

THAMES WATER MAINS REPLACEMENT

In the vicinity of Stockwell Street, Nevada Street and
King William Walk
(AMP5)

LONDON BOROUGH OF GREENWICH, SE10

AN ARCHAEOLOGICAL WATCHING BRIEF



August 2011



COMPASS



ARCHAEOLOGY

THAMES WATER MAINS REPLACEMENT
IN THE VICINITY OF STOCKWELL STREET, NEVADA STREET AND KING
WILLIAM WALK, (AMP5)
LONDON BOROUGH OF GREENWICH, SE10
AN ARCHAEOLOGICAL WATCHING BRIEF

SITE CODE: TXP11
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TQ 384 776 (north)
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Abstract

An archaeological watching brief was undertaken during mains water renewal and replacement works in the area around Stockwell Street and King William Walk, the London Borough of Greenwich between May and August 2011.

Archaeological monitoring was undertaken during contractors groundworks and consisted of the inspection and recording of all open works accessible during monitoring visits. The majority of trenches exposed typical sequences of modern road layers overlying made-ground and service related deposits. All trenches contained a series of made ground/road make-up deposits. These consisted of very dark grey to dark brown mixed gravels and silts, some containing 19th century brick fragments, probably reflecting the development of the area during this period.

In the northern section of Stockwell Street a sealed dump deposit produced 6 sherds of early post-medieval pottery dated from 15th- late 16th century. Just to the south of this were dark and lighter gravely deposits, which are assumed to represent subsequent road make-up levels. In the middle section of King Williams Walk the arched concrete roof of a tunnel, representing the underground section of the mainline railway between Greenwich and Maze Hill, opened in 1871, was observed.

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Plan of works programmes, (figs. 1 and 8), courtesy of Thames Water Engineering

1 Introduction

- 1.1 This report details the results of an Archaeological Watching Brief carried out during water mains replacement works in the area around Stockwell Street, Nevada Street and King William Walk in the London Borough of Greenwich, SE10, between 17th May 2011 and 12th August 2011. The work was undertaken on behalf of Thames Water Utilities by their main contractor Morrison MGJV.

In the event no work took place in Nevada Street, and it is not anticipated that anything will happen here, at least until later 2012.



Fig 1: Plan showing proposed Thames Water Mains Replacement programme highlighted in green. (Provided by Thames Water as drawing no. B554_02-A2-41300).

- 1.2 Archaeological monitoring was undertaken during contractors groundworks and formed a response to recommendations made by English Heritage for an archaeological watching brief. The study area lay within an Area of Archaeological Potential, (APA), as outlined in the London Borough of Greenwich's Unitary Development Plan.
- 1.3 Furthermore, the watching brief area falls within 'The Maritime Greenwich World Heritage Site'. This encompasses Greenwich Park and the Royal Observatory to the south-east of the site, Queen's House to the east, and the Royal Naval College to the north-east of the site.

- 1.4 The archaeological monitoring included an on-site photographic and written record. As a minimum a series of Trench Record sheets were completed for individual excavations or sections of open-cut trench, recording the nature of exposed deposits and details on any archaeological finds and features (including collection of datable finds/samples). Photographs, recording representative trench sections and general site location, were also taken.
- 1.5 The archaeological work followed consultation with and advice from Mark Stevenson of English Heritage.

The watching brief was commissioned by Morrison MGJV on behalf of Thames Water Utilities.

2 Site Location and Geology

The site is approximately 310m south of the River Thames and partly encompasses a block of land, with Stockwell Street aligned N-E along the SW side, Nevada Street ENE-WSW along the SE side and King William Walk NW-SE along the eastern side. The Royal Naval College lies to the east of King William Walk and Greenwich Park to the southeast. The ground rises slowly up to the south of Greenwich Town, and steeply up towards the Observatory.

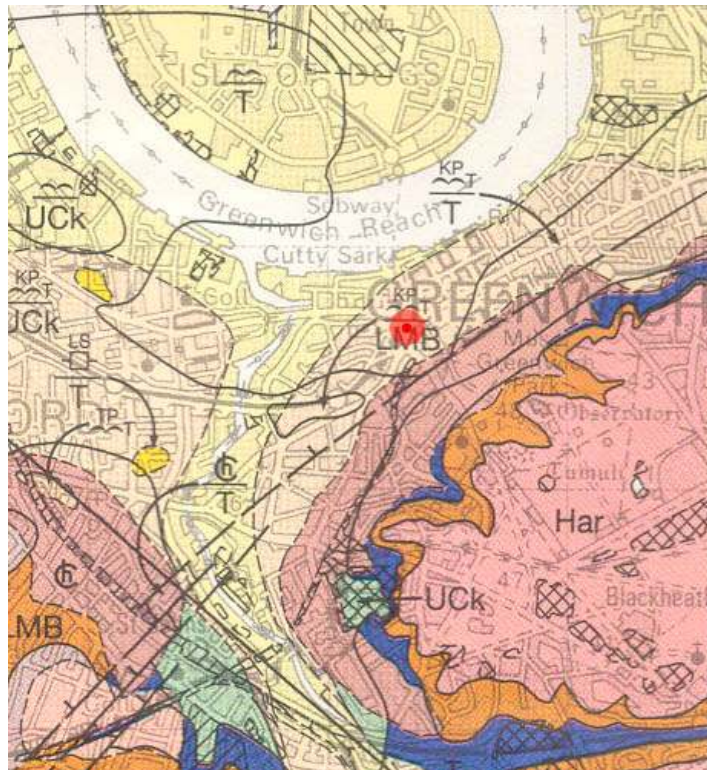


Fig 2: Site area (marked in red), in relation to British Geological Survey, 1998

The site lies within an area of chalk overlain by Thanet Sands and much more recent River Terrace gravels. The Deptford Creek drains into the Thames 500m further west along the riverbank.

3 Archaeological and Historical Background

3.1 Prehistoric

There is some evidence for prehistoric deposits and features in the general Greenwich area. Prehistoric artefacts have been found deposited in the Thames and along the foreshore – possibly part of deliberate sacred deposition of such objects. Furthermore, early Bronze Age barrows have been found in Greenwich Park.

3.2 Roman

There is also evidence of Roman activity and occupation in the Greenwich area. Watling Street, the Roman road which ran from London to Dover, ran just south of Greenwich itself. Roman artefacts have also been found in the Thames and along the foreshore by Greenwich, and a Roman villa or temple was found in the eastern part of Greenwich Park.

3.3 Saxon

The name ‘Greenwich’ itself is Anglo-Saxon, and means ‘green harbour or port’, hinting that maritime trade was important for Greenwich from an early date. The first written reference to Greenwich, however, was in AD964, when it was recorded as part of the Lewisham Estate. Furthermore, in the reign of Ethelred the Unready (968-1016), the Danes camped in Greenwich and used it as a base to attack Kent.

Stockwell Street was the main east-west route through Greenwich in the medieval period, with the name possibly deriving from the Anglo-Saxon ‘stoc’ (meaning ‘tree trunk’ or ‘post’). This suggests that this road, and possibly the other two, may have been in existence since the Saxon period.

3.4 Medieval

By the 11th Century, Greenwich appears to have been an established settlement. There was a market, and the Benedictines of St Peter and St Paul at Ghent founded a priory there in the early 11th Century. Greenwich remained an important settlement into the medieval and post-medieval period – particularly in a maritime and trading capacity. The settlement gradually expanded. Furthermore, royalty began to be associated with the area. This was mainly through the ‘Placentia’ (pleasant palace) constructed in the early 15th Century and rebuilt by Henry VII and Henry VIII in the 16th Century. This was located just to the north and east of the roads covered during the watching brief.

It is possible that King William Walk may have formed a boundary line between the Palace of Placentia to the east, and Greenwich town to the west. Alternatively, the road may have developed from a pathway running alongside the western boundary of the royal estate. Numerous important medieval and early post-medieval buildings and features existed along these roads. These can be identified using cartographic and documentary sources, and have been recorded in past archaeological investigations.

3.5 Post Medieval

During the Commonwealth, the 'Placentia' complex was used as a biscuit factory and prisoner-of-war Camp. Charles II then commissioned a new palace on his restoration to the monarchy in 1660. This was never completed, and in the 1690s William and Mary redesignated the site as a Hospital for Retired Seamen. This was taken over by the Royal Naval College in the 1870s – and remained as such until the 1990s. Archaeological work in this area has revealed remains relating to these earlier phases. Greenwich also became known for science and astronomy, as it is today. Flamsteed House was constructed in Greenwich Park (to the south-east of the roads being monitored) in the 1670s as an observatory.

Of particular interest is the existence of the 'Hospital School'/'Infirmary' buildings, just to the east of modern King William Walk. Also the fact that Greenwich Royal Hospital Burial Ground was originally located in a northern corner of Greenwich Park, but then moved to the area of the present-day Devonport House, on the eastern side of King William Walk. This was a purpose-built graveyard built by Nicholas Hawksmoor in 1713-14, and continued in use until *c.*1847, when it was declared full. The burial ground was then moved to East Greenwich Pleasance.

There were also two major coaching inns on the northern side of Stockwell Street/Nevada Street – The Spread Eagle and the White Hart. These are clearly labelled on the 1st Edition OS Map (fig.6), however they presumably existed from a far earlier date – possibly medieval when the former road was the main thoroughfare through Greenwich.

St Mary's Church is clearly depicted on a number of maps, just to the east of the southern-most point of King William Walk. This was constructed in 1823 as part of the general 19th Century surge in church attendance, but was then demolished in 1935-36. A watching brief and excavation undertaken by Pre-Construct Archaeology in 2009-2010 on the Sammy Ofer Wing of the National Maritime Museum recorded foundations and crypt walls of St Mary's Church, and the 1936 demolition layers and subsequent landscaping. This was all, however, uncovered to the east of the roadway, so it was unlikely that any remains would be uncovered during monitoring of the western side of the roadway itself.

A malthouse was constructed just to the north-east of Stockwell Street in the 19th Century – and is first labelled on the First Edition OS Map (fig.6). This

process converted barley into malt for use in brewing or distilling. This malthouse was originally run by Frederick John Corder and Alfred Conyers Haycroft, and in 1906 were taken over by Hugh Bairds and Sons.

The area suffered bomb damage during WWII, with the junction of Stockwell Street and Church Street particularly suffering. Post-war repair work included the repair of buildings along King William Walk. The frontage to Stockwell Street was also rebuilt in the 1960s.

3.6 Historic Map Regression

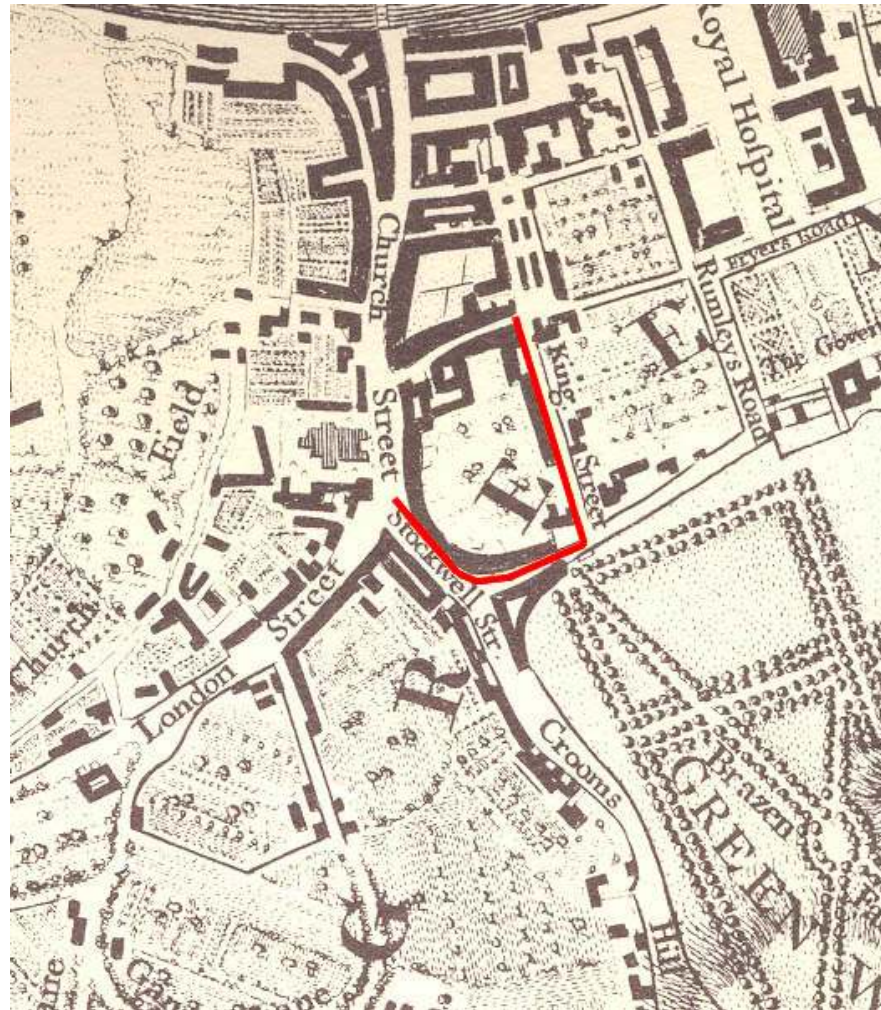


Fig.3: Extract from Rocque's 1746 Map, with roads and approximate line of groundworks marked in red

Rocque depicts all the roads included in the watching brief and The Royal Naval Hospital to the north-east. Development in the surrounding area is restricted to the immediate frontages of the main thoroughfares of which our three streets are included. It gives credence to the idea that they were long established roads by the 18th century.

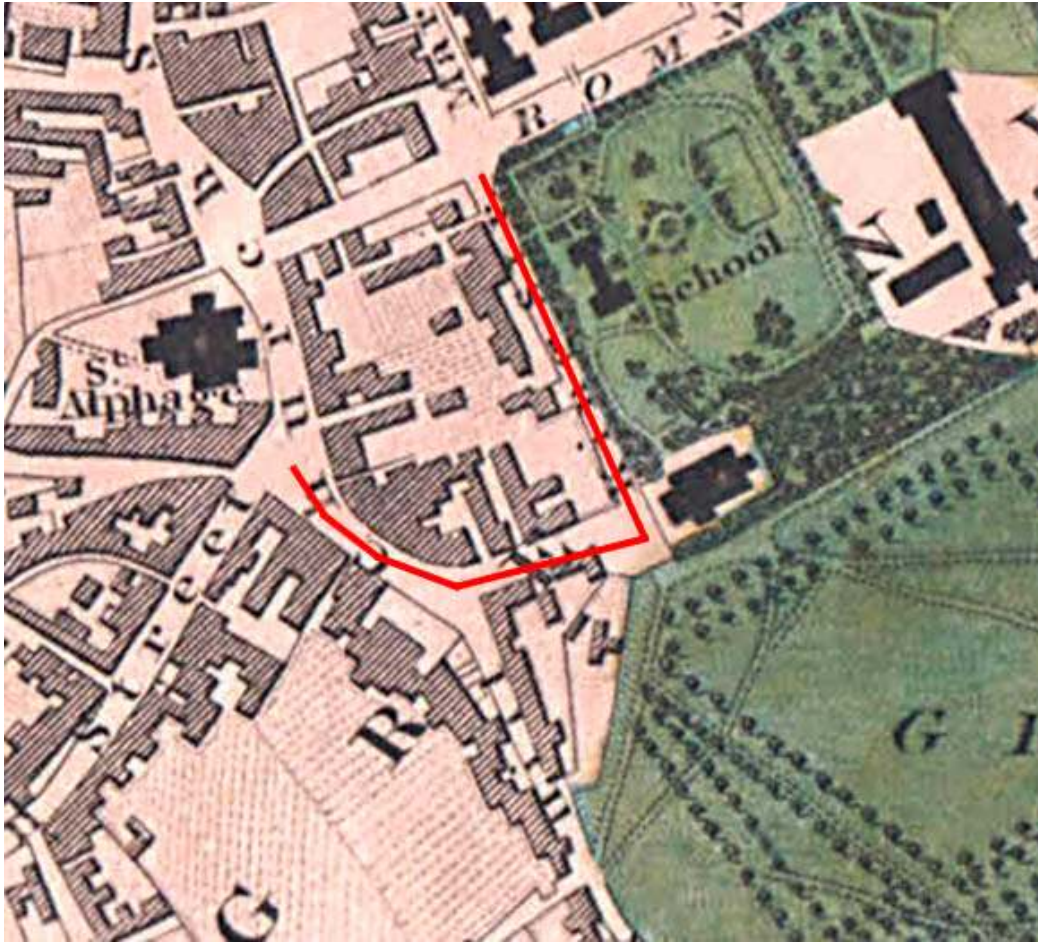


Fig.4: Extract from Greenwood's 1826 Map with roads and approximate line of groundworks depicted in red.

Greenwood's map is interesting in that it is the first to clearly depict the 'Hospital School'/'Infirmery' buildings just to the east of modern King William Walk. There has been limited development within the locale and much of the area is still given over to open space. St.Mary's Church is also first depicted, and remained a permanent fixture on maps until it's demolition in 1936.

