

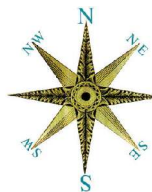
THAMES WATER UTILITIES LTD
WATER MAINS REPLACEMENT WORKS
DEPTFORD AND ST. JOHNS (NORTH)
LONDON BOROUGHS OF GREENWICH AND LEWISHAM

AN ARCHAEOLOGICAL WATCHING BRIEF

May 2008



COMPASS



ARCHAEOLOGY

THAMES WATER UTILITIES LTD
WATER MAINS REPLACEMENT WORKS
DEPTFORD AND ST. JOHNS (NORTH)
LONDON BOROUGHS OF LEWISHAM AND GREENWICH

AN ARCHAEOLOGICAL WATCHING BRIEF

SITE CODE: DSJ 06

SITE CENTRE NGR: TQ 3740 7720

COMPASS ARCHAEOLOGY LIMITED
5-7 SOUTHWARK STREET
LONDON SE1 1RQ

Telephone: 020 7403 9660

Facsimile: 020 7403 9661

Email: mail@compassarchaeology.co.uk

May 2008

©Compass Archaeology Limited

Abstract

An archaeological watching brief was undertaken between August 2006 and June 2007. This was on water mains replacement works carried out by Thames Water Utilities Ltd. in the Deptford and St. Johns (north) area. Preliminary consultation with English Heritage highlighted a number of roads where archaeological observation and recording should take place. Works comprised a mixture of open cut trenches and pits linked by pipe insertion or drilling.

No significant archaeological finds or features were observed during the course of the watching brief. Deposits below the modern road make-up deposits generally consisted of recent made ground, or service backfills. The only finds consisted of ceramic building material and occasional pottery, of later 19th or 20th century date. Where cleaner deposits could be seen to exist (such as the silt towards the southern end of Deptford Church Street) these were sterile of finds or features and were often disturbed by services. This alluvial silt is most probably related to the tidal reach of River Ravensbourne (this area known as the Deptford Creek). It is also possible the high level of the silts could be explained by the presence of tidal mills as seen on historic maps of the area¹.

No natural deposits were encountered during the course of this watching brief with the exception of the possibly redeposited gravels and clay seen in deep excavations at the northern end of Deptford High Street.

¹ *inter alia* Rocque 1746 and Standford 1862

Contents	page
1 Introduction and Acknowledgements	1
2 Site Location and Geology	3
3 Archaeological and Historical Background	3
4 Archaeological Research Questions	5
5 The Archaeological Programme	5
5.1 Standards	5
5.2 Fieldwork	5
6 Post-Excavation Work	6
7 The Archaeological Watching Brief	6
7.1.1 Brookmill Road	7
7.1.2 Deptford Braodway/New Cross Road	9
7.1.3 Deptford Church Street	10
7.1.4 Deptford High Street	11
7.1.5 Creek Road	14
8 Conclusions	16
9 Bibliography	18
Appendix I: OASIS Data Collection Form	19
Appendix II: <i>London Archaeologist</i> publication summary	21

List of Figures		page
1	Location map of all areas selected for archaeological observation and recording in Deptford and St. Johns (north).	2
2	Views of the trenching in Brookmill Road.	8
3	The northwest facing section for the trench outside Nos. 48-50 Deptford Broadway.	9
4	General shot of groundworks on either side of the Deptford Church Street.	10
5	View of alluvial deposits exposed in section on the eastern side of the Deptford Church Road.	11
6	Looking north from the railway bridge up Deptford High Street at ground works on either side of the carriageway.	11
7	Pit in the western carriageway outside No. 157 Deptford High Street, showing road make-up, made ground deposits.	12
8	Excavations on the eastern side of the road adjacent to Nos. 162-164 High Street.	12
9	Pit in the eastern carriageway outside No. 200 Deptford High Street, and a narrow trench to the north dug into Lamerton Street.	13
10	East-facing section outside No. 212 Deptford High Street.	13
11	Monitoring groundworks at the northern end of Deptford High Street.	14
12	Views of trenching in the southern carriageway of Creek Road.	14
13	The north facing section in the triangle of open paved area on the north side of Creek Road.	15

Figure 1 reproduced with the permission of the Ordnance Survey on behalf of the Controller of HMSO ©Crown Copyright. All rights reserved. Compass Archaeology Ltd., licence no. AL 100031317

1. Introduction and Acknowledgments

- 1.1 This report describes the results of an archaeological watching brief undertaken in the area of the Deptford and St Johns (North) in the London Boroughs of Lewisham and Greenwich during water mains replacement works by Thames Water Utilities Ltd. Archaeological monitoring began in late August 2006 and continued with regular visits up to June 2007.
- 1.2 The area affected by groundworks forms a group of roads within the area defined by Thames Water Utilities Ltd (New Cross DMA). Mark Stevenson at English Heritage proposed the observation and recording of selected street sections within the replacement works area, according to their archaeological potential. Street sections selected for the watching brief programme are listed below and are highlighted in figure 1 below.

Selected streets	Sections highlighted for monitoring
Brookmill Road	North end only, as far south as junction with Strickland Street.
Creek Road	West end only, between junction with Creekside in the east and Deptford High Street to the west.
Deptford Church Street	From junction with Giffin Street in the north to junction with Deptford Broadway in the south.
Deptford Broadway	From junction with Deptford Church Street running west into its transition to New Cross Road up the junction with Florence Road.
Deptford High Street	North of Deptford train station only, up to junction with Creek Road.

- 1.3 Originally Borthwick Street (to the north of Creek Road) had also been selected for inclusion in the archaeological monitoring. However, the project design was altered during the works programme and the mains route was subsequently changed. The new sections to undergo open cut excavation and directional drilling were further from the areas considered to be archaeologically significant and English Heritage deemed their monitoring unnecessary given the evidence for WWII bomb damage in the area.
- 1.4 Archaeological observations were carried out during contractor's groundworks within the selected areas, coverage being determined by the nature and extent of the exposed deposits. Potential remains were investigated by hand, with recording and recovery of dating evidence as appropriate.

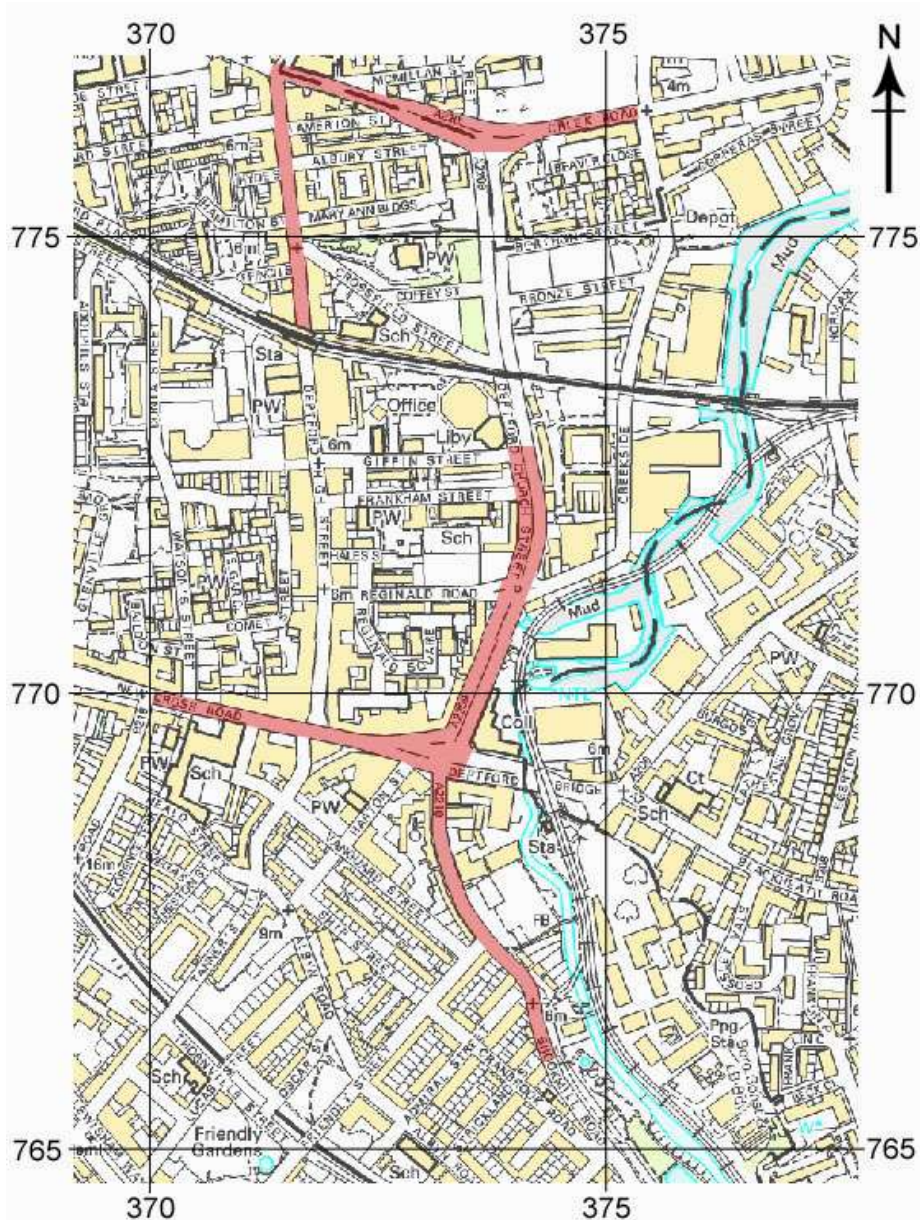


Fig. 1 Location map of all areas selected for archaeological observation and recording in the Deptford and St. Johns (north) mains replacement works area, in relation to the Ordnance Survey map.

Reproduced with the permission of the Ordnance Survey on behalf of the Controller of HMSO ©Crown Copyright. All rights reserved. Compass Archaeology Ltd., licence no. AL 100031317

1.5 Acknowledgments

The archaeological watching brief was originally commissioned by Arabella Bramley, Ecology and Conservation, Thames Water Utilities Ltd. Further assistance during the fieldwork was given by representatives of the main contractor, Morrison Utilities Services Limited.

2. Site Location and Geology

- 2.1 The archaeological fieldwork covered an area with overall dimensions of some 1km north-south by 400m east-west. The monitoring area was approximately centred at NGR TQ 3740 7720. The land here slopes to the northeast and towards the Thames, with the highest road spot height at the western section Deptford Broadway (8.4m OD) and the lowest at the eastern end of Creek Road (5.1m OD).
- 2.2 The River Thames (Greenwich Reach) runs just 400m away to the north of Creek Road. Deptford Creek, the historical boundary between the boroughs of Lewisham and Greenwich, is also situated in very close proximity to the monitored area and can be seen in figure 1 above.
- 2.3 The British Geological Survey (1998, *South London. Sheet 270*) indicates that this area is covered by a fairly recent River Terrace Deposit (Taplow Gravel), further overlaid in the area of Borthwick Street and on the eastern side of Brookmill Road by alluvium.

3. Archaeological and Historical Background

- 3.1 The GLSMR has many entries for sites and find spots in the vicinity of the proposed water main replacement works. These have been summarised below by period, but in relation to the monitored areas.

3.2 Prehistoric

A few items of prehistoric material including flint artefacts have been found, both on the Thames foreshore, in the Thames itself and from inland locations. Prehistoric deposits, dating generally from the Early Bronze Age to the Later Iron Age, have been encountered across the area. A pit containing a saddle quern and a flint flake were found in a small pit at the Dover Castle public house on Deptford Broadway. Excavations at Deptford Pumping Station (former), Deals Gateway, Brookmill Road, revealed the edge of a possible burnt mound.

3.3 Roman

At Stowage Wharf, Deptford, a Roman coin was found during excavations at the former Deptford Power Station in 1947 and abraded Roman pottery has been recovered from the area, these isolated finds may be taken to indicate some form of Roman activity. An archaeological excavation carried out on the site of the former Deptford Power Station at the east end of Borthwick Street, in 1997, uncovered a layer of reworked brickearth, possibly representing a Roman ploughsoil, which contained thirty-two sherds of Roman pottery. The area has also produced evidence of a Roman alluvial (waterlain) layer, representing a rise in water level of the Thames in the Roman period.

The line of the Roman road from Canterbury to London Bridge through Deptford has yet to be found, but it is likely to have passed along the line of Deptford Broadway, and it is thought probable that there was a Roman

settlement there, well to the south of the River Thames. At No. 7 Deptford Broadway a Roman ditch was recorded in 2003 (originally found in 1989 and 1992).

3.4 Saxon

Two Saxon graves were excavated at the Dover Castle public house on Deptford Broadway. One burial contained early Saxon (*c* AD 410 – 650) grave goods while the second contained seventh century finds. The finds from the first burial could have been heirlooms and both burials could date to the middle Saxon period (*c* AD 650 – 850).

The name Deptford is derived from the Anglo-Saxon for ‘deep ford’ indicating the crossing of the Ravensbourne River at this time.

