SANDERSTEAD ROAD CAR PARK

SANDERSTEAD

LONDON BOROUGH OF CROYDON

ARCHAEOLOGICAL EVALUATION

RCP 05

AUGUST 2005

DOCUMENT VERIFICATION

SANDERSTEAD ROAD CAR PARK
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LONDON BOROUGH OF CROYDON

EVALUATION

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An Archaeological Evaluation at Sanderstead Road Car Park, Sanderstead, London Borough of Croydon

Site Code: RCP 05
Central National Grid Reference: TQ 3280 6268

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Pre-Construct Archaeology Limited, August 2005

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1 ABSTRACT

1.1 An archaeological evaluation was undertaken by Pre-Construct Archaeology Ltd. at Sanderstead Road Car Park, London Borough of Croydon, CR 2. The evaluation was conducted on the 3rd August 2005, in advance of the redevelopment of the site for residential accommodation and an associated car park. The work was commissioned by Mills Whipp Partnership on behalf of Oakwood Building Contractors Ltd.

1.2 The evaluation consisted of a single trial trench, aimed at coverage of the southern part of the proposed building footprint outside of the known 19th century quarry truncation encompassing much of the north of the site. The trench revealed natural bedrock chalk, subsoil, topsoil and a large modern truncation interpreted as being part of the quarry.

2 INTRODUCTION

2.1 This report details the results and working methods of an archaeological evaluation undertaken by Pre-Construct Archaeology Ltd at Sanderstead Road Car Park, Sanderstead, London Borough of Croydon, CR 2 (see location map, Fig. 1). The evaluation was commissioned by Mills Whipp Partnership on behalf of Oakwood Building Contractors Ltd, in advance of the redevelopment of the site for residential accommodation and an associated car park across the site.

2.2 The site had previously been the subject of an archaeological desktop study which revealed that much of the site was located over an 19th century quarry[1].

2.3 The evaluation covers an area of land centred on National Grid Reference TQ 3280 6268. The land had previously been occupied by a car park and woodland. The site is located on the west side of Sanderstead Road within a former car park and it is bounded by residential housing to the north and west and by railway lines to the south. The archaeological evaluation involved the excavation and recording of a single targeted trial trench, aimed at coverage of the southern portion of the site, outside of the known 19th century quarry truncation encompassing much of the north of the site (see trench location map, Fig. 2).

2.4 The evaluation was conducted on 3rd August 2005 and followed a written scheme of investigation prepared by Pre-Construct Archaeology Ltd[2]. The fieldwork was supervised by the author, Neil Hawkins, under the Project Management of Jon Butler. The site was monitored by Mark Stevenson of English Heritage on behalf of the London Borough of Croydon.

2.4 The completed archive comprising written, drawn and photographic records and artefacts will be deposited at LAARC.

2.5 The site was allocated the site code RCP 05.

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[1] Mills Whipp, May 2004, Sanderstead Road Car Park, Sanderstead, South Croydon: Archaeological Desktop Study, Mills Whipp Partnership unpublished report.
[2] Butler, J., (2005), Method Statement for an Archaeological Evaluation at Sanderstead Car Park, South Croydon, London Borough of Croydon, Pre-Construct Archaeology Ltd unpublished document

