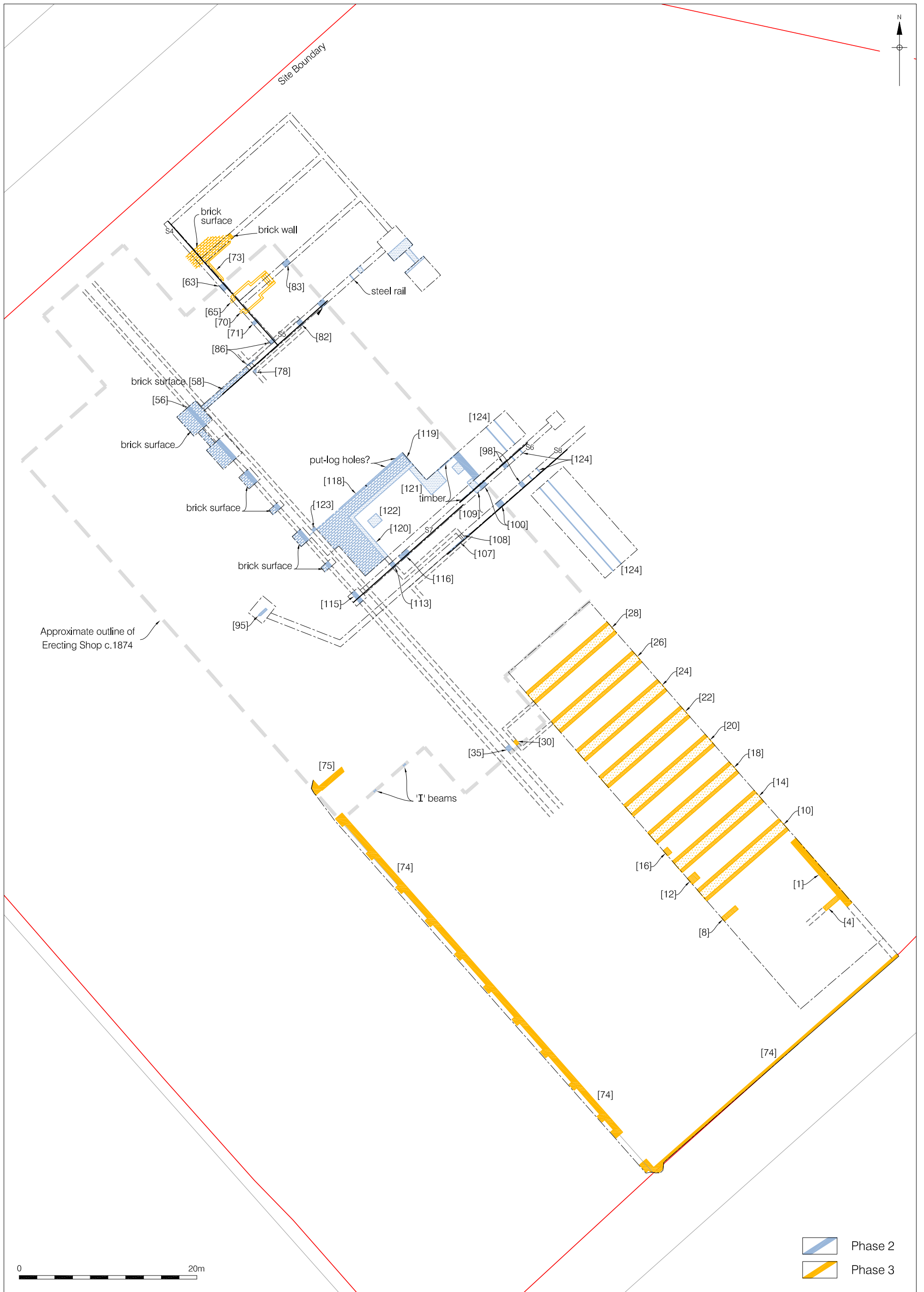
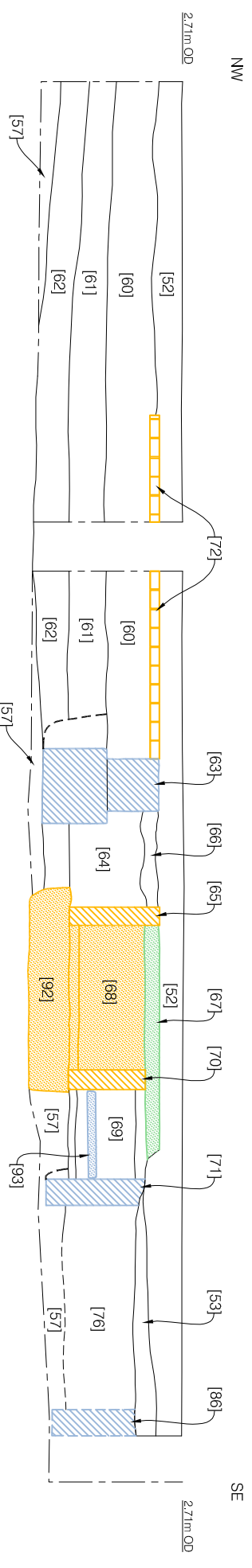
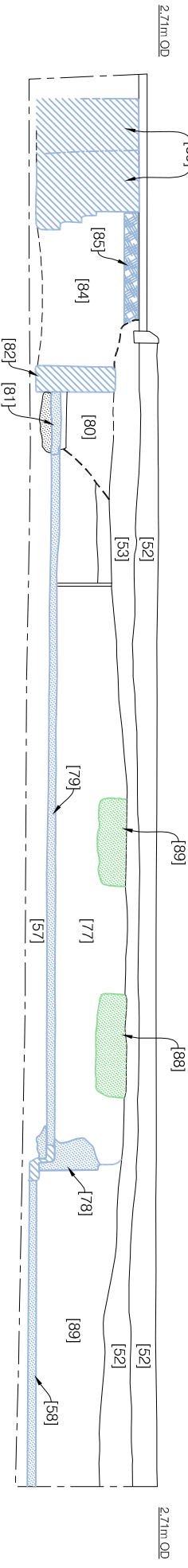