3.5 Medieval

This area and particularly Deptford Strand to the north was certainly populated by the thirteenth century, and increasingly so in the later medieval period. The initial basis of the economy of the Deptford Strand settlement was probably fishing in the Thames. In 1279 there was a dispute over fishing rights in the pond on the later site of the Royal Navy Dockyard, to the west of Watergate Street. There are fourteenth and fifteenth century references to fishermen and fisheries along the Deptford Strand shore. The shipbuilding industry at Deptford Strand is known to have begun in 1420 with the rebuilding and refitting of royal ships and the digging of a dock in a former garden belonging to William Ramsey (the precise location has not been traced). There had probably been earlier activity for which evidence no longer survives, and by the end of the fifteenth century, shipbuilding activity was well established. In 1464 William Rose purchased timber from the Bridge House store at Southwark to build a ship at Deptford Strand. Ten years later a tenement was rented from the Bridge House estate there to repair a royal ship called the ‘Antony Camfere’.

3.6 Post-Medieval

With the formation of The East India Company in 1600 ships set sail from Deptford, bound for the Far East. The Company records from the part of the seventeenth century still survive at the British Library India Office, covering the period of the Company’s direct activity in Deptford from 1601 to 1646. The Company was building ships here from 1608-9, in a pre-existing dock, which it had hired through its ship-builder, William Burrell.

There are also a significant number of other recorded medieval and post-medieval sites in the area, which for reasons of brevity and space cannot all be included here.

4. Archaeological Research Questions

The objectives of the archaeological watching brief included contributing to knowledge of the archaeology of the area through the recording of remains exposed as a result of excavations in connection with the groundworks.

This fieldwork presented an opportunity to address the following general research questions:

- Is there any evidence for prehistoric to medieval activity, and what is the nature of this?
- What evidence is there for post-medieval activity, and what is the significance of this?
- At what level do archaeological deposits survive in the highway across the area?
- Can the watching brief works inform on the site-specific research questions of local archaeological sites?

5. The Archaeological Programme

5.1 Standards

The field and post-excavation work was carried out in accordance with English Heritage guidelines (in particular, *Standards and Practices in Archaeological Fieldwork, Guidance Paper 3*). Works also conformed 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 the recording and drawing sheets used were directly compatible with those developed by the Museum.

5.2 Fieldwork

5.2.1 Attendance

The archaeological watching brief took place during contractors' groundworks, and involved one archaeologist on site as required to monitor works and to investigate and record any archaeological remains. Liaison was maintained with the groundworks team to ensure a presence on site as and when necessary.

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

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

5.2.2 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 as appropriate on *pro-forma* context or trench sheets, and/or drawn in plan or section generally at scales of 1:10 or 1:20. 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 will be concluded by the ordering and deposition of the site archive.

6.1 Finds and samples

No finds were observed for analysis and no samples were taken at any point during the course of the watching brief.

6.2 Report procedure

Copies of this report will be supplied to the Client, English Heritage, and the appropriate local libraries.

The level of reporting was determined by the results of the fieldwork. 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*.

6.3 The site archive

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

7. The Archaeological Watching Brief

Archaeological monitoring in the study area consisted of regular visits by one or more archaeologists to observe and record open groundworks. The level of recording was determined by the nature of the exposed deposits, and as the majority of trenches were negative for archaeological material, a simplified recording method was employed. Excavated areas were recorded under a set of required elements on a 'Trench Record Sheet' and supplemented with sketch location plans, representative sketch sections and photography. The standard recorded elements constituted length, width and depth of excavations (in metres or millimetres as appropriate), location, orientation, brief description and

dimensions of exposed deposits, and methods/conditions. All photographs in general covered section shots, overall trench shots and where possible a wider location shot.

A single site code DSJ 06 was used to cover all archaeological monitoring within the designated area (as defined by the areas highlighted in red in figure 1 above).

7.1 Streets within the monitored study area

No significant archaeological finds or features were observed during the course of the watching brief. Due to the nature of archaeological monitoring and recording, the results will be presented as a brief summary of specific areas, defined by individual roads within the study area as shown in figure 1 and described in section 1.2 above.

7.1.1 Brookmill Road

In the early stages of the watching brief, a series of pits were observed running from the junction with Admiral Street south beyond the limit of the study area. These small pits measured approximately 2m by 2m and reached depths of between 0.8m and 1.1m. Below the tarmac road surface, and concrete hardcore (total thickness of 0.4m) a mixed soil-rubble was observed, with no finds or features.