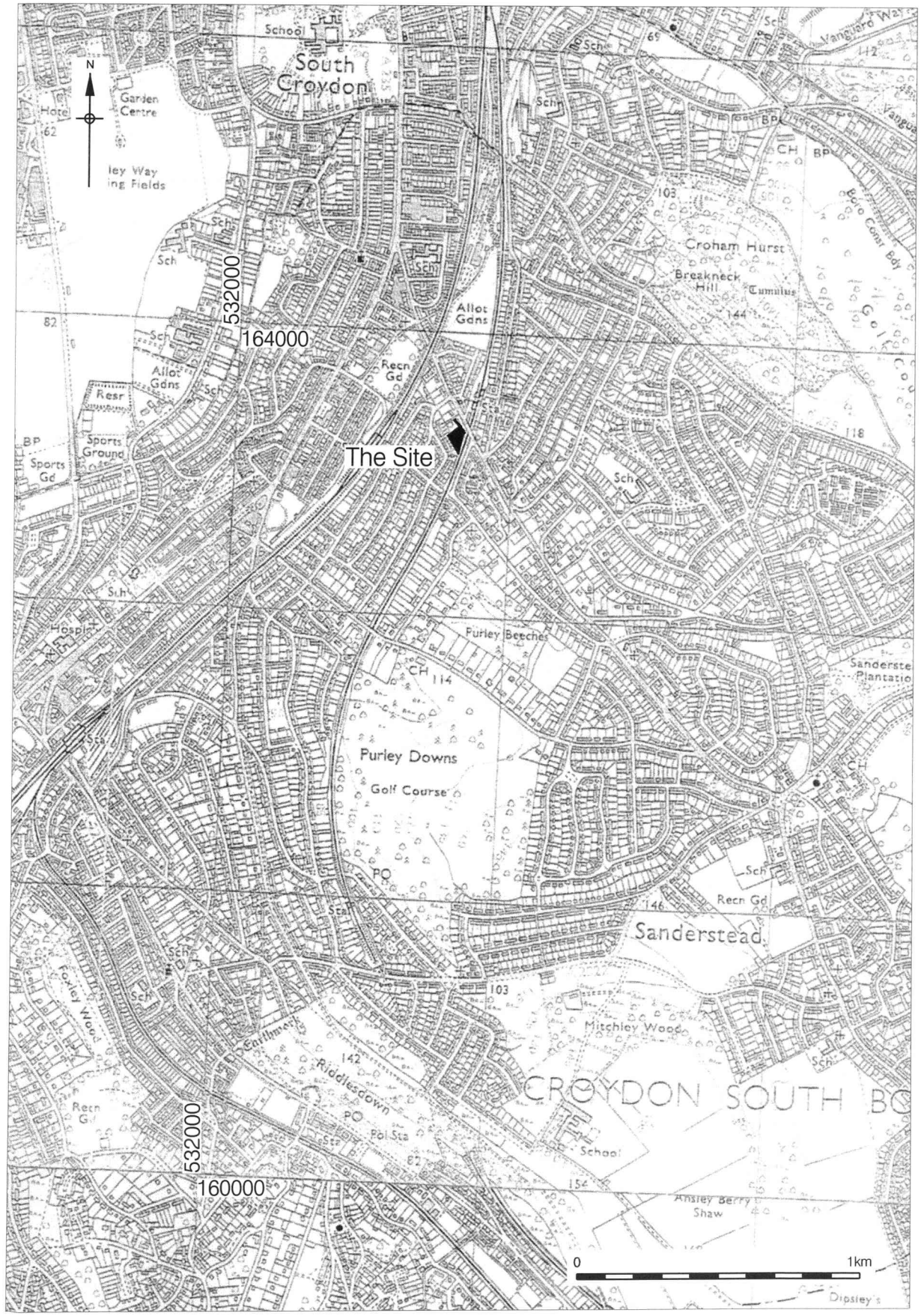

Figure 1
Site Location
1:20,000

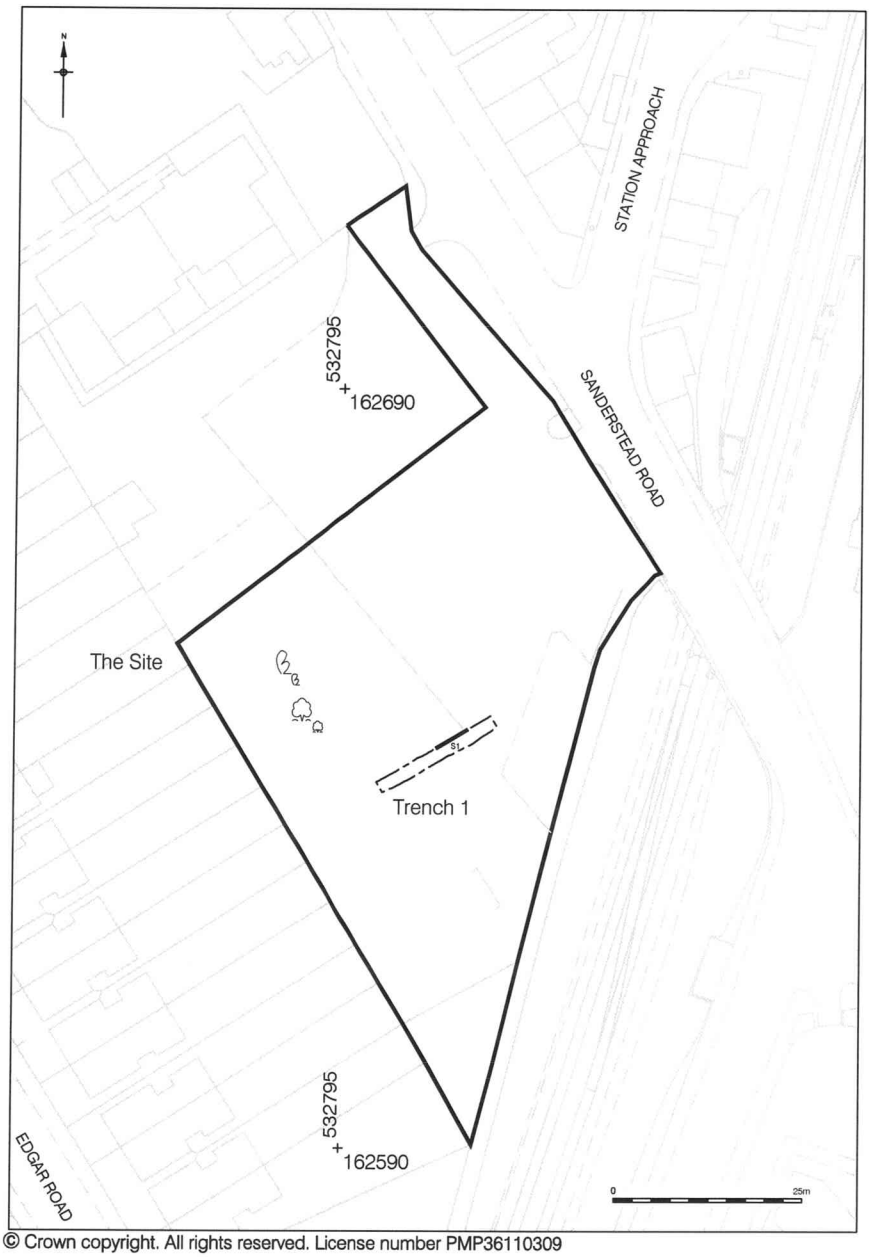

Figure 2
Trench Location
1:000

3 PLANNING BACKGROUND

3.1 ARCHAEOLOGY IN CROYDON AND THE UDP

3.1.1 The study aims to satisfy the objectives of the London Borough of Croydon, which fully recognises the importance of the buried heritage for which they are the custodians. The councils deposited draft 'Croydon Unitary Development Plan', adopted in 1997, contains policy statements in respect of protecting the buried archaeological resource:

Para. 6.3: Archaeological remains are the main surviving evidence of Croydon's past. They are important to local identity, and are valuable for their role in education, recreation and tourism. Archaeological remains are a finite and fragile source easily destroyed by development. Once they are gone, part of the Borough's past is lost forever.

Para. 6.4: The archaeology of the Borough can best be protected if as much information as possible is available at the planning stage. The evaluation, which may involve fieldwork, is needed so that the council can assess the archaeological implications of proposals. Where appropriate the evaluation may also show how development can be designed so that they do not harm a site. The Council will also seek the advice of English Heritage on the competency and expertise of organisations intending to undertake archaeological the site evaluation.

Para. 6.6: The national importance of some remains may be such to warrant their preservation in situ. Archaeological remains are often highly fragile and vulnerable to damage and irreplaceable evidence may be lost as a result of development or even as a result prior archaeological excavation. Preservation by record involves excavation of a site to record archaeological remains in advance of development.

