



EAST LONDON LINE EXTENSION PROJECT Haggerston Station London

London Borough of Hackney
An archaeological evaluation report
December 2005



MUSEUM OF LONDON
Archaeology Service

EAST LONDON LINE EXTENSION
PROJECT
Haggerston Station
London

London Borough of Hackney

An archaeological evaluation report

Site Code: LSD05
National Grid Reference: 533500 184125

Project Manager
Author
Graphics

George Dennis
Tony Mackinder
Jane Dunn

Summary (non-technical)

This report presents the results of an archaeological evaluation carried out by the Museum of London Archaeology Service on the site of the proposed East London Line station at Haggerston. The site was within railway arches below the present, disused, viaduct adjacent to Lee Street, London E8. The report was commissioned from MoLAS by Transport for London (TfL) as part of a wider programme of archaeological works being carried out for the East London Line Project.

Two of the three proposed evaluation trenches were evaluated in this phase of work.

The results of the field evaluation have helped to refine the initial assessment of the archaeological potential of the site. Above the natural brickearth was an agