

A REPORT ON THE ENVIRONMENTAL ARCHAEOLOGICAL ANALYSIS OF BOREHOLES COLLECTED FROM THE LONDON CABLE CAR ROUTE, LONDON BOROUGHS OF NEWHAM AND GREENWICH (site code: CAC11)

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INTRODUCTION

This report summarises the findings arising out of the environmental archaeological analysis undertaken by Quaternary Scientific (University of Reading) in connection with the proposed Cable Car development in the London Boroughs of Newham and Greenwich (National Grid Reference: spanning TQ 40111 80696 (north) to 39478 79745 (south); site code: CAC11). The site spans Bugsby's Reach of the tidal River Thames between the North Greenwich 'peninsula' (meander core) on the right (south) bank and the Royal Victoria Dock on the left (north) bank. The site itself is divided into five main areas in which geotechnical investigations (test pits, window samples, cable percussion boreholes and rotary boreholes) were recently carried out by Soil Mechanics on behalf of Mott MacDonald, as follows: (1) the North Station (NS); (2) the North Intermediate Tower (NIT); (3) the North Tower (NT); (4) the South Tower (ST), and (5) the South Station (SS) (Figure 2). In addition two overwater boreholes were put down as part of a future potential tunnel project within the course of the River Thames (TU).

These geotechnical works were monitored by Quaternary Scientific and integrated with existing records as part of a geoarchaeological investigation carried out to create a model of the depositional history of the site (Green *et al.*, 2011; Figures 3 to 5; Tables 1 & 2; Appendices 1 & 2). The resultant model included 36 borehole records and revealed London Clay bedrock (Unit 1) overlain by the Shepperton Gravel. The gravel surface formed a relatively level surface on the south bank of the Thames (-2.25m to -3.45m OD), but was deeper and more undulating to the north (between -2.50m and -5.88m OD), and with one borehole indicating a much higher surface of +1.55m OD. Resting on the Shepperton Gravel was an alternating sequence of Alluvium (Units 3a and 3b) and Peat (Unit 4); in some cases, multiple units of Peat were recorded. Each sequence was truncated to various depths by a Made Ground, sometimes >10m thick and cutting into the Shepperton Gravel.

The geoarchaeological investigation also highlighted sequences at the North Tower (<NTBH03>) and South Station (<SSBH1C>) that contained thick sequences of Peat and