At a later date, a long stretch (at least 60m approximately north to south) of open cut trenching was observed on various occasions along the western kerb line (0.5m into the road), running south from the junction with Deptford Broadway up to the junction of No. 4 Brookmill Road. This varied in width from 0.5m to 1.5m (though generally the former) and had an approximate depth of 0.9m. 0.3m of hardcore was observed below the present ground surface, and below this was 0.6m of light brown sandy soil with frequent broken ceramic building material (CBM) inclusions, which is considered to be backfill/made ground.

In the east and west facing sections, red brick wall bases (likely to be either earlier basements or coal cellars at this depth) could be seen in the trench towards its southern end (opposite the building line of No. 4 Brookmill Road). At least 7 courses of red bricks were exposed and were bonded with a light grey soft mortar; the wall bases were less than 0.5m wide. It seems most likely this *in situ* brickwork represented the remains of former buildings along Brookmill Road before the street line was widened to its present size. Stanford's 1862 Library Map of London and its Suburbs clearly shows the street (then Mill Lane) as narrow compared to other roads in the area. It is lined with buildings on both sides, whose footprint would now extend into the modern highway. Whilst it is not possible to date the structures (due to such a small exposed section and the tightly bonded brickwork preventing brick sampling), a reference does exist for the clearing of buildings along this road at the end of the 19th century².

² <http://www.ideal-homes.org.uk/lewisham/main/st-johns-deptford-new-town-case-study.htm>



Fig. 2 Views of the trenching in Brookmill Road. *Top left:* monitoring works just north of Admiral Street, looking south. *Top right:* west-facing section in the northern part of the street. *Lower left:* long section of open cut trench in Brookmill Road, looking south. *Lower right:* part of an *in situ* brickwork wall base exposed in section

Other sections along the same road showed much greater modern disturbance and sequences of made ground. Earlier services cutting the trenches and their associated multiple backfills, and present road make up largely account for the deposits observed.

7.1.2 Deptford Broadway/New Cross Road

Only the area of road immediately west of the junction with Deptford Church Street is known as Deptford Broadway. Further along (but still inside the study area) the road is named New Cross Road. For this reason, monitoring visits under both road names are included in this section.

Approximately 10m of open trenching was observed extending from the junction with Deptford Church Street to opposite the junction with Harton Street. The trench measured 0.65m wide by 0.9m deep and contained dark yellow coarse sand with occasional redbrick rubble. No archaeological features or deposits were observed in this eastern section of trenching.

Later visits further to the west observed a series of small pits located on the southern kerb line or in the southern pavement outside nos. 45, 46, 48, 53 and 56 Deptford Broadway. Two small trenches were located near outside No. 48-50 and the point where Deptford Broadway becomes New Cross Road. These measured 6m by 2m with a depth of 1.33m and 9m by 1m with a depth of 1m respectively. Both trenches revealed layers of hardcore and concrete below the road and pavement surfaces. The eastern trench had a medium brown sandy silt with large amounts of rubble and CBM, this blended with more orange flint gravels towards the base of the trench. The more western open cut section revealed a much cleaner dark grey fine sandy silt deposit at the base of the trench. These lower deposits are considered to be made or reworked ground, although no finds dating evidence was recovered.

Much of the excavated area in Deptford Broadway and New Cross Road showed massive disturbance by large old services crossing and running through the trenches. Where the area has been less disturbed a dark silt comprised the majority of the deposits observed; this contained occasional post-medieval ceramic building material but was not closely dated.



Fig. 3 The northwest-facing section for the trench outside Nos. 48-50 Deptford Broadway (scale 0.5m)

7.1.3 Deptford Church Street

Initially trenching was observed on the footpath extending both north and south from the junction with Reginald Road. Approximately 15m in total was observed, measuring 0.5m wide and 0.6m to 0.9m deep. Further intermittent trenching was observed extending north from opposite the entrance to No. 17 Deptford Church Street (on the western side of the road, as indicated in Figure 4 below). These trenches generally revealed only services disturbance and backfill. No archaeological finds, features or deposits were observed.

A later visit monitored a long trench cut located on the eastern side of the road, about 1m out from kerb. This ran from just south of Lewisham College entrance to the corner of Deptford Bridge. The total overall length of open cut was approximately 100m long, and it was *c* 0.33m wide. At the northern end a compact gravely brown silty soil was overlain by brick rubble, and was cut by a modern frogged brick wall base (crossing the base of the trench obliquely southwest to northeast). In this area trench was *c* 1.1m deep.