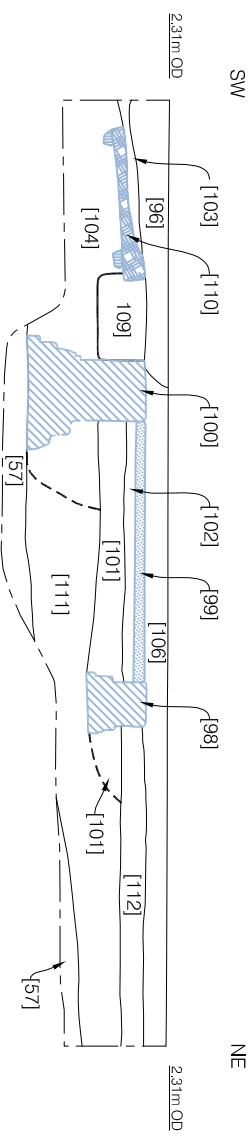
Figure 3  
 Site Plan  
 1:400 at A3



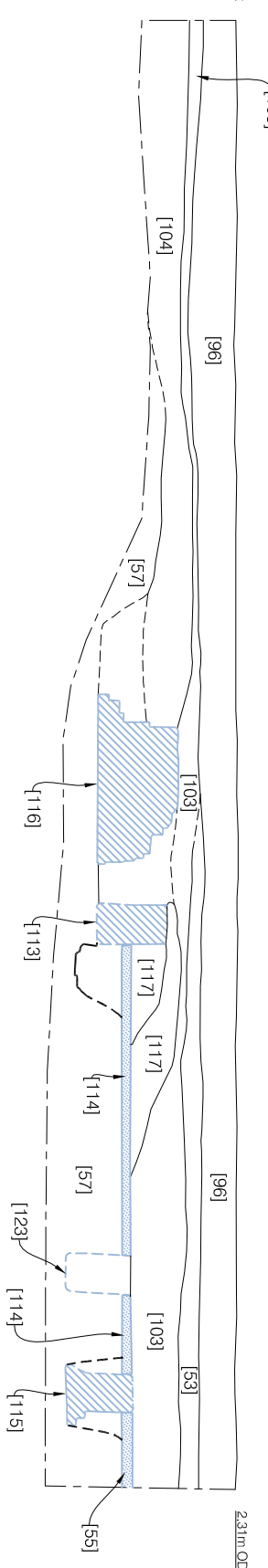
Section 4  
South west facing  
NE  
SW



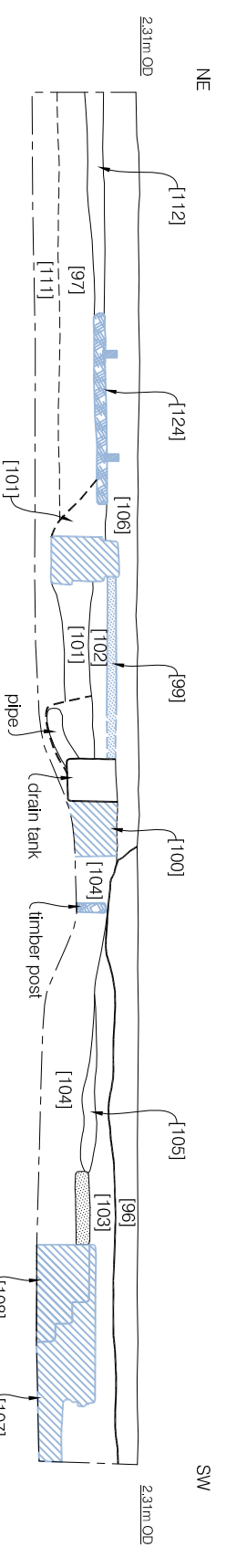
Section 5  
North west facing  
SW  
NE



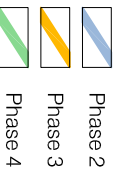
Section 6  
South east facing  
NE  
SW



Section 7  
North west facing  
NE  
SW



Section 8  
North west facing  
NE  
SW



## 8 INTERPRETATION AND CONCLUSIONS

- 8.1 The results from this watching brief indicated that many of the structural elements of the Longehedge Locomotive works that would have originally been below the existing ground level remained relatively intact beneath a series of infilling and levelling deposits of recent date.
- 8.2 This was most clearly recognised within the original 1860's Erecting Shop where the excavation of large deep machine trenches allowed for an informative view of the buried remains.
- 8.3 A tentative ground plan of this building can now begin to be constructed which indicates the presence of a deeper central area that is likely to have run the full northwest to southeast length of the Erecting Shop. Within this area it seems probable that centrally placed railway lines ran. This lower area would have been surfaced with brickwork bonded with hard cement mortar that could have been accessed from numerous brick built stairways. Evidence also indicated that higher level surfacing was present around the sides of the building and this higher level extended towards the centre of the Erecting Shop in series wide platforms. Stairways linking this higher level surfacing with the lower level surface were located between these extended platforms. The surfacing for this higher level working area had suffered extensive truncation, however it is possible to suggest that this would have originally been constructed using substantial timber planking. This timber surfacing is likely to have been secured by a series of timber cross beams and possibly by a number of iron tie bars secured into the fabric of the internal walls.
- 8.4 Throughout the remainder of the site the nature of the demolition works made the recognition of buried deposits more difficult and as a consequence the data retrieved is more disparate. However, despite this a reasonable ground plan for the 1896 extension to the Erecting Shop has emerged. This plan indicates the presence of a series of typical erecting platforms running almost the full length of the building along its northeast side. The depth of the lower level surfacing within the extended Erecting Shop remains unknown but it is possible that the lower level rail lines seen within the earlier Erecting Shop were extended into this part of the building. If this is correct the hypothesised southwest end of erecting platform [26/28] would allow a passing space for a Locomotive centrally through the building.
- 8.5 Immediately to the northeast of the Erecting Shop the in-situ rail track recorded sporadically along the building length equates well with that shown on the contemporary maps of the site.