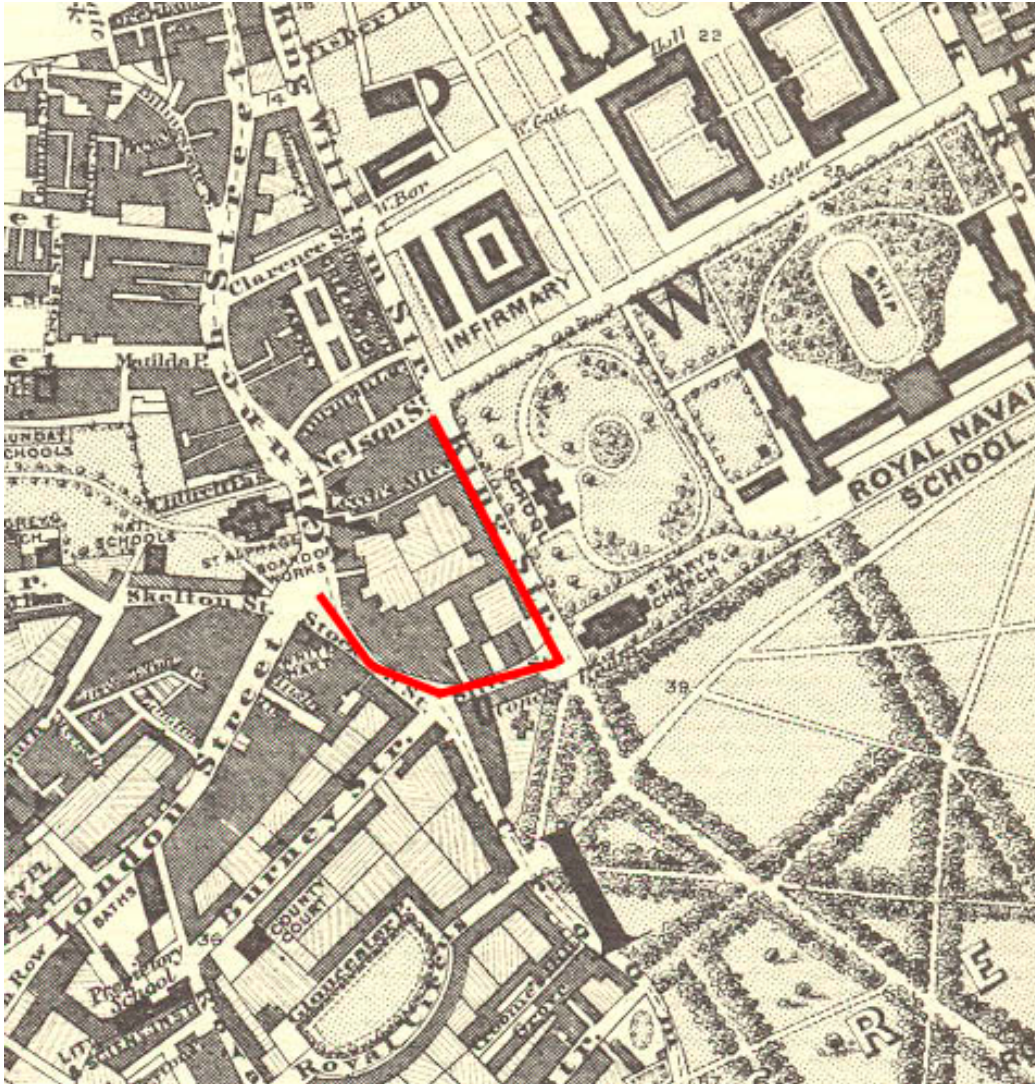


Fig.5: Extract from Stanford's 1862 Map, with roads and approximate line of groundworks marked in red

Stanford's map, nearly 40 years later, shows a much more developed landscape with most of the land now having been built up. The open yards behind the frontages of King William Walk and Stockwell Street have been squeezed into a central space and a lot has been swallowed up completely. Nevada Street is named Silver Street at this point.

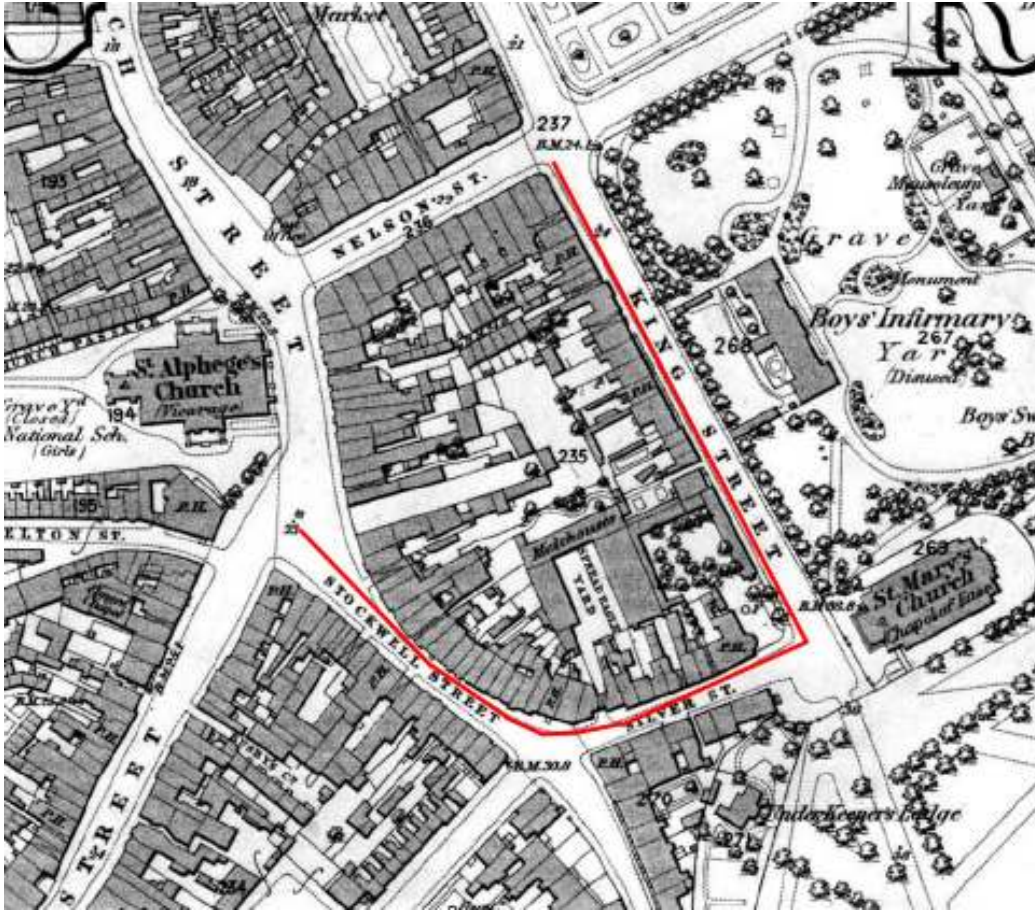


Fig.6: Extract from 1st Edition 25inch OS Map (1862-72), with roads and approximate line of groundworks depicted in red

The First Edition OS Map shows the public houses The Spread Eagle and the White Hart, whether these are also depicted, unlabelled, in earlier maps is uncertain, but a possibility. You can see the coaching yards with ancillary buildings present behind them. The malthouse is also present at the end of Spread Eagle Yard.