To the south, around one-third of the way along the trench from the northern end the lower deposits became darker and more silty. The firm and homogeneous dark grey sandy silt, which was not bottomed even at the trench's deepest point (1.4m), was some 380mm to 600mm below the present surface, overlain by modern disturbance and road make-up layers. The silt contained a couple of small and partially decayed timber posts or stakes (*cf.* figure 5 below), but no other material.



Fig. 4 General shot of groundworks on either side of the Deptford Church Street carriageway; the 100m long trench to the east having been partly reinstated by the time this photograph was taken. Looking north towards the roundabout and junction with Creekside/ Reginald Road.



Fig. 5 View of alluvial deposits exposed in section on the eastside of Deptford Church Street. The deposits here contained a single decayed timber (at centre base) but were otherwise sterile and directly overlain by modern rubble/ road make-up.

7.1.4 Deptford High Street

A series of small trenches and pits were observed on both sides of Deptford High Street, to the north of the station.

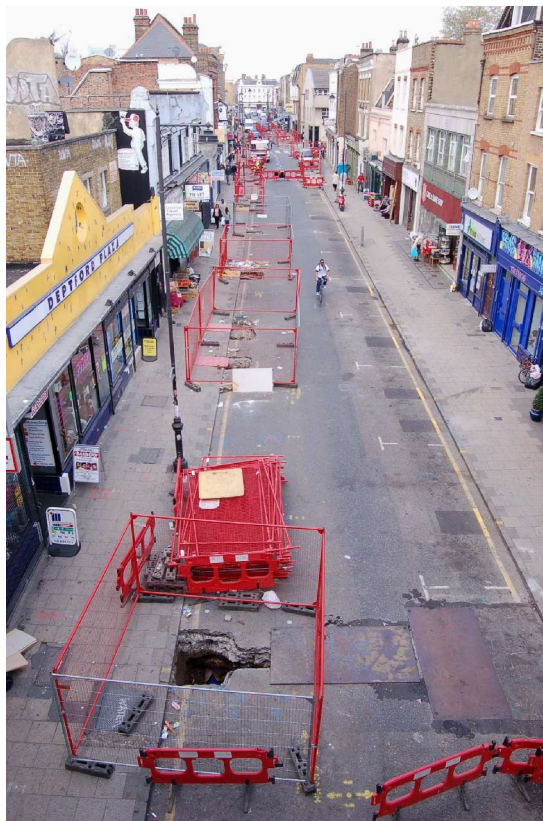


Fig. 6 Looking north from the railway bridge up Deptford High Street at groundworks on either side of the carriageway; on the eastern side foreground including a number of backfilled pits.

Almost all the excavations were 0.8m to 1.0m deep, and all exposed modern made ground/backfill with the previous services below present road make-up. Earlier deposits and/or natural deposits were not apparent.



Fig. 7 Pit in the western carriageway outside No. 157 Deptford High Street, showing road make-up, made ground deposits and (to left of the 0.5m scale) the former cast iron water mains now cut and awaiting insertion of the new pipe.



Fig. 8 Excavations on the eastern side of the road adjacent to Nos. 162-164 High Street.



Fig. 9 *Left*: pit in the eastern carriageway outside No. 200 Deptford High Street, with a very large pipe visible at the base of the trench, and *right*: a narrow trench to the north dug eastwards into Lamerton Street.



Fig.10 East-facing section outside No. 212 Deptford High Street, with a corroded cast iron pipe exposed in the foreground. A further iron pipe is visible in section either side of the 0.5m scale

At the northern end of Deptford High Street further larger, irregularly shaped pits and areas of open cut were observed (figure 11). The largest of these reached a vast depth of 5.4m. This revealed successive layers of made ground, and at the base of the trench probable natural clay and gravels were observed, although these may have been disturbed or redeposited. In addition, Morrison site contractors reported encountering a large oyster shell concentration just south of the centre of the junction with Creek Road.



Fig.11 Monitoring groundworks at the northern end of Deptford High Street (just to the north of figure 10), looking north-west.

7.1.5 Creek Road

Trenching was observed along the entire length of the relevant section of Creek Road over the course of the watching brief. Initially a long section of open cut ran along the southern carriageway about 1.2m out from the kerb. This started in the east at the junction with Creekside, and ran almost continuously to the junction with Deptford High Street (with a few breaks of unopened areas). This long narrow trench revealed no archaeological features or finds below the modern road make up.



Fig. 12 Views of trenching in the southern carriageway of Creek Road. Looking west.

Open trenching was also observed on the north kerbside extending east from the junction with McMillan Street to the junction with Gonson Street. The trench generally measured 0.55m wide by 1m deep. Below modern road make-up the trench contained a mixed soil and rubble fill with occasional tile and clay pipe inclusions throughout.