- 8.6 Within the adjacent Boiler Shop the picture was far less coherent with the presence of a few below ground services and concrete bases, which presumably accommodated heavy machinery, being the only remains to have been recorded.

## **9 ACKNOWLEDGEMENTS**

- 9.1 Pre-Construct Archaeology Limited would like to thank Lorraine Darton of CgMs Consulting for commissioning the work and for monitoring the project and to Karl Hulka, also of CgMs, for his advice during the fieldwork. Thanks also to Mark Stevenson, English Heritage GLAAS, for monitoring the work on behalf of the London Borough of Wandsworth.
- 9.2 The author would like to thank Tim Bradley for his project management and Ian Bright for undertaking the initial phase of the watching brief. The author would also like to thank Mark Roughley for the illustrations.

**10      BIBLIOGRAPHY**

Darton, L. 2008. Archaeological Impact Assessment; Land at Stewarts Lane Depot Silverthorne Road Battersea. CgMs Consulting, Unpublished Report

Darton, L. 2009. Specification for an Archaeological Watching Brief; Stewarts Lane Depot Silverthorne Road Battersea. CgMs Consulting, Unpublished Report

**APPENDIX 1: CONTEXT INDEX**

Co nt ext No	Sect/ elev No	Plan No	Type	Description	Interp	NW- SE	NE- SW	Depth	High	Low
1	s.1	1	Masonry	NW-SE foundation	1896 erecting shop exterior wall	n/a	3.00m	0.90m	2.53m	n/a
2	s.1	1	Masonry	NW-SE foundation	1896 exterior wall foundation	n/a	3.00m	0.20m	n/a	n/a
3	s.1	1	Layer	clay	natural clay	n/a	n/a	n/a	1.63m	n/a
4	n/a	1	Masonry	culvert	culvert/conduit	1.25m	1.00m	0.20m	2.23m	n/a
5	n/a	1	Cut	construction cut	construction cut for [04]	1.25	1.00m	0.20m	2.23m	2.03 m
6	n/a	1	Layer	levelling deposit	levelling deposit	n/a	n/a	0.15m	2.68m	n/a
7	s.1	1	Cut	construction cut	construction cut for [01]	n/a	3.00m	n/a	n/a	n/a
8	n/a	2.6 & 8	Masonry	service conduit	service conduit	0.40m	2.00m	n/a	2.53m	n/a
9	n/a	2	Cut	construction cut	construction cut for conduit	0.40m	2.00m	n/a	2.53m	n/a
10	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
11	n/a	2	Cut	construction cut	construction cut for erecting parform [10]	n/a	n/a	n/a	2.53m	n/a
12	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
13	n/a	2	Cut	construction cut	construction cut for erecting parform [12]	n/a	n/a	n/a	2.53m	n/a
14	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
15	n/a	2	Cut	construction cut	construction cut for erecting parform [14]	n/a	n/a	n/a	2.53m	n/a
16	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
17	n/a	2	Cut	construction cut	construction cut for erecting parform [16]	n/a	n/a	n/a	2.53m	n/a
18	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
19	n/a	2	Cut	construction cut	construction cut for erecting parform [18]	n/a	n/a	n/a	2.53m	n/a
20	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
21	n/a	2	Cut	construction cut	construction cut for erecting parform [20]	n/a	n/a	n/a	2.53m	n/a
22	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
23	n/a	2	Cut	construction cut	construction cut for erecting parform [22]	n/a	n/a	n/a	2.53m	n/a
24	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
25	n/a	2	Cut	construction cut	construction cut for erecting parform [24]	n/a	n/a	n/a	2.53m	n/a
26	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
27	n/a	2	Cut	construction cut	construction cut for erecting parform [26]	n/a	n/a	n/a	2.53m	n/a
28	n/a	2	Masonry	platform	erecting platform	n/a	n/a	n/a	2.53m	n/a
29	n/a	2	Cut	construction cut	construction cut for erecting parform [28]	n/a	n/a	n/a	2.53m	n/a
30	n/a	5	Masonry	NW-SE foundation	1896 erecting platform wall	1.00m	1.00m	n/a	2.23m	n/a
31	n/a	5	Cut	construction cut	construction cut for [30]	1.00m	1.00m	n/a	2.23m	n/a
32	n/a	5	structure	concrete surface	concrete surface	3.00m	5.00m	0.30m	1.83m	n/a
33	n/a	5	structure	steel track	steel rail track	0.50m	0.20m	0.20m	1.53m	n/a
34	n/a	5	timber	sleeper	support for railtrack [33]	n/a	n/a	0.20m	1.33m	n/a
35	n/a	5	Masonry	NW-SE wall	support wall for railtrack [33]	0.40m	n/a	0.20m	1.13m	n/a
36	n/a	5	Cut	constructon cut	construction cut for [35]	0.40m	n/a	0.20m	1.13m	n/a
37	n/a	5	Layer	sandy silt & rubble	demolition deposit	50.00 m	5.00m	0.50m	2.53m	n/a
38	n/a	n/a	structure	iron pipe	service pipe	0.15m	2.00m	0.15m	n/a	n/a
39	n/a	6	structure	steel plate	inspection hatch	1.25m	0.85m	n/a	n/a	n/a

