Thames Water Pipeline, Kennington Park Road, London Borough of Lambeth:

An Archaeological Watching Brief Report

Planning Application Number: Permitted Development

National Grid Reference Number: TQ 3132 7785

AOC Project No: 32160

Site Code: KNP12

Date: March 2013

AOC Archaeology Group

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Thames Water Pipeline, Kennington Park Road, London Borough of Lambeth: An Archaeological Watching Brief Report

On Behalf of:	**Mott MacDonald** Demeter House Station Road Cambridge CB1 2RS
National Grid Reference (NGR):	**TQ 3132 7784**
AOC Project No:	**32160**
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Date of Fieldwork:	**8th December 2012**
Date:	**March 2013**

This document has been prepared in accordance with AOC standard operating procedures.

Author: Les Capon	**Date: March 2013**
Approved by: Paul Mason	**Date: March 2013**
Draft/Final Report Stage: Final	**Date: March 2013**

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Non-Technical Summary

On the 8th December 2012, AOC Archaeology Group undertook a watching brief on Kennington Park Road, London Borough of Lambeth. The watching brief was commissioned by Mott MacDonald on behalf of MGJV. The work comprised the monitoring of a single investigation pit as part of a programme of maintenance of existing water pipes.

The watching brief recorded a sequence of naturally lain deposits, with a possible remnant of subsoil and topsoil above. These were sealed by layers of gravel, concrete and tarmac representing the made ground of the current road. The only archaeological event identified was footings for the former tramline which ran along the street between Brixton and Westminster/ Clapham and Borough.

The supposed water pipe was not revealed, despite the trench reaching 2.3m below ground level. There was no evidence that the ground had ever been disturbed.

The results of the watching brief will be summarised for inclusion in the London Archaeology Round-up and published via the Archaeological Data Service (ADS) website. On completion of the project, the archive, consisting of paper records, drawings, digital and black and white photographs, will be deposited with the LAARC, Museum of London.

1. Introduction

1.1 Site Location

1.1.1 This document details the results of an archaeological watching brief, comprising a single Thames Water service investigation pit measuring 5m by 1m in plan, excavated in the centre of the carriageway, opposite 220 Kennington Park Road, London Borough of Lambeth (Figure 1).

1.1.2 Kennington Park Road links Clapham with Borough High Street, and onwards to London Bridge, as well as providing links to Westminster Bridge and Victoria. It lies along the Roman Road between Chichester and London. The investigation pit was located at National Grid Reference (NGR) TQ 3132 7785 (Figure 2).

1.1.3 The pit was located in order to determine the location of a 4" water main, thought to cross the road from the northwest to southeast.

1.2 Planning Background

1.2.1 Due to the nature of the development, all works have been undertaken as Permitted Development. The archaeological investigation has taken place in accordance with the National Planning Policy Framework (NPPF) (DCLG 2012), and deemed to be good practice due to the sensitive location of the sites involved.

1.2.2 The site lies within an Archaeological Priority Area as designated by Lambeth Borough Council, since it lies upon the route of a principal Roman Road, Stane Street, between London and Chichester.

1.2.3 AOC Archaeology Group were commissioned by Mott MacDonald on behalf of MGJV, to carry out the archaeological watching brief. The methodology was set out in a Written Scheme of Investigation (WSI) (Mott MacDonald 2012). This document detailed how the watching brief, designed to consist of a single investigation pit measuring 3m by 1m and 1.5m deep, would be undertaken.

1.3 Geology and Topography

1.3.1 The British Geological Survey data indicates that the underlying bedrock geology in the area of the site consists of London Clay Formation (clay, silt and sand), overlain by Kempton Park Gravel (British Geological Society 2006).

1.3.2 Kennington Park Road runs quite level ground as it passes through Lambeth, around 4m to 5m OD. The surface of the road at this location lies at 4.4mOD.

2. Historical and Archaeological Background

2.0.1 The following historical background utilises information provided by Mott McDonald (2012) and the Museum of London (2000)

2.1 The Prehistoric Periods (Palaeolithic c. 500,000 – 10000 BC; Mesolithic c. 10000 to 4000 BC; Neolithic c. 4000-2200 BC; Bronze Age c. 2200-700 BC and Iron Age c. 700 BC - AD 43)

2.1.1 There is no evidence of prehistoric activity within 250m of the investigation pit on Kennington Park Road. The nearest finds have been collected from the banks of the Thames, or from the Thames itself. The nearest evidence of settlement is an Iron Age settlement at South Lambeth Road, 750m to the west (MoL 2000).