Para. 6.7: Other archaeological sites contain information which is vital to an understanding of Croydon's past. This can only be retrieved through proper excavation, analysis and recording. The information cannot be used as a local educational and cultural resource unless finds are looked after and results published. The Council will encourage landowners, archaeologists and developers to co-operate in accordance with the Code of Practice agreed by the British Archaeologists and Developers Liaison Group. In line with this code, and in place of a local alternative, the approved museum for the donation or lodging of archaeological finds is currently the Museum of London.

POLICY ARC4: On sites where archaeological remains do not need to be preserved in situ, the Council will make sure there is investigation, excavation, recording, analysis and publication to a specification agreed by the Council, secured where appropriate by the use of agreements.

3.1.2 The proposed development lies 250m west of an Archaeological Priority Zone as defined by the London Borough of Croydon.

4 GEOLOGY AND TOPOGRAPHY

4.1 The natural geology of the site, as defined by the British Geological Survey, consists of Upper Chalk[3].

4.2 The site and surrounding area slope down to the north-west into an upper tributary of the River Wandle. The area of the site slopes from 80m OD on the south-east to 78m OD on the north-west.

[3] British Geological Survey, 1981

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 The following is a summary of information contained in the archaeological desktop assessment prepared by Mills Whipp[4].

5.2 PREHISTORIC

5.2.1 The widespread reporting of flint tools across the entire area attests to a populated prehistoric landscape. Chance finds of a possible Neolithic flint mine 300m south-east demonstrates that local resources were being exploited. On higher ground to the north-east a possible Neolithic settlement has been found and in the same area a Bronze Age settlement and barrow have been identified. Two Iron Age settlements have been found, one 300m south-east of the subject site and the other further to the north-east.

5.3 ROMAN

5.3.1 The projected line of a Roman road from London to the south coast has been suggested to cross through the site. This line is tenuous however; the Ordnance Survey Map of Roman Britain shows the line this road as 'uncertain'.

5.4 SAXON

5.4.1 The area south of Croydon was settled in the early Saxon period as numerous cemeteries and burials demonstrate. The most relevant cemetery lay 350m south-east of the site. This consisted of eleven or twelve inhumations buried 0.60m into the natural chalk. One pottery vessel and two iron knives were recovered.

5.4.2 The nearest identified Saxon settlement was *Sanderstede*, "sandy place", a village about 1 mile to the south-east built on high ground.

5.5 MEDIEVAL

5.5.1 In the Domesday Book (1086) the manor of Sanderstead was recorded as belonging to the Abbey of St Peter of Hyde at Winchester. The manors of Sanderstead and Warlingham were contiguous and the ill-defined boundary led to much quarrelling

[4] Mills Whipp, (2004), *Archaeological Desktop Study for Sanderstead Road Car Park, Sanderstead, South Croydon,* Mills Whipp Partnership, unpublished report

between the Abbot of Hyde and the Abbot of Bermondsey, who were respectively lords of the manor.

5.5.2 Hyde Abbey leased out much of the manor of Sanderstead, the rent being £20 per annum in 1323. Sanderstead remained the property of Hyde Abbey until 1538 when Henry VIII seized it.

5.5.3 The principal settlement of the manor was the hamlet of Sanderstead which lay approximately 1 mile south-east of the site, centred on its church. Hyde Abbey had a grange, or large barn attached to the manor that was demolished in the mid 16th century.

5.6 POST-MEDIEVAL

5.6.1 In 1545 Henry VIII granted the manor to John Gresham, Lord Mayor of London. In 1590 it was sold to the Ownstead family who retained the manor until 1618. The new owners, the Atwoods, kept the property until 1759 when it passed to the Wigsells who retained it until the early 20th century. The manor was abolished after 1918.

5.6.2 By 1875 the South Croydon Railway was in build, defining the eastern side of the site with a deep cutting. In 1875 the site was also occupied by a large linear quarry alongside Sanderstead Road. By 1897 the quarry had mainly been filled in, although the outline of the quarry is shown and a depression is depicted crossed by bridges.