40	n/a	6	timber	sleeper	displaced railway sleeper	0.15m	1.35m	n/a	n/a	n/a
41	n/a	6	structure	tank	brick inspection pit	1.10m	0.70m	n/a	n/a	n/a
42	void	void	void	void	void	void	void	void	void	void
43	n/a	6	Layer	sandy silt & rubble	demolition deposit	50.00 m	10.00 m	n/a	n/a	n/a
44	n/a	3	structure	iron pipe	service pipe	0.10m	3.00m	0.10m	n/a	n/a
45	n/a	3	structure	iron pipe	service pipe	.030m	13.00 m	0.30m	n/a	n/a
46	n/a	3	Masonry	culvert	culvert/conduit	1.25m	1.00m	0.20m	2.23m	n/a
47	n/a	3	Masonry	brick base	machine support base	1.50m	2.60m	n/a	n/a	n/a
48	n/a	3	structure	concrete base	machine support base	4.00m	3.00m	0.80m	n/a	n/a
49	n/a	3	structure	concrete base	machine support base	2.50m	3.00m	n/a	n/a	n/a
50	n/a	3	structure	iron pipe	service pipe	0.10m	3.00m	0.10m	n/a	n/a
51	n/a	3	Layer	soil	levelling deposit	n/a	n/a	n/a	n/a	n/a
52	s 2,4 & 5	n/a	Layer	Tarmac	existing surface prior to redevelopment	n/a	n/a	0.35m	2.71m	n/a
53	s 2 & 5	n/a	Layer	crushed demolition debris	levelling deposit	n/a	n/a	0.50m	2.36m	n/a
54	s 2 & 5	n/a	Layer	black soils	demolition debris	12.00 m	6.00m	0.58m	2.26m	1.93 m
55	s 2	n/a	Masonry	brick surface	brick surface	20.00 m	1.60m	0.10m	1.11m	n/a
56	s 2	73	Masonry	NW-SE wall	support wall for railtrack	20.00 m	0.32m	0.50m	1.31m	n/a
57	s 2,4 & 5	n/a	Layer	sandy gravel	natural river gravel	n/a	n/a	0.46m	1.29m	n/a
58	s 2 & 5	73	Masonry	brick surface	brick surface	20.00 m	2.60m	0.10m	1.11m	n/a
59	s 3	59	Masonry	brick flue	brick flue	5.00m	10.00 m	1.28m	2.63m	n/a
60	s 4	n/a	Layer	mixed sand and gravel	levelling deposit	9.00m	9.50m	0.65m	2.36m	n/a
61	s 4	n/a	Layer	brownish-grey clay	levelling deposit	8.50m	19.50 m	0.70m	1.71m	n/a
62	s 4	n/a	Layer	brownish-grey clay	levelling deposit	8.50m	19.00 m	0.45m	1.21m	n/a
63	s 4	73	Masonry	NE-SW wall	1860 exterior wall foundation	1.00m	0.60m	1.55m	2.36m	n/a
64	s 4	n/a	Layer	brownish orange gravel	levelling/infilling deposit	1.25m	0.60m	1.15m	2.21m	n/a
65	s 4	73	Masonry	NE-SW wall	1896 interior wall	0.23m	0.60m	1.20m	2.36m	n/a
66	s 4	n/a	Layer	mixed demolition debris	abandonment phase deposit	1.25m	0.60m	0.20m	2.36m	n/a
67	s 4	n/a	structure	concrete surface	concrete surface	3.10m	0.60m	0.25m	2.36m	n/a
68	s 4	n/a	Layer	clinker and tarmac	infilling deposit	1.90m	0.60m	0.50m	2.21m	n/a
69	s 4	n/a	Layer	mixed clinker and sand	infilling deposit	1.15m	0.60m	0.65m	2.06m	n/a
70	s 4	73	Masonry	NE-SW wall	1896 interior wall	0.23m	n/a	1.00m	2.21m	n/a
71	s 4	73	Masonry	NE-SW wall	1860 interior wall	0.35m	0.60m	1.30m	2.21m	n/a
72	s 4	73	Masonry	brick surface	brick surface	5.00m	7.00m	0.07m	2.41m	n/a
73	s 4	73	Masonry	building	annex to 1860 erecting shop	6.00m	0.50m	0.64m	2.46m	n/a
74	n/a	74	Masonry	NW-SE foundation	1896 erecting shop exterior wall	54.70 m	18.00 m	0.50m	2.78m	n/a
75	n/a	74	Masonry	NE-SW wall	1896 interior wall	0.65m	3.50m	n/a	2.35m	n/a
76	s 4	n/a	Masonry	brownish orange gravel	infilling deposit	3.00m	1.50m	1.00m	2.11m	n/a
77	s 5	n/a	Layer	mixed sand and gravel	infilling deposit	0.60m	7.60m	1.00m	2.31m	n/a
78	s 5	n/a	Masonry	NE-SW wall	1860 interior wall	n/a	0.45m	0.75m	1.98m	n/a
79	s 5	73	Masonry	brick surface	brick surface	0.80m	9.00m	0.10m	1.41m	n/a
80	s 5	n/a	Layer	mixed soils	demolition debris	n/a	1.40m	0.60m	2.16m	n/a
81	s 5	73	Masonry	brick staircase	brick staircase	0.60m	0.80m	0.35m	1.51m	n/a
82	s 5	73	Masonry	NW-SE wall	1860 interior wall	0.60m	0.55m	1.05m	2.16m	n/a