2.2 The Roman Period (AD 43 – AD 410)

2.2.1 Roman activity was largely concentrated in *Londinium* on the north bank of the Thames, with a second settlement centred around Borough High Street. Kennington Park Road follows the course of Roman Stane Street, the road from London to Chichester (Margary 1973). A residual sherd of Romano-British pottery was recovered from a post-medieval ditch during an archaeological watching brief on groundworks at Stannary Street, to the northwest of the site but archaeological investigations have not discovered evidence of significant Roman roadside activity in this location.

2.3 The Early Medieval (AD 410 – AD 1066) and Medieval Periods (AD 1066 – AD 1538)

2.3.1 The settlement of Kennington is thought to have originated in the early medieval period and is recorded in the Domesday Survey of 1086 as *Chenintune*, later *Kyning-ton*, which may mean "place of the King", or "town of the King". However, the site is on a route between towns and villages, and appears to have been undeveloped, being agricultural/ horticultural land on the edges of Lambeth Marsh, with Kennington Common directly to the southeast of the site. One record on the GLHER records 'Hasardes Bridge' near to the site, to the south, but there is no other evidence for activity in the immediate area in the medieval period. The site of a gallows is recorded in historic documents on Kennington Common.

2.4 The Post-Medieval (AD 1538 – AD 1900) and Modern Period (AD 1900 to present)

2.4.1 A row of Grade II listed 18th century terraced houses and their railings are located along the eastern side of Kennington Park Road (LBS 1385633), to the east of pit 1767, and the cartographic evidence shows that the modern road layout has altered very little from 1850 onwards. The London Town Plan of 1850 shows all of the main streets though the names have subsequently changed.

2.4.2 St Mark's Church on the corner of the junction of Camberwell New Road and Kennington Park Road, lies just 300m southwest of the site, and its presence, along with Kennington Park, immediately southeast of the site marks a major change in the area in the 19th century. St. Mark's Church was built in 1824, on the location of the gallows. It was one of the four "Waterloo Churches" of south London and was opened by the Archbishop of Canterbury. The vicar of the church was instrumental in enclosing the common as a park. The park was the first public park in south London, and was created when the common was enclosed in 1852, and designated one of the Royal Parks of London It was laid out by Victorian architect James Pennethorne.

2.4.3 The 1875 Town Plan shows the local streets lined with terraced properties which were replaced in the mid 20th century. A number of structures formerly located at the junction of Kennington Park Road and the A23 present on the 1938 Ordnance Survey mapping are not present on the Post-World War II maps, perhaps indicative of bomb damage in the area to the south. One bomb is recorded on falling to the rear of 220, Kennington Park Road, immediately northwest of the site (Bombsight 2012). The historic maps do not record any significant alteration to the road alignment.

2.4.4 The site lies northeast of the Oval, the home ground of Surrey County Cricket Club. The Oval was the first ground in the United Kingdom to host Test cricket, the first-ever international football match, and the first FA Cup final in 1872.

2.4.5 The importance of Kennington Park Road to the transport system is apparent from its use for tram services in the 19th century, with services running along the road from Brixton and Clapham to Westminster Bridge, Blackfriars Bridge and Borough High Street (Dickens 1879). The trams were discontinued after the Second World War.

3. Strategy

3.1 Aims of the Archaeological Investigation

3.1.1 The general aims of the archaeological watching brief were defined as being:

- To establish the presence/absence of archaeological remains within the site.
- To determine the extent, condition, significance, nature, character, quality and date of any archaeological remains encountered.
- To record and sample excavate any archaeological remains encountered.
- To assess the ecofactual and environmental potential of any archaeological features and deposits.

3.1.2 The specific aims of the archaeological evaluation were defined as being:

- To determine whether there is evidence of Roman Stane Street
- To determine whether there is evidence of roadside activities being carried out in relation to Stane Street.

3.1.3 The final aim is to make public the results of the investigation, subject to any confidentiality restrictions.

3.2 Methodology

3.2.1 Site procedures were defined in the Written Scheme of Investigation (Mott MacDonald 2012). All work was carried out in accordance with national guidelines (EH 2008, IfA 2008, IfA 2010).

3.2.2 The watching brief initially concentrated on the excavation of a pit measuring 2.70m by 1.00m in plan, to a depth of 2.3m. No Thames Water services were located, so the pit was extended northeastwards by 2.3m.

3.2.3 Prior to commencing work a unique site code (**KNP12**) was assigned to the project by the London Archaeological Archives and Research Centre (LAARC), which was used as the site identifier on all records for each respective site.

3.2.4 The archaeological watching brief was undertaken on 8th December 2012.

3.2.5 Levels for each context were established based on data obtained from the nearest Ordnance Survey benchmark.

3.2.6 The archaeological watching brief was conducted by Les Capon under the overall management of Paul Mason, Project Manager. The site was monitored for Mott MacDonald by Phillippa Adams.

4 Results

4.1 Trench 1

Level (OD)	Depth BGL	Context Number	Description
4.41m	0.00m	(1)	Tarmac
4.09m	0.32m	(3)	Tram line support
3.99m	0.42m	(4)	Concrete bed for (3)
3.47m	0.94m	(6)	Topsoil
3.35m	1.06m	(7)	Subsoil
3.21m	1.20m	(8)	Kempton Park Gravel
2.21m	2.00m	(11)	Clay

Plate 1. Trench 1, looking West.

4.1.1 Trench 1 was located 1m southeast of a raised traffic island in the centre of Kennington Park Road. It was orientated roughly northeast-southwest, parallel to the line of the road. The trench measured 5.00m by 1.00m (Figures 2 and 3, Plate 1).

4.1.2 Naturally-lain yellowish brown stiff clay (11), which was undisturbed, was the lowest deposit encountered in the investigation. This is probably part of the Kempton Park Gravel formation, which is typified by interleaving layers of sand, gravel and clay. This was sealed by 0.16m depth of brownish yellow sand with 80% gravel content (10), which also showed no evidence for being disturbed. Above this, a layer of grey clay (9) was recorded, up to 0.25m thick. The clay had no inclusions. Sealing the clay was a thicker layer of brownish yellow sand (8), which marks the uppermost level of the Kempton Park Gravel sequence, lying at 3.21mOD.

4.1.3 Above the naturally lain sequence was a thin layer of pale greyish brown sandy clay (7) with occasional inclusions of small stones, that may represent subsoil. This was sealed by a truncated layer of dark brown sandy clay silt (6), with occasional inclusions of gravel and fragments of brick. The brick is of post-medieval date, being a poor mix, overfired and with high sand content. This dark brown soil resembled a topsoil deposit, and was truncated towards the north end of the trench. It lay at 3.47mOD.

4.1.4 The truncated topsoil was overlain by a compact layer of yellowish brown sandy clay, with high gravel content (5). This lay roughly level throughout the whole trench; 0.30m thick at the northern end, just 0.1m thick at the southern end. This may represent a primary layer of hardcore for the ensuing sequence that culminates in the modern surface of Kennington Park Road. The gravel layer was directly overlain by 0.56m depth of concrete (4), which had a series of semicircular cast iron supports embedded within it (3). Each support had the curve at the base, with flat plates lying 0.1m above the finished surface of the concrete. Each support was 0.75m wide, and they were set 1.07m apart along the length of the trench. These are most likely the bedding plates for tram rails. These

lay at 4.09mOD, 0.32m below the current road surface. Any former associated sleepers and rails were not present, presumed to have removed after the Second World War.

4.1.5 The exposed heads of the supports were sealed by up to 0.3m depth of concrete (2), then overlain by 0.12m depth of tarmac (1), which formed the current road surface, lying at 4.41mOD at the northeast end of the trench, dropping slightly to the southwest.

5. Finds

5.1 During the course of the archaeological investigation, two pieces of brick were retrieved from the buried layer of topsoil (6). These are of post-medieval date, and indicate that all layers above must post-date 1800. No environmental samples were taken.

6. Conclusion

6.1 The evaluation successfully characterised both the stratigraphic sequence and the archaeological potential of the site. The naturally-lain Kempton Park Gravel was recorded at 3.21mOD, which was 1.2m below current ground level. A remnant subsoil and topsoil were sealed by made ground and concrete associated with the introduction of tramlines, followed by the modern tarmac and its-underlying concrete.

6.2 The presence of the remnant topsoil indicates that partially undisturbed soil sequences exist beneath Kennington Park Road at this location, but there was no evidence for the route of the Roman Stane Street, not of any associated activity. The more modern use of the street is represented by the remains of the tramlines. It may be recognised that the apparent topsoil and subsoil may have been reworked or redeposited when the tramline substrate was laid down.

6.3 Of note was the lack of any Thames Water service. The strata beneath the concrete bedding layers showed no evidence for being disturbed. If the water main does cross this road, it does not appear to be at this exact location.

6.4 Due to the lack of archaeological deposits encountered it is recommended that no further archaeological fieldwork be undertaken. The final decision in regards to the requirement for further archaeological fieldwork lies with Mark Stevenson of GLAAS, Archaeology Advisor to the London Borough of Lambeth.

7 Publication and Archive Deposition

7.1 Due to the nature of the results at this stage of the archaeological investigation, publication is expected to be limited to a summary in the London Archaeology Round-up and publication via the Archaeological Data Service (ADS) (Appendix B).

7.2 On completion of the project, the archive, consisting of paper records, drawings and digital and black and white photographs will be deposited with the LAARC.

8 Bibliography

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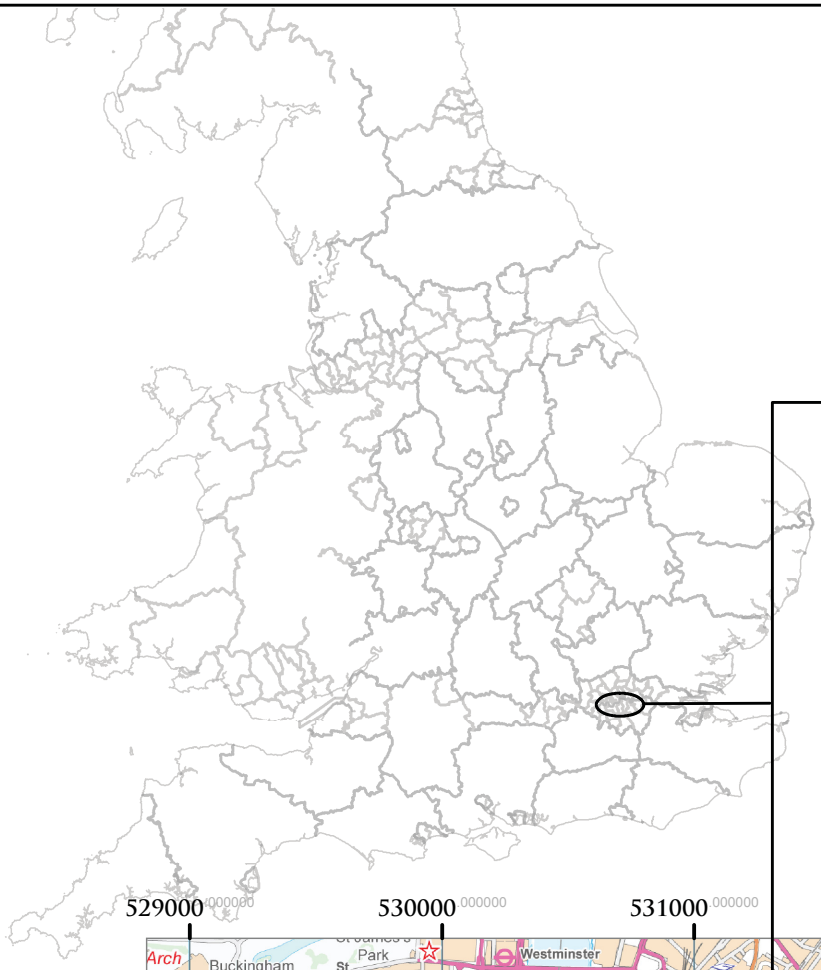

Figure 1

N
W E
S

Site Location

0 0.25 0.5 1
KM

Scale:
1:30000 on A4

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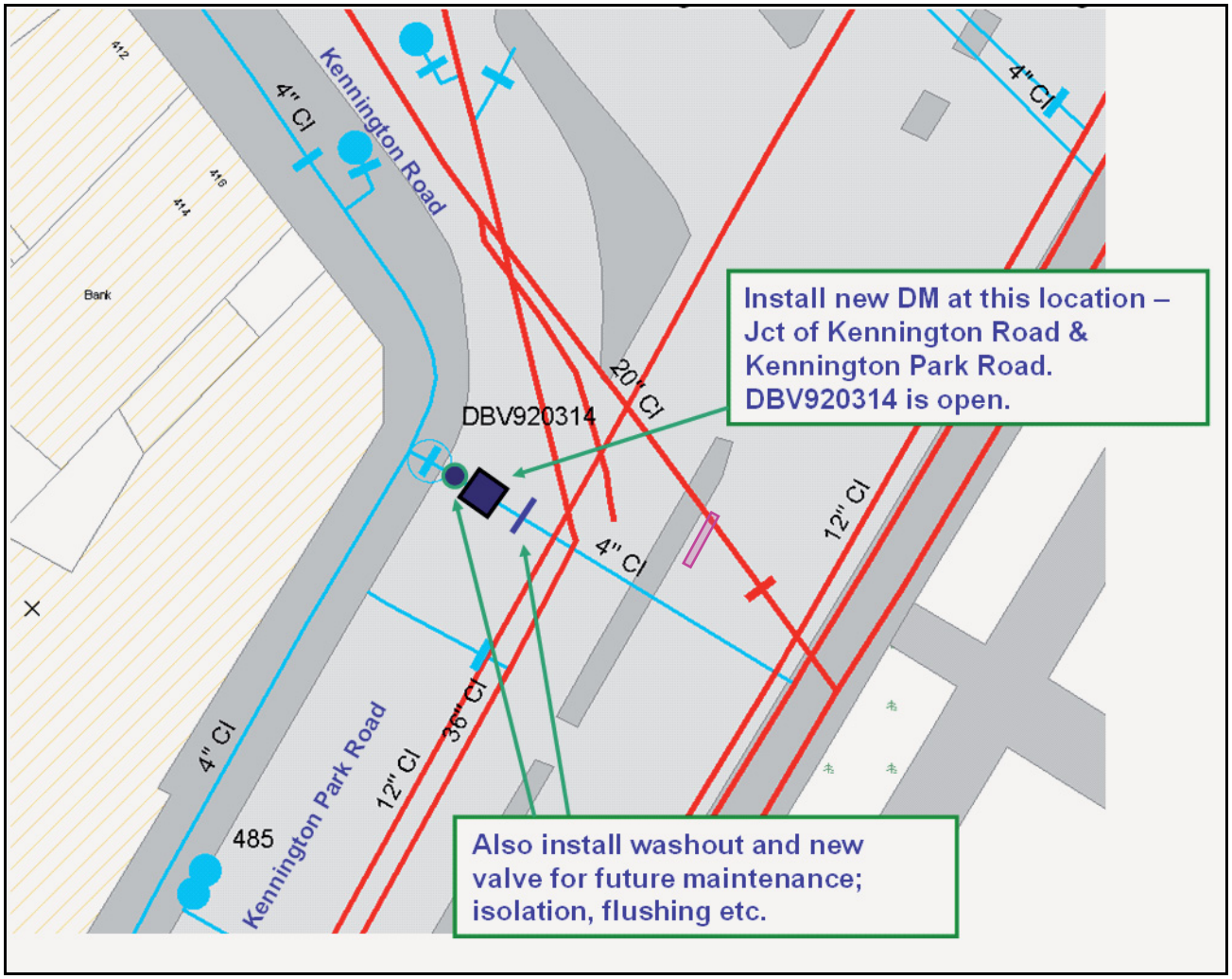
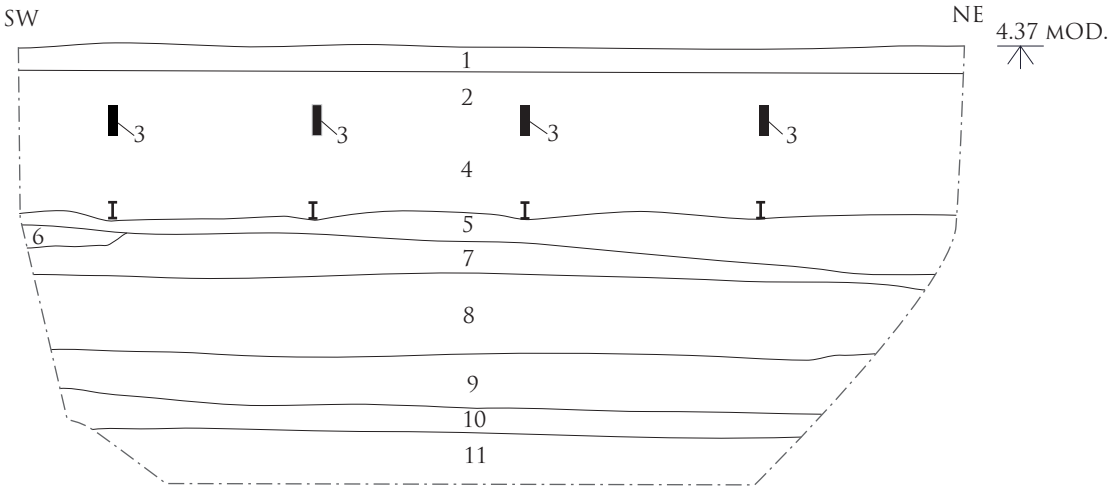


