Thames Cable Car, London: Archaeological Investigation Interim Statement
AOC Project No 30894. Site Code: CAC11
September 2011

The following interim statement provides a brief summary of the archaeological works completed in advance of the construction of the Thames Cable Car, London. The archaeological works so far have included a Level 1 walkover survey at the site of the South Tower Main, located on the southern Thames foreshore in the Borough of Greenwich and a watching brief during ground works associated with the excavation of a pile cap for the North Tower Main, located in the Borough of Newham. No significant archaeological finds, features or deposits were recorded or impacted during the archaeological investigation / monitoring.

Geoarchaeological analysis of alluvial sequences taken prior to the beginning of the construction phase is anticipated to be finished within six months. The results of this, together with those of the walkover survey and watching brief, will be presented in a single report.

South Tower Main, London Borough of Greenwich: Summary Survey Report
Chris Clarke

On the 1st September 2011, AOC Archaeology undertook a Level 1 walkover survey at the site of South Tower Main, part of Thames Cable Car project, located in the Borough of Greenwich at National Grid Reference TQ 3957 7988. The walkover survey consisted of the visual survey of a 20m radius area forming the footprint for the south cable car tower.

The area in question was inspected on the morning low tide and located using an EDM. Due to the location of the proposed tower on the mean low water line of the foreshore, in combination with the tidal range experienced that morning, meant only a limited proportion of the survey area was exposed, preventing a full inspection taking place. No features of interest were observed within the area exposed.

Both the survey area, and the length of foreshore incorporating the survey area, consisted of thick mud (Plates A & B), derived from being on the interior of the river bend at Greenwich. Due to the river moving at a slower velocity on the interior of bends, a greater quantity of silt falls out of suspension and is deposited on the foreshore. This would imply that any features of archaeological interest potentially located within the study area may well be buried under a significant depth of mud and silt.

Plate A. General View of the Foreshore Area Looking Southwest

Plate B. Detailed View of the Exposed Survey Area Looking East

North Tower Main, London Borough of Newham: Summary Watching Brief Report.
Helen MacQuarrie

On the 23rd September 2011, AOC Archaeology undertook a watching brief during the excavation of a pile cap for the North Tower Main, part of Thames Cable Car project, located in the Borough of Newham at National Grid Reference TQ 3986 8028.

The scope of works included the archaeological monitoring of a 13.5m x 13.5m area which will form the pile cap for the North Tower Main (Plate C). The works required the excavation of the trench to a depth of 1.00m below current ground surface (tarmac slab). Prior to arrival the tarmac slab had been broken and Unexploded Ordnance probing across the area had been carried out (completed the 22nd September 2011).

It was observed that the site was overlain by at least 1m of made ground / overburden. An area of *in situ* alluvial clay was exposed, but not impacted, in the base of the dig, along the south-eastern edge of the trench. This area comprised approximately 27 square meters (c.15% of the total area). The alluvial deposits were contaminated with a petro-chemical type residue. Two areas of truncation in the

north-west corner of the trench were associated with the footings that previously occupied the site.

Due to problems with the rising water table it was necessary to excavate a small sump in the southern limit of the trench, within the area of contaminated alluvium (Plate D). This was machine-excavated and the arisings were inspected for organic and artefactual remains. The alluvium comprised a deposit of dark grey silty clay similar to the deposit recorded in the nearby borehole sample (NTBH01). A 0.4m thick band of blue grey sand was recorded 0.20m into the alluvium. No artefactual / environmental remains were noted. This was the only area where the *in situ* alluvial sequence was disturbed.

Plate C. Post excavation shot of site (direction north-west)

Plate D. North-west face of sump excavation (direction south-east)