An area of open cut was observed on the north side of Creek Road, where there is an open triangle just to the east of Deptford High Street. This open area is where McMillan Street diverges off to the northeast from the main carriageway of Creek Road. The trench ran the entire length of the northern side of the triangle, just short of the junction with the main carriageway.

The present ground surface of brick paving in sand bedding (and concrete) overlaid a former cobbled surface of granite setts. Below these were multiple layers of concrete. The last 300-400m of the trench was made up of mixed soily rubble with crushed red CBM inclusions, which probably represents made ground deposited prior to the construction of the former cobbled area.



Fig. 13 The north facing section in the triangle of open paved area on the north side of Creek Road, just east of the Deptford High Street junction.

In the paving on the south side of Creek Road, on the southeast corner of the junction with Deptford High Street, a large area measuring 7m (east to west) by 1.2m (north to south) was excavated to a depth of 1.6m. The top 0.9m was comprised of concrete and shingle/gravel make up. Below this was a mid brown loose silty soil with frequent pebbles and concrete and CBM inclusions that had been heavily disturbed by services cutting the trench. A large wooden beam ran along the approximate centre-line of the trench, which was seen to be supporting a number of pipes, with the old water main beneath.

8. Conclusions

8.2 Assessment of the results of the watching brief

- *Is there any evidence for prehistoric to medieval activity, and what is the nature of this?*

There was no evidence for prehistoric to medieval activity within the study area.

- *What evidence is there for post-medieval activity, and what is the significance of this?*

The made ground deposits encountered were all fairly modern (later 19th to 20th century). *In situ* brickwork observed in Brookmill Road provides evidence for later post-medieval road widening as documented in historical maps of the area (c 1900). The presence of alluvial silts on the eastern side of Deptford Church Street just below the modern road base could be the result of ground truncation to this level prior to the widening and construction of the present highway, as there was no sign of the buildings recorded in this area in the mid-later 19th century. The silt itself might also be related to the Deptford Creek post-medieval tide mills in the area, as shown (for example) on Rocque's map of 1746.

- *At what level do archaeological deposits survive in the highway across the area?*

There were no significant archaeological deposits. The 19th to 20th made ground deposits common to most of the areas were observed directly beneath the modern road surface. In Deptford Church Street alluvial silts (possibly related to the Deptford Creek tide mills marked on historic maps) were encountered at a surprisingly high level (immediately below road make-up hardcore) and could represent previous truncation to this level.

- *Can the watching brief works inform on the site-specific research questions of local archaeological sites?*

Given the lack of archaeological material encountered during the watching brief it is unlikely the works can generally inform on the research questions of local archaeological sites, except perhaps through the recording of negative evidence. The alluvial deposits in Deptford Church Street may relate to past human activity (*ie.* tide mills) or simply to the former tidal floodplain of the Creek.

8.2 Discussion and summary

No significant archaeological finds, features or deposits were encountered during the course of this nine-month watching brief. Deposits below the modern road make-up hardcore generally consisted of recent made ground, or service backfills. Where cleaner deposits could be seen to exist (such as the silt in Deptford Church Street) these were sterile of finds or features and were often disturbed by services. This alluvial silt is most probably related to the tidal reach of River Ravensbourne (this area known as the Deptford Creek). It is also possible the high level of the silts could be explained by the presence of tidal mills as seen on historic maps of the area³.

³ *inter alia* Rocque 1746 and Standford 1862

Where cobbles were set in concrete (below the present road surface) these were considered to be of fairly recent origin – examples elsewhere indicating that these might even be post-war. The probable 19th century wall bases seen in Brookmill Street (demolished *c* 1900) most likely represent the oldest encountered remains observed during the period of archaeological observation and recording. Primarily this can be attributed to the relatively shallow depth of the service trenches and the previous disturbance caused by the development of this area and the associated necessary services.

No natural deposits were encountered during the course of this watching brief, with the exception of the possibly redeposited gravels and clay seen at the northern end of Deptford High Street.

9. Bibliography

British Geological Survey, 1998 *South London. England & Wales Sheet 270. Solid and Drift Geology*. 1:50 000

Compass Archaeology. 2006 *Thames Water Utilities Ltd. Water mains replacement works, Deptford and St John's (north). London Boroughs of Greenwich and Lewisham. Written Scheme of Investigation for a Programme of Archaeological Observation and Recording*.