The burial ground behind the Greenwich Royal Hospital is labelled disused and had been deemed full by 1847.



Fig.7: Extract from the 1913 OS Map, with roads and approximate line of groundworks depicted in red

The 1913 OS Map depicts the area much as it is today. The railway is shown, as is the tunnel crossing King William Street and the NW corner of the Royal Naval Hospital grounds. This tunnel was uncovered during the watching brief observations.

The malthouse is still shown, and at the time of writing is part of an open area excavation by Pre-Construct Archaeology.

Nevada Street is now so named and the whole area is heavily developed, a direct result of the coming of the railway.

4 Archaeological Research Questions

The research objectives of the archaeological watching brief as set out in the preliminary *Specification* (Compass Archaeology April 2011, Section 6), were as follows:

- Is there any evidence for prehistoric or Roman activity, and what is the nature of this?
- Is there any evidence for Saxon activity or the existence of these specific roads, and activity alongside the roads, in the Saxon period? Can any date for the original construction of the roads, or buildings alongside the roads, be ascertained?
- Is there any evidence for the line of the medieval roads or the medieval activities/buildings in this specific area?
- Is there any evidence for historic road widening, in the medieval or post-medieval periods?
- What evidence is there for post-medieval activity in this specific area? Can any evidence for the specific buildings or activities mentioned above be found?
- At what level do archaeological deposits survive in the highways across the area?

5 The Archaeological programme

5.1 Standards

The field and post-excavation work was carried out in accordance with current English Heritage guidelines (in particular, *Standards and Practice in Archaeological Fieldwork, Guidance Paper 3*) and to the standards of the Institute of Field Archaeologists (*Standard and Guidance for Archaeological Watching Briefs*). Overall management of the project was undertaken by a full member of the Institute.

The recording system followed the procedures set out in the Museum of London recording manual. By agreement with MoLA the recording and drawing sheets used were directly compatible with those developed by the museum.

5.2 Fieldwork

The archaeological watching brief took place during contractors' groundworks, and generally involved one or two archaeologists on site, as required, monitoring works and investigating and recording any archaeological remains. Contact was maintained with the groundworks team to ensure a presence on site as and when necessary.

Where archaeological remains were exposed adequate time was given for investigation and recording, although every effort was made not to disrupt the contractor's programme.

The Client and the representatives of English Heritage were kept advised of the progress of the fieldwork.

5.3 Methodology

Archaeological deposits and features were investigated and recorded in stratigraphic sequence and, where appropriate, finds dating evidence recovered.

Archaeological deposits and features were recorded on *pro-forma* context or trench sheets, and/or drawn in plan. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. The fieldwork record was supplemented as appropriate by digital photography

6 Post excavation work

The fieldwork was followed by off-site assessment and compilation of this report, and by ordering and deposition of the site archive.

6.1 Finds and samples

Finds and samples were treated in accordance with the appropriate guidelines, including the Museum of London's '*Standards for the Preparation of Finds to be permanently retained by the Museum of London*'. Finds and artefacts were retained and bagged with unique numbers related to the context record. Assessment of finds and samples was undertaken by appropriately qualified staff.

6.2 Report procedure

Copies of this report will be supplied to the client Morrison MGJV/Thames Water, English Heritage and the local studies library.

A short summary of the fieldwork is appended using the OASIS Data Collection Form, and in paragraph form suitable for publication within the 'excavation round-up' of the *London Archaeologist*.

7 The site archive

The records from the archaeological project will be ordered in line with MoL *Guidelines for the Preparation of Archaeological Archives* and will be deposited in the Museum of London Archaeological Archive.

8 The Archaeological Watching Brief

The archaeological watching brief was undertaken during contractors' groundworks along Stockwell Street and King William Walk. The groundworks took place as part of a Thames Water Utilities Ltd scheme of Victorian water mains replacement. Archaeological monitoring was undertaken on areas of open-cut trenching, trial pits and in launch pit areas, access pits and exit points of other methods. Approximately 114m of trenching was observed within the study area. The results of the archaeological watching brief are listed below, and are discussed in the order in which they were monitored.