6 METHODOLOGY

6.1 The excavation of one trench was outlined in the Method Statement prepared by Pre-Construct Archaeology Ltd[5]. The fieldwork was designed to assess the presence or absence of significant archaeological remains, which may require further investigation.

6.2 All trenches were machine excavated with a 360 degree mechanical excavator fitted with a flat-bladed ditching bucket, under the supervision of an archaeologist. The maximum dimensions of the trenches are shown in Table 1. Once archaeologically sensitive deposits or features were encountered, machining was stopped to allow archaeologists to clean with hand tools as necessary and record the remains.

Trench Number	Max Dimensions (m)	Max height (m OD)
1	17.20 x 1.80	80.26

Table 1: Trench Dimensions

6.3 Recording was undertaken using the single context planning method. All features and deposits observed were planned and recorded onto *pro forma* context record sheets. Contexts were numbered sequentially and are shown in this report within square brackets. Plans and sections were drawn at a scale of 1:10 or 1:20 as appropriate. A general photographic survey of the site and working conditions was taken.

6.4 A temporary benchmark, 78.29m OD, was traversed onto the site from the Ordnance Survey Benchmark of 75.08m OD, located on the south-west corner of 2 Glossop Road.

[5]Butler, J., (2005), Method Statement for an Archaeological Evaluation at Sanderstead Car Park, South Croydon, London Borough of Croydon, Pre-Construct Archaeology Ltd unpublished document

7 ARCHAEOLOGICAL SEQUENCE

7.1 Phase 1 – Natural Chalk

7.1.1 The earliest deposit encountered within Trench 1 was the natural chalk bedrock [3]. This context sloped slightly upwards from the southern end of the trench, where it was encountered at 79.38m OD, to the northern end of the trench, 79.51m OD, before being truncated by a deep 19th/20th century cut.

7.2 Phase 2 – Subsoil

7.2.1 Sealing the natural chalk was a layer of silty-sand subsoil, [2]. This context again sloped slightly upwards from the southern end of the trench, 79.50m OD, to the northern end, 79.62m OD, before being again truncated by the same 19th/20th century cut.

7.3 Phase 3 – 20th Century

7.3.1 Truncating the subsoil [2], and continuing down through the natural chalk [1], was a large 19th/20th century cut at the northern end of the trench, [5]. This feature was encountered at a height of 79.89m OD and continued past the 1.20m depth of the trench. This feature was filled with various 20th century items and probably represents the beginning of the 19th century quarry pit known to exist on the site. Sealing this was a layer of heavily rooted topsoil, [1], encountered at a height of 80.20m OD. At the northern end of the trench the topsoil was replaced by a layer of made ground sealed by tarmac representing the beginning of the car park area to the north. This was at a height of 80.26m OD.