English Heritage 1998. *Standards and Practices in Archaeological Fieldwork, Guidance Paper 3*

Institute of Field Archaeologists 1999 *Standard and Guidance for an archaeological watching brief*

Ordnance Survey map (current edition)

Rocque, J 1746 *Exact survey of the cities of London and Westminster...with the country near 10 miles around*.

Stanford 1862 *Library Map of London and its Suburbs*

Appendix I: OASIS Data Collection From

Project details

Project name	THAMES WATER MAINS REPLACEMENT WORKS, DEPTFORD AND ST. JOHNS (NORTH). An Archaeological Watching Brief
Short description of the project	An archaeological watching brief was undertaken between August 2006 and June 2007 during water mains replacement works carried out by Thames Water Utilities Ltd. in the Deptford and St. Johns (north) area. Preliminary consultation with English Heritage selected a number of roads where archaeological observation and recording should take place. Works comprised a mixture of open cut trenches and pits linked by pipe insertion or drilling. No significant archaeological finds or features were observed. Deposits below modern road make-up generally consisted of recent made ground, or service backfills. The only finds consisted of ceramic building material and occasional pottery, of later 19th or 20th century date. Cleaner silt deposits towards the southern end of Deptford Church Street were sterile of finds or features and were often disturbed by services. This alluvial silt is probably related to the tidal reach of River Ravensbourne (this area known as Deptford Creek). It is also possible that the high level of silts could be explained by the presence of tidal mills as seen on historic maps of the area. No natural deposits were encountered during the course of this watching brief with the exception of possible redeposited gravels and clay seen in deep excavations at the northern end of Deptford High Street.
Project dates	Start: 14-08-2006 End: 01-06-2007
Previous/future work	Not known / Not known
Any associated project reference codes	DSJ 06 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	N/A None
Significant Finds	N/A None
Investigation type	'Watching Brief'
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON LEWISHAM DEPTFORD AND NEWCROSS Selected roads in Deptford and St. Johns (north)
Site location	GREATER LONDON GREENWICH GREENWICH Selected roads in Deptford and St. Johns (north)
Postcode	SE8
Study area	1.40 Kilometres
Site coordinates	TQ 3740 7720 51.4765468990 -0.02127241513590 51 28 35 N 000 01 16 W Point
Height OD	Min: 0m Max: 0m

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
Project supervisor	Compass Archaeology
Type of sponsor/funding body	Thames Water Utilities

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London archive
Digital Archive ID	DSJ 06
Digital Contents	'other'
Digital Media available	'Images raster / digital photography','Text'
Paper Archive recipient	Museum of London Archive
Paper Archive ID	DSJ 06
Paper Contents	'other'
Paper Media available	'Context sheet','Map','Photograph','Report'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	THAMES WATER UTILITIES LTD, WATER MAIN REPLACEMENT WORKS, DEPTFORD AND ST. JOHNS (NORTH). An Archaeological Watching Brief
Author(s)/Editor(s)	Johnson, K.
Other bibliographic details	1
Date	2008
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark Street, London, SE1 1RQ
Description	Spiral bound grey literature report
Entered by	Katie Johnson (mail@compassarchaeology.co.uk)
Entered on	23/05/08

Appendix II: *London Archaeologist* publication summary

Site Address:	Selected streets in Deptford and St. Johns (north), London Boroughs of Greenwich and Lewisham
Project type:	Watching brief.
Dates of Fieldwork:	August 2006 to June 2007
Site Code:	DSJ 06
Supervisor:	Colin Reid, Rosie Cummings, <i>etc.</i>
NGR:	TQ 3740 7720 (approx. centre).
Funding Body:	Thames Water Utilities Ltd

This involved archaeological watching brief works on Thames Water Victorian Mains Replacement Works within several streets in the London Borough of Lewisham and Greenwich. No significant archaeological finds or features were observed. Deposits below the modern road make-up deposits generally consisted of recent made ground, or service backfills. The only finds consisted of ceramic building material and occasional pottery, of later 19th or 20th century date. Where cleaner deposits could be seen to exist (such as the silt towards the southern end of Deptford Church Street) these were sterile of finds or features and were often disturbed by services. This alluvial silt is most probably related to the tidal reach of River Ravensbourne (this area known as the Deptford Creek). It is also possible the high level of the silts could be explained by the presence of tidal mills as seen on historic maps of the area.

No natural deposits were encountered during the course of this watching brief with the exception of the possibly redeposited gravels and clay seen in deep excavations at the northern end of Deptford High Street.