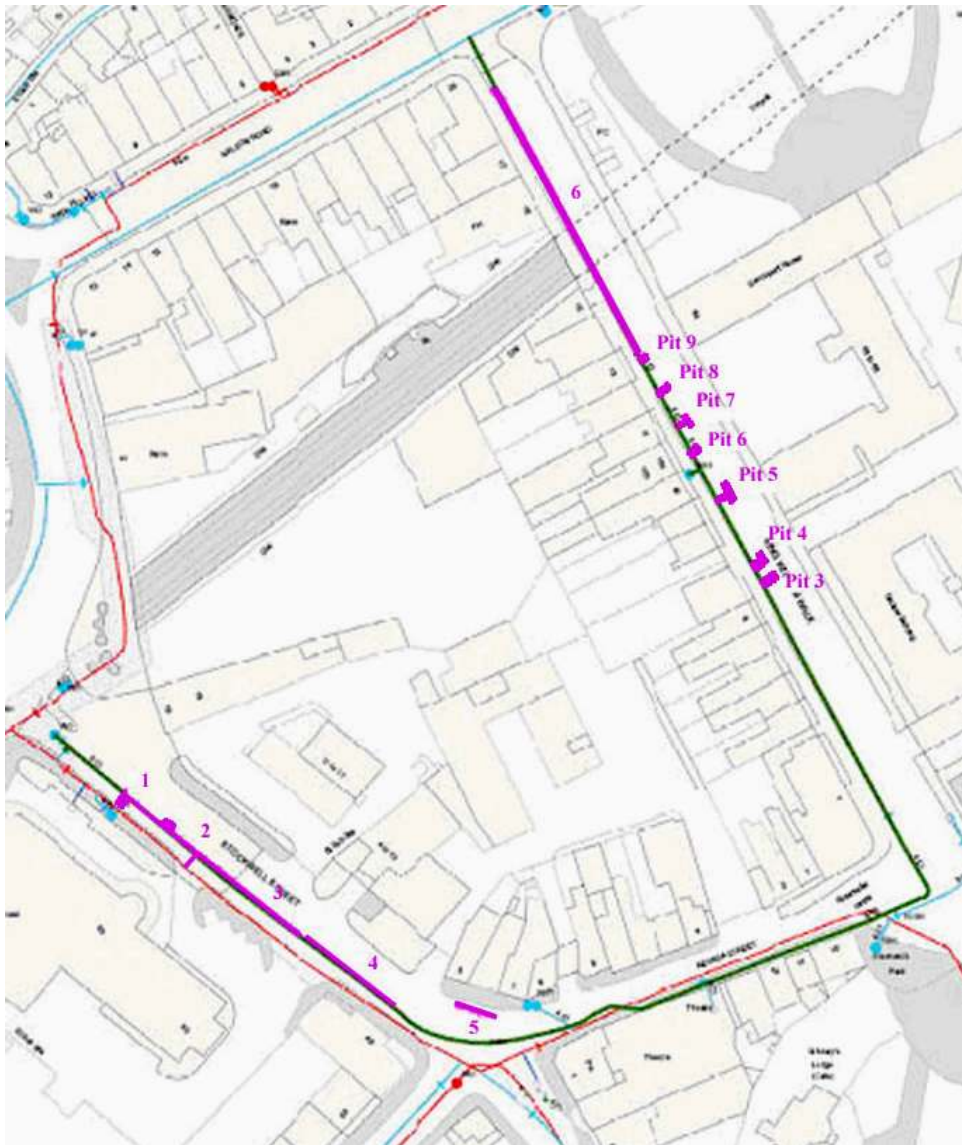


Fig.8: Site location plan showing trench locations numbered by trench / pit and in order of observation

- 8.1** A trench approximately 39.6m in length, aligned NW-SE along the southern side of Stockwell Street was observed on the 17th May 2011. It was recorded in three sections and is treated as such below:

- A Pit 1.85m square was opened at the NE end of the trench and measured between 1.10-1.30m deep, shallower to the southernmost corner (No.1 on Fig.8). The ground surface comprised 0.35-0.40m of modern tarmac and concrete base, overlying 0.36m of recent made ground consisting of very dark-grey silty sand with pebble inclusions. Below this made ground were a mix of deposits including a friable light-mid greyish sand, slightly silty in composition, context (1), which became coarser and greenish in colour towards the NE end of the trench, context (2). Both these deeper deposits had small rounded pebble inclusions and made up the lower 0.30-0.40m of the pit, continuing down below the base of the cut. These were also interpreted as dumped, made ground, deposits. Some early post medieval pottery fragments and roof tile were recovered from these lower fills, dated to the 15th -late 16th century¹. The roof tile was largely lain horizontally, perhaps forming a metalled surface of sorts, maybe even an earlier road surface and like the pottery dates to the later-15th century to early-16th century².

Several modern services cut the trench NW-SE and their associated backfills truncated archaeological deposits.



Fig.9: *Stockwell Street open cut trench, looking SE*

¹ Appendix III: Pottery Report, (Paul Blinkhorn) pg.28

² Appendix IV: CBM Report, (Sue Pringle) pg.29



Fig.10: *South facing section of Pit, NW end of Trench 1, Stockwell Street*



Fig.11: *Stockwell Street trenching, looking approximately North*

- A linear section of trench 7.40m long x 0.40m wide and up to 1.05m deep, (0.60m towards the south), with a larger rectangular pit measuring 2.30m long x 0.85m wide and up to 1.35m deep at the southern end, were observed, (No.2 on Fig.8). The stratigraphy included up to 0.34m of tarmac with a concrete base overlying a series of dark, compact silty gravels and lighter orange-brown sandy gravels. These are thought to represent earlier road make-up deposits although there was no direct dating evidence, with the darker fills being the used surfaces and the orangey gravels bedding/levelling material. These deposits continued beyond the limit of excavation.

These deposits were largely found in the southern end of the trench and the pit, the main portion of the trench was cut very obliquely by modern services and the surrounding archaeological deposits were already removed and replaced with backfill surrounding the water pipe.



Fig.12: *West facing section of pit at southern end of Trench 2 showing previous road make-up levels*

- A stretch of open cut trench 28m long x 0.38m wide and 0.95m deep at the centre and 0.45m wide x c.1.10m deep in the southernmost end comprised the final observed section on the 17th May, (No.3 on Fig.8). The stratigraphy differed somewhat from other portions of the trench comprising up to 0.38m of tarmac and concrete base, but overlying a largely homogenous, compacted, dark brown-grey silty gravel with very occasional CBM fragments towards basal deposits, which were slightly lighter buff brown to light greenish brown in colour. The lower deposits made up the bottom 0.10-0.20m of the trench and continued down for an unspecified depth. As with the other sections of trench the upper spreads were interpreted as relatively recent made-ground, although there were no closely datable finds.



Fig.13: *East facing section of Trench 3, showing homogenous made ground*

8.2 On the 19th May 21m of open cut trench was observed, (No.4 on Fig.8). This measured 0.45-0.60m wide and up to 1.2m deep. Modern tarmac with a concrete base measuring 0.30m thick made up the existing ground surface.

In the northern end of the trench this overlay mid-dark brown gravels 0.70m thick which in turn overlay up to 0.20m of lighter yellow-brown gravely-silts; a similar sequence to Trench 3.

In the central portion of the trench the same mid brown sandy gravels were present in the eastern section up to 0.70m in depth, but in the west section the layers formed more distinct lenses including layers of CBM rubble 0.30m thick and yellow lime mortar layers up to 0.15m thick, over several darker gravel deposits.

The southernmost 5m of trench had differing deposits below the tarmac. These included loose yellow sands in the east section and compact dark-greenish deposits in the western side. A sondage was dug to a depth of 1.3m below the present ground surface with these differences observed throughout. It may suggest the presence of some form of linear feature, (eg. a ditch), being present within this end of the trench, but the limited scope of groundworks made further investigation impracticable. Apart from ceramic building material there were no finds, and therefore no close dating evidence.



Fig.14: *Central part of Trench 4, western section*

- 8.3** A short section of trench observed on the 1st of June 2011 revealed no archaeologically significant deposits, (No.5 on Fig.8). It measured 7m in length x 0.5m wide and up to 0.60m deep aligned NW-SE along the junctions of Stockwell Street, Nevada Street and Burney Street. Observed stratigraphy included 0.30m of tarmac and concrete bedding overlying grey, pebble rich, subsoil and modern service backfills.
- 8.4** Nine test pits were observed on the 8th August 2011 along the western side of King William Walk. Two of these at the far south-eastern end, with the junction of Nevada Street, were already backfilled and so were not recorded other than in plan. The first open pit, (Pit.3 on Fig.8), was underwater and again was only recorded from the edge of excavation, but measured 3m in length by 1.6m wide and 1.05m in depth.

Pit 4 comprised modern tarmac on a concrete base, 0.30m thick, overlying 0.20m of mid-light brown gravelly silt over 0.80m of very compact light-brown and mortar flecked silty sand with pebble inclusions. The basal fill was 0.30m of mid-dark brown gravelly silts with frequent rounded pebbles.



Fig.15: *Pit 4, south facing section*

The further 5 pits were recorded in full, but differed only slightly stratigraphically, (Pits.5-9 on Fig.8). Each comprised up to 0.30m of tarmac and concrete base material overlying between 4-5 layers of probable road make-up materials. Two examples are highlighted below.

Pit 5 included 0.15m of medium sized pebbles and dark grey silt overlying 0.20m of smaller gravels, overlying a mixed, crushed red brick/tile layer, 0.12m deep, then a dark brown silty-pebbly layer 0.20m deep and the basal fill which was a mid-strong brown silty-clay 0.35m+ thick.



Fig.16: *West facing section of Pit 5*

Pit 7 had 0.25m of tarmac and concrete base overlying 0.15m of compacted medium sized subangular stone and pebbles mixed with a pale brown-yellow silt, above 0.20m of grey silts with frequent pebble inclusions. Beneath this was a lens of compacted, crushed yellow-white mortar with fragments of red brick and tile, 0.06m thick, overlying a mid-light brown silt with infrequent rounded pebbles 0.16m thick, which in turn overlay another thin layer of mortar 0.04m thick. The basal fill comprised a mottled dark-grey/brown silt containing frequent subangular stones and rounded pebbles, at least 0.40m thick.

No 'natural' deposits were observed.



Fig.17: *West facing section of Pit 7*

- 8.5** On the 12th August 2011 a final visit to King William Walk was conducted to observe c.32m of open cut trench from the northern end of Pit 9 to the junction of King William Walk and Nelson Road. It measured 0.35m wide and up to 1.05m in depth. Like the pits observed on the 8th August the trench had a largely homogenous stratigraphy, with 0.20m of tarmac and concrete base overlying a series of dumped/ made up ground levels. These were either mixed brown clays with brick rubble inclusions up to 0.20m thick, dark-brown clay-silts with frequent gravels, up to 0.55m deep in the southern end, or dark-grey gravel-silt deposits as thick as 0.40m in the northern end.

For two-thirds of the trench archaeological deposits had been truncated by the presence of the underground section of the mainline railway between Greenwich and Maze Hill. This was represented by a vertical cut, backfilled with a compacted yellow to burnt-orange builders sandy-clay, overlying the arched concrete roof for the underground tunnel. This is clearly marked on modern maps, and in the 1913 OS Map in section 3.6 of this report, (Fig.7).

No 'natural' deposits were observed.



Fig.18: East facing section of Trench 6 showing made ground deposits to the right of the frame and construction cut and backfill for the underground rail tunnel to the left



Fig.19: *Trench 6 facing south, with underground rail tunnel in foreground*

- 8.6** At the time of writing no groundworks had been undertaken or observed in Nevada Street and discussions with project managers revealed that no works were to be conducted until after the 2012 Olympic Games in July next year. After further discussion with English Heritage it was agreed that this report would be produced in spite of the fact and would serve as an adequate record for the time being.

9 Summary and Conclusions

Archaeological monitoring undertaken during the Thames Water mains water replacement programme around Stockwell Street and King William Walk, London Borough of Greenwich, recorded existing road surfaces and modern hardcore/concrete bedding overlying mixed road make-up levels and levelling dumps intercut by modern services and related deposits. No 'natural' deposits were observed.

The construction cut for, and the arched concrete roof of, the underground tunnel connecting the mainline rail branch between Greenwich and Maze Hill was uncovered in the trench along King William Walk.

A possible linear feature was observed in the far southern end of trenching on Stockwell Street, deposits differing distinctly in the east and west sections, but these could not be closely dated or fully investigated due to the spatial limitations of the groundwork.

At the extreme Northern end of the Stockwell Street trench a sealed deposit produced several pot sherds of 15th - late 16th century date, and fragments of roof tile which suggest that this may have formed make-up for some sort of path or road surface.

No other archaeologically significant deposits or features were observed, this particularly relates to the remains of any Roman, Saxon or Medieval finds.

10 Bibliography

Compass Archaeology , *Thames Water Water mains replacement works in Stockwell Street, Nevada Street, and King William Walk, London Borough of Greenwich, (AMP5), Specification for an Archaeological Watching Brief*, (Unpublished document), 2011

APPENDIX 1: OASIS Form

OASIS ID: compass1-108414

Project details

Project name	Greenwich, Thames Water Mains Replacement works, TXP11
Short description of the project	<p>Archaeological monitoring undertaken during the Thames Water mains water replacement programme around Stockwell Street and King William Walk, London Borough of Greenwich, recorded existing road surfaces and modern concrete/hardcore bedding overlying mixed road make-up and levelling dumps intercut by modern services and related deposits. No 'natural' deposits were observed. The construction cut for, and the arched concrete roof of, the underground tunnel connecting the mainline rail branch between Greenwich and Maze Hill was uncovered in the trench along King William Walk. A possible linear feature was observed in the far southern end of trenching on Stockwell Street, deposits differing distinctly in the east and west sections, but these could not be fully investigated due to the spatial limitations of the groundwork. At the extreme Northern end of the Stockwell Street trench a sealed deposit produced several pot sherds of 15th - late 16th century date, and fragments of roof tile which suggest that this may have formed make-up for some sort of path or road surface.</p> <p>No other archaeologically significant deposits or features were observed, this particularly relates to the remains of Roman, Saxon, or Medieval finds.</p>
Project dates	Start: 17-05-2011 End: 12-08-2011
Previous/future work	No / Not known
Type of project	Recording project
Site status	World Heritage Site
Site status (other)	Area of Archaeological Potential (APA)
Current Land use	Other 11 - Thoroughfare
Monument type	UNDERGROUND RAILWAY TUNNEL Post Medieval
Significant Finds	SHERDS Medieval SHERDS Post Medieval

Investigation type	'Watching Brief'
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON GREENWICH GREENWICH Stockwell Street and King William Walk
Postcode	SE10
Study area	200.00 Square metres
Site coordinates	TQ 38422 77676 51.4805750106 -0.00637733692198 51 28 50 N 000 00 22 W Point
Site coordinates	TQ 38421 77483 51.4788407510 -0.00646738042297 51 28 43 N 000 00 23 W Point
Lat/Long Datum	WGS 84 Datum

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	English Heritage/Department of Environment
Project design originator	Compass Archaeology
Project director/manager	Compass Archaeology/Geoff Potter
Project supervisor	Compass Archaeology
Name of sponsor/funding body	Morrison MGJV

Project archives

Physical Archive Exists?	Ceramics
Digital Archive recipient	Museum of London archive
Digital Contents	'other'
Digital Media available	'Images raster / digital photography','Survey','Text'
Paper Archive recipient	Museum of London Archive
Paper Contents	'other'
Paper Media available	'Map','Notebook - Excavation',' Research',' General Notes','Plan','Report','Survey ','Unpublished Text'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	THAMES WATER MAINS REPLACEMENT, STOCKWELL STREET, NEVADA STREET AND KING WILLIAM WALK, (AMP5) LONDON BOROUGH OF GREENWICH, SE10, AN ARCHAEOLOGICAL WATCHING BRIEF
Author(s)/Editor(s)	Aaronson, J
Date	2011
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark Street
Description	Short report of the results of the watching brief. Includes historical, archaeological, geological and topographical background of the site, details of the methodology used, photographs and descriptions of all trenches monitored, and brief conclusions reached.

Entered by James Aaronson (james.aaronson@gmail.com)
Entered on 24 August 2011

APPENDIX II: London Archaeologist Summary

Site Address: Thames Water Mains Replacement works, in the vicinity of Stockwell Street and King William Walk, (AMP5), London Borough of Greenwich, SE10

Project Type: Watching Brief

Dates of Fieldwork: 17th May 2011 – 12th August 2011

Site Code: TXP11

Supervisor: Geoff Potter

NGR: TQ 38422 77676 to TQ 38421 77483

Funding body: Morrison MGJV

An archaeological watching brief was undertaken during mains water renewal and replacement works in Stockwell Street and King William Walk, the London Borough of Greenwich, between May and August 2011.

The majority of trenching exposed typical sequences of the existing road layer overlying made-ground and service related deposits. All trenches contained a series of made ground/road make-up deposits. These consisted of very dark grey to dark brown mixed gravels and silts, some containing 19th century brick fragments, probably reflecting the development of the area during this period. In the middle section of King William Walk the arched concrete roof of a tunnel, representing the underground section of the mainline railway between Greenwich and Maze Hill, was observed. At the northern end of Stockwell Street several sherds of 15th –late16th century pottery were recovered from a sealed dump deposit.

APPENDIX III: Pottery from Stockwell St, Greenwich (Site TXP11)

Paul Blinkhorn

The pottery assemblage comprised 6 sherds with a total weight of 42g. It all occurred in a single context, (1), and appears to date to the late 16th century, although residual wares of 15th – early 16th century date are also present. It was recorded using the fabric codes of the Museum of London post-Roman type-series (Vince 1985), as follows:

LLON: **Late London ware**, 1400 - 1500. 3 sherds, 12g.
PMR: **Post-medieval redware**, 1580 – 1900. 1 sherd, 6g.
PMSRY: **Yellow-glazed, slip-coated redware**, 1480 – 1650. 1 sherd, 23g.
TUDG: **'Tudor green' ware**, 1380 – 1550. 1 sherd, 1g.

The wares are all typical finds at sites of the period in London, are in good condition, and appear reliably stratified.

Bibliography

Vince, AG, 1985, The Saxon and Medieval Pottery of London: A review, *Medieval Archaeology* **29**, 25-93

APPENDIX IV: CBM from Stockwell Street, Greenwich TXP11

Sue Pringle

Context No.	CBM date range	Period	Fabric	Form	Count	Weight	Condition	Comments
1	1480-1700	M/P	2271	Peg	5	539	M	Most are latter end of date range, early post-med? No glaze present.
2	1480-1700	P	2276	Peg	5	518		Polygonal nail holes. Probably early part of date range

The Ceramic Building Material, (CBM) recovered from the made ground contexts (1) and (2) at the northern end of Stockwell Street paint a similar picture to that of the pottery as detailed in Appendix III. The CBM comprises fragments of peg tile, later medieval in style, with no glazed material present, suggesting a date no earlier than c.1480.

The two fabric types present, 2271 and 2276 have no real end dates, but 2271 goes out of common use by the late 15th- early 16th century, after this period you get better made tile with finer mouldings, represented by 2276.