Trench Location (dimensions: 5x1m)

Based on data provided by the client.		Detailed Site Location	AOC Archaeology Group
Figure 2	N W E S	Not To Scale	



Southeast-Facing Section

FIGURE 3

N W E S

0 0.5 1
M

SCALE: 1:20 ON A4

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Appendices

Appendix A – Context Register

Context No.	Context Description	Length	Width	Depth
1	Tarmac surface	5.00m	1.00m	0.12m
2	Concrete	5.00m	1.00m	0.30m
3	Support Beams	5.00m	1.00m	0.60m
4	Concrete	5.00m	1.00m	0.50m
5	Gravel	5.00m	1.00m	0.30m
6	Possible Topsoil	4.00m	1.00m	0.12m
7	Possible Subsoil	5.00m	1.00m	0.14m
8	Gravel, geology	5.00m	1.00m	0.40m
9	Clay, geology	5.00m	1.00m	0.25m
10	Gravel, geology	5.00m	1.00m	0.16m
11	Clay. geology	5.00m	1.00m	0.30m

Appendix B – OASIS Form

OASIS ID: aocarcha1-138986

Project details

Project name	Kennington Park Road, Water Main
Short description of the project	one trench, 5m by 1m, showed geology with concrete and remains of tramlines
Project dates	Start: 10-12-2012 End: 10-12-2012
Previous/future work	No / Not known
Any associated project reference codes	KNP12 - Sitecode
Any associated project reference codes	32160 - Contracting Unit No.
Type of project	Recording project
Site status	Area of Archaeological Importance (AAI)
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	NONE None
Monument type	NONE None
Significant Finds	NONE None
Significant Finds	NONE None
Investigation type	"Watching Brief"
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON LAMBETH LAMBETH kennington park road
Postcode	SE11 4RS
Study area	5.00 Square metres
Site coordinates	TQ 3132 7784 51 0 51 29 01 N 000 06 30 W Point
Height OD / Depth	Min: 3.21m Max: 3.21m

Project creators

Name of Organisation	AOC Archaeology
Project brief originator	Mott MacDonald
Project design originator	Mott MacDonald
Project director/manager	Paul Mason
Project supervisor	Les Capon
Type of sponsor/funding body	Contractor

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London-LAARC
Digital Archive ID	KNP12

Digital Contents	"Stratigraphic"
Digital Media available	"Images raster / digital photography","Images vector","Text"
Digital Archive notes	held at AOC until transfer
Paper Archive recipient	Museum of London-LAARC
Paper Archive ID	KNP12
Paper Contents	"Stratigraphic"
Paper Media available	"Context sheet", "Photograph", "Plan", "Report", "Section"
Paper Archive notes	held at AOC until transfer

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Thames Water Pipeline, Kennington Park Road, London Borough of Lambeth. An Archaeological Watching Brief Report
Author(s)/Editor(s)	Capon, L.
Date	2012
Issuer or publisher	AOC Archaeology
Place of issue or publication	London
Description	A4, 20 pages, 3 figures, 1 plate

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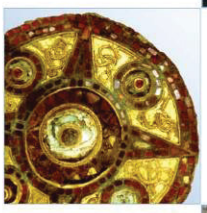
Entered on	10 December 2012



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