83	s 5	73	Masonry	NW-SE foundation	1860 exterior wall foundation	n/a	0.70m	1.35m	2.46m	n/a
84	s 5	73	Layer	orange-yellow gravel	infilling deposit	n/a	2.00m	1.05m	2.21m	2.16 m
85	s 5	n/a	timber	horizontal plank	timber floor surface	n/a	1.50m	0.15m	2.46m	n/a
86	s 4	73	Masonry	NE-SW wall	1860 interior wall	n/a	7.40m	1.30m	2.31m	n/a
87	n/a	73	Masonry	NW-SE wall	1860 wall?	0.60m	0.25m	1.10m	2.00m	n/a
88	s 5	n/a	structure	concrete base	machine support base	0.60m	1.35m	0.40m	2.31m	n/a
89	s 5	n/a	structure	concrete base	machine support base	0.60m	1.15m	0.35m	2.31m	n/a
90	s 5	n/a	Layer	mixed sand and industrial debris	infilling deposit	0.60m	1.70m	0.55m	2.11m	n/a
91	s 4	73	Masonry	brick surface	brick surface	1.70m	2.50m	0.10m	1.31m	n/a
92	s 4	n/a	structure	concret base	foundation	2.65m	2.50m	0.50m	1.21m	n/a
93	s 4	n/a	Masonry	brick surface	brick surface	1.20m	0.60m	0.10m	1.56m	n/a
94	n/a	94	Masonry	NW-SE wall	annex wall post 1916	13.00 m	0.22m	n/a	n/a	n/a
95	n/a	73	Masonry	NE-SW wall	1860 interior wall?	0.15m	0.60m	n/a	n/a	n/a
96	s 6, 7 & 8	n/a	Layer	mixed demolition debris	modern levelling deposit, post 2008	n/a	n/a	0.45m	2.31m	n/a
97	s 8	n/a	Layer	mixed clay and gravel	levelling deposit	0.60m	25.00 m	0.55m	1.90m	n/a
98	s 6 & 8	73	Masonry	NW-SE wall	1860 annex wall	3.50m	0.55m	0.75m	2.11m	2.06 m
99	s 6 & 8	n/a	Masonry	brick surface	brick surface	3.50m	2.75m	0.10m	2.06m	n/a
100	s 6 & 8	73	Masonry	NW-SE foundation	1860 exterior wall foundation	3.50m	1.20m	1.25m	2.06m	n/a
101	s 8	n/a	Layer	mixed sandy gravel and clay	levelling deposit	3.50m	2.40m	0.30m	1.76m	n/a
102	s 6 & 8	n/a	Layer	mixed gravel and CBM	levelling deposit	3.50m	2.75m	0.20m	1.96m	n/a
103	s 6, 7 & 8	n/a	Layer	mixed demolition debris	infilling deposit	n/a	n/a	0.65m	2.06m	1.92 m
104	s 6, 7 & 8	n/a	Layer	yellow-brown gravel	infilling deposit	3.50m	11.00 m	0.75m	1.76m	1.60 m
105	s 8	n/a	Layer	yellow sandy gravel	levelling deposit	2.00m	0.60m	0.15m	1.86m	n/a
106	s 6 & 8	n/a	Layer	black soils	site abandonment phase	n/a	n/a	0.40m	2.31m	n/a
107	s 8	73	Masonry	NE-SW wall	1860 interior wall	0.10m	2.50m	0.65m	1.81m	1.45 m
108	s 8	n/a	Masonry	brick staircase	brick staircase	0.60m	1.10m	0.65m	1.76m	1.36 m
109	s 6	73	structure	concrete base	machine support base	0.80m	0.60m	0.50m	2.06m	n/a
110	s 6	73	structure	timber	support beam	n/a	1.55m	0.20m	2.06m	1.81 m
111	s 6 & 8	n/a	Layer	mixed clay and gravel	levelling deposit	3.50m	26.00 m	0.75m	1.81m	1.21 m
112	s 8	n/a	Layer	yellow-brown gravel	levelling deposit	0.60m	2.50m	0.25m	1.91m	n/a
113	s 7	73	Masonry	NW-SE wall	1860 interior wall	0.60m	0.45m	0.80m	1.56m	n/a
114	s 7	n/a	Masonry	brick surface	brick surface	9.00m	13.00 m	0.10m	1.11m	n/a
115	s 7	n/a	Masonry	NW-SE wall	support wall for railtrack	1.50m	0.45m	0.75m	1.11m	n/a
116	s 7	73	Masonry	pier	support pier	0.60m	2.00m	0.90m	1.66m	n/a
117	s 7	n/a	Layer	mixed CBM and gravel	demoliyion deposit	0.60m	3.00m	0.55m	1.66m	1.06 m
118	n/a	73	Masonry	NE-SW wall	1860 interior wall	0.30m	9.30m	1.00m	1.72m	n/a
119	n/a	73	structure	brick staircase	brick and stone staircase	1.40m	0.05m	0.40m	1.37m	n/a
120	n/a	73	Masonry	NW-SE wall	1860 interior wall	0.40m	0.70m	1.20m	1.45m	n/a
121	n/a	73	structure	concrete base	concrete base	3.00m	2.00m	1.60m	2.15m	n/a
122	n/a	73	Masonry	brick pier	support pier	0.50m	0.50m	1.00m	1.76m	n/a