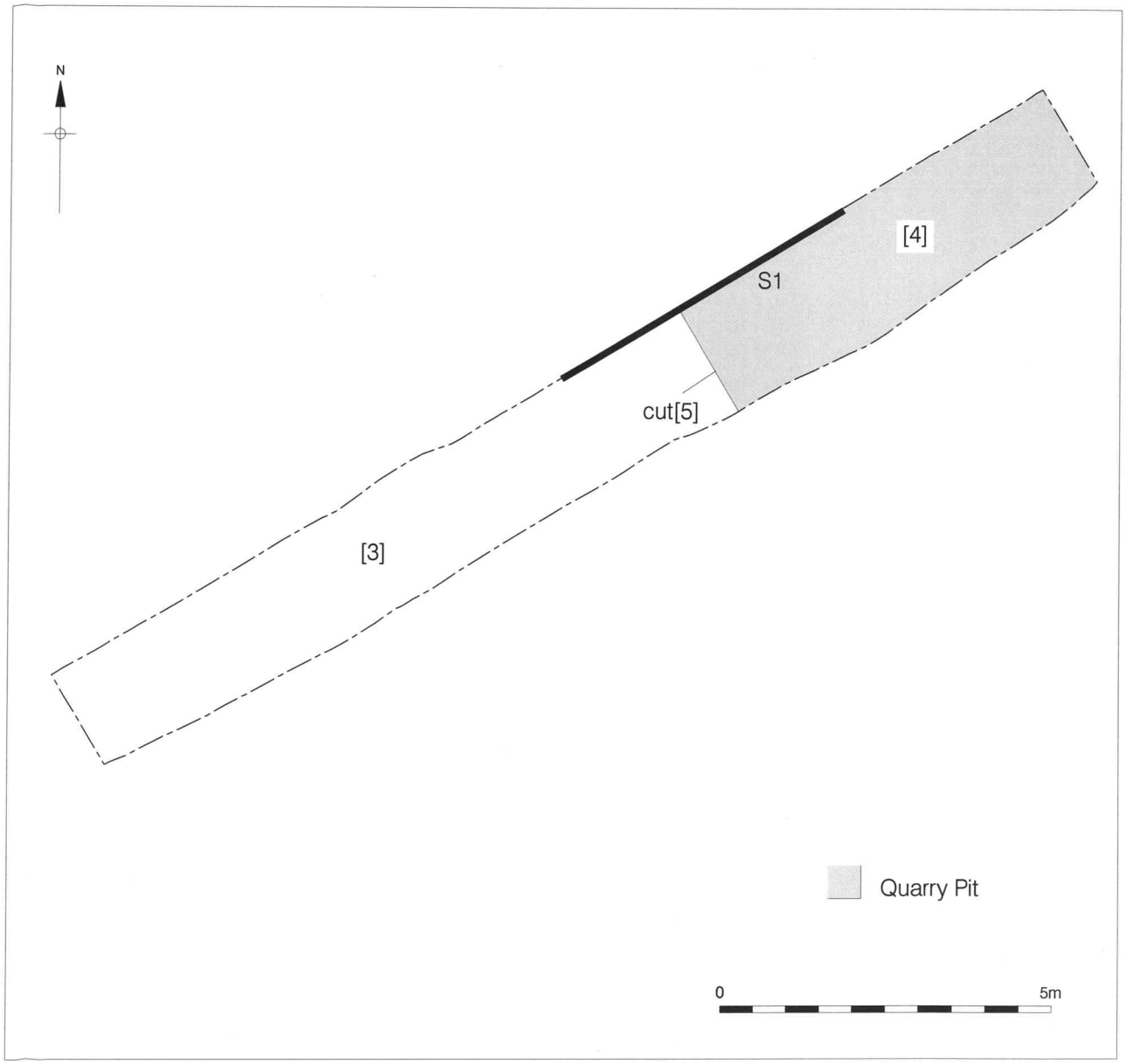

Figure 3
Trench 1
1:100

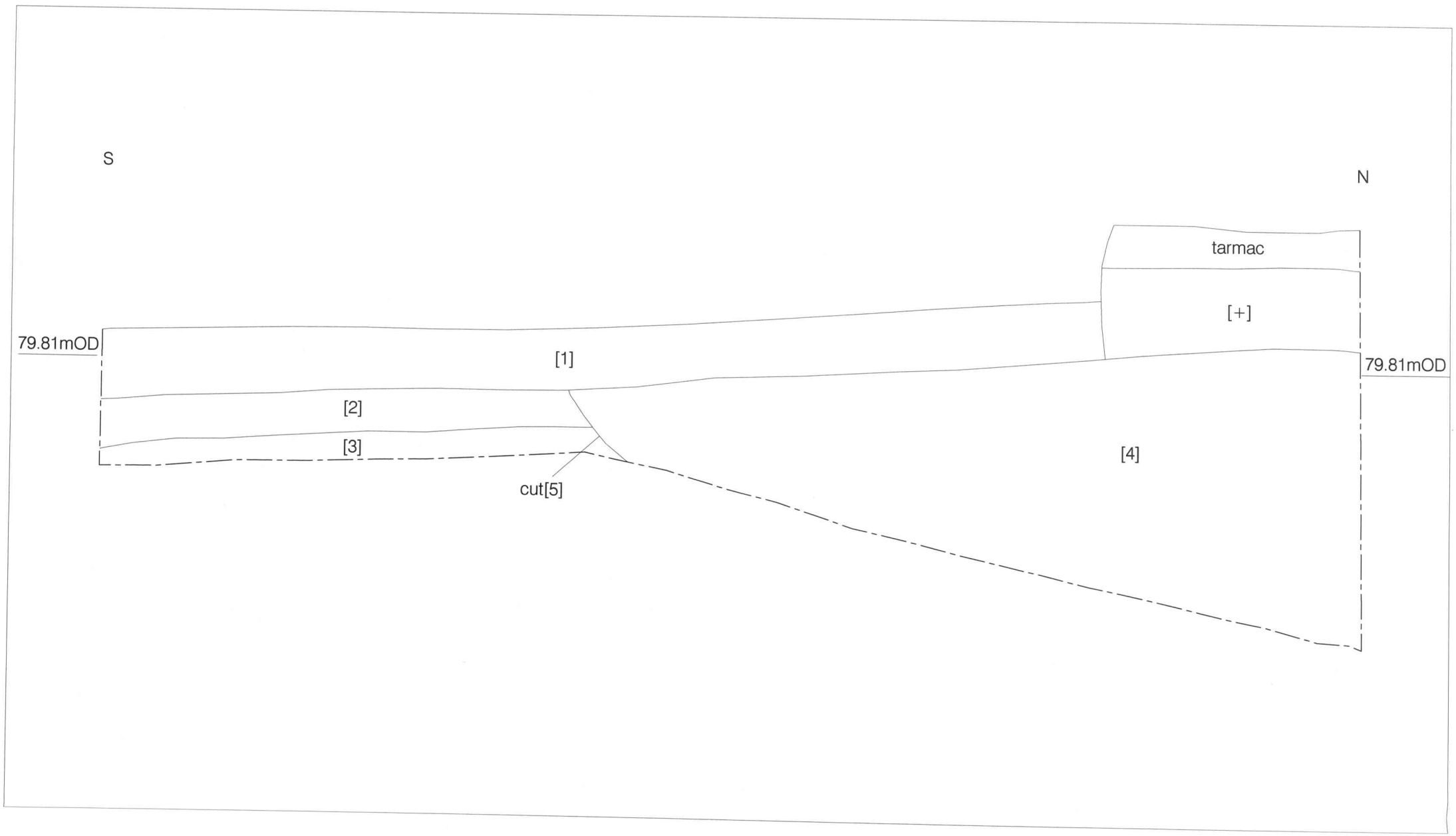

Figure 4
Section 1, Trench 1
South East Facing
1:20

8 TRENCH SUMMARY

8.1 TRENCH 1

8.1.1 Trench 1 revealed natural chalk bedrock sealed by subsoil, truncated by a large modern cut and sealed by topsoil, made ground and tarmac.

9 DISCUSSION AND CONCLUSIONS

9.1 DISCUSSION

9.1.1 The evaluation revealed natural deposits in the trench consistent with the underlying Upper Chalk. No archaeological features or deposits of any kind were found within the evaluation trenches implying a lack of activity within the localised area.

9.1.2 A large cut feature was exposed filled with 19th/20th century material at the northern end of the trench. This feature probably represents the 19th century quarry pit illustrated on Ordnance Survey Maps and known to truncate the majority of the northern area of the site.

9.2 CONCLUSIONS

9.2.1 The evaluation trench was located in the only part of the new footprint of the proposed buildings that was, based on map evidence, thought to lie outside the large 19th century quarry. The results of the evaluation suggest that the quarry in facts continues further to the south that the map evidence might suggest.

9.2.2 Beyond the quarry only natural chalk was encountered in the area of the new footprint with no archaeological features being present.

10 ACKNOWLEDGEMENTS

10.1 Pre-Construct Archaeology Limited would like to thank Peter Mills of Mills Whipp Partnership for commissioning the work on behalf of Oakwood Building Contractors Ltd who kindly funding the work.

10.2 Pre-Construct Archaeology Limited would also like to thank Mark Stevenson of English Heritage GLAAS for monitoring the work.

10.3 The author would also like to thank the field staff Denise Mulligan, Victoria Osborn for the illustrations, and Jon Butler for his project management and editing.

11 BIBLIOGRAPHY

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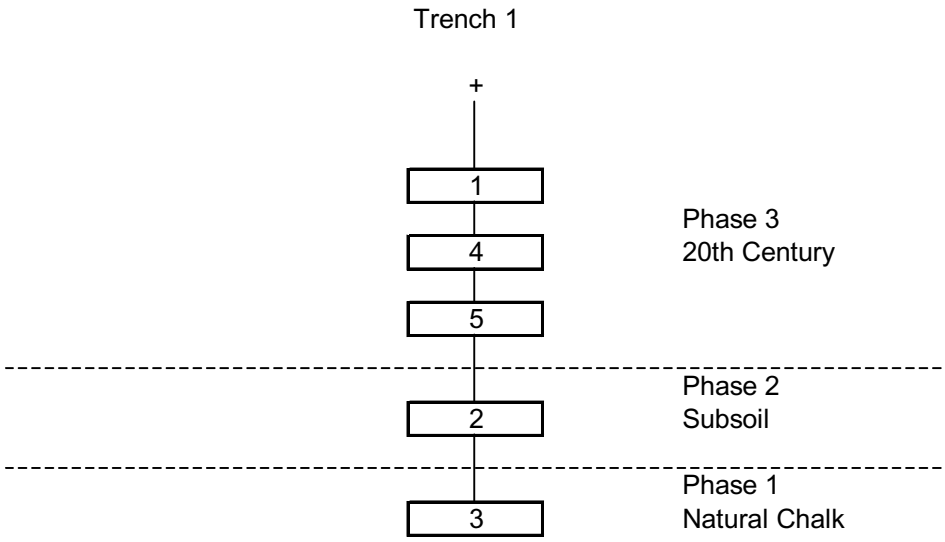
APPENDIX 1: Context Descriptions

Context No.	Type	Trench	Phase	Description
1	Layer	1	3	Topsoil
2	Layer	1	2	Subsoil
3	Natural	1	1	Natural Chalk Bedrock
4	Fill	1	3	Fill of [5]
5	Cut	1	3	Cut of large 19th/20th feature, prob Quarry Pit

APPENDIX 2: SITE MATRIX



APPENDIX 3: OASIS FORM

OASIS ID: preconst1-9532

Project details

Project name	Sanderstead Road Car Park, South Croydon, London Borough of Croydon
Short description of the project	Archaeological Evaluation at Sanderstead Car Park, Sanderstead, London Borough of Croydon. 1 Trench revealed natural chalk, subsoil and topsoil and large 20th century truncation.
Project dates	Start: 03-08-2005 End: 03-08-2005
Previous/future work	No / No
Any associated project reference codes	RCP 05 - Sitecode
Type of project	Field evaluation
Site status	None
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Methods & techniques	'Targeted Trenches'
Development type	Rural residential
Prompt	Direction from Local Planning Authority - PPG16
Position in the planning process	Not known / Not recorded

Project location

Country	England
Site location	GREATER LONDON CROYDON SELSDON AND SANDERSTEAD Sanderstead Car Park, Sanderstead, London Borough of Croydon
Postcode	CR 2
Study area	0.35 Hectares
National grid reference	TQ 3280 6268 Point
Height OD	Min: 79.38m Max: 79.51m

Project creators

Name of Organisation	Pre-Construct Archaeology Ltd
Project brief originator	Pre-Construct Archaeology
Project design originator	Jon Butler
Project director/manager	Jon Butler
Project supervisor	Neil Hawkins
Sponsor or funding body	Oakwood Building Contractors Ltd

Project archives

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Physical Archive Exists?	No
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Paper Media available	'Context sheet','Correspondence','Diary','Drawing','Matrices','Photograph','Plan','Report','Section','Survey','Unpublished Text'

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