12 3	n/a	73	Masonry	NW-SE wall	support wall for railtrack	n/a	0.45m	0.30m	1.11m	n/a
12 4	s 8	73	timber	rail track	timber and iron railtracks	22.00 m	2.25m	0.25m	2.06	1.96 m

## APPENDIX 2: OASIS FORM

### 9.3 OASIS ID: preconst1-60589

#### Project details

Project name Lane Depot, Silverthorne Road, Battersea, London Borough of Wandsworth

Short description of the project An archaeological watching brief was undertaken at Stewarts Lane Depot, Silverthorne Road, Battersea, London Borough of Wandsworth. The initial phase of redevelopment included the demolition of existing structures including the southeastern end of the 19th century Erecting Shop and the whole of the associated Boiler Shop, as well as the removal of below ground structural elements associated with this earlier industrial activity. The only exception to the wholesale removal of the buried structural remains was within the area of the new office and workshop area, where machine excavations were limited to the cutting of foundation trenches and the excavation of support pier trenches. The watching brief recorded evidence for the known industrial activity of the site. This comprised exterior and interior walls, rail tracks, brick and timber floor surfaces with associated access stairways, and concrete bases that are believed to have once accommodated machinery or roof supports. Many of these remains could tentatively be placed within specific phases of the sites history either by location, type or stratigraphy and they are likely to span the period from the 1860's through to the 1970's.

Project dates Start: 12-02-2009 End: 30-03-2009

Previous/future work No / No

Type of project Recording project

Current Land use Transport and Utilities 2 - Other transport infrastructure

Monument type STRUCTURAL REMAINS Post Medieval

Monument type STRUCTURAL REMAINS Modern

#### Project location

Country England

Site location GREATER LONDON WANDSWORTH BATTERSEA Stewarts Lane Depot

Postcode SW8

Study area 15700.00 Square metres

Site coordinates TQ 28880 76500 51.4722651576 -0.144154767556 51 28 20 N 000 08 38 W Point

Height OD / Depth Min: 1.29m Max: 1.63m

#### Project creators



Name of Pre-Construct Archaeology Ltd  
Organisation

Project brief CgMs Consulting  
originator

Project design CgMs Consulting  
originator

Project Tim Bradley  
director/manager

Project supervisor John Payne

Type of Consultancy  
sponsor/funding  
body

Name of CgMs Consulting  
sponsor/funding  
body

---

### Project archives

Physical Archive No  
Exists?

Physical Archive LAARC  
recipient

Digital Archive LAARC  
recipient

Digital Contents 'Stratigraphic','Survey'

Digital Media 'Survey','Text'  
available

Paper Archive LAARC  
recipient

Paper Contents 'Stratigraphic','Survey'

Paper Media 'Context  
available sheet','Drawing','Matrices','Photograph','Plan','Report','Section','Survey  
'; 'Unpublished Text'

---

### Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)

Title An Archaeological Watching Brief at Stewarts Lane Depot Silverthorne  
Road, Battersea, London Borough of Wandsworth

Author(s)/Editor(s) John Payne

Date 2009

Issuer or Pre-Construct Archaeology Ltd

publisher

Place of issue or London  
publication

---

Entered by Tim Bradley (tbradley@pre-construct.com)

Entered on 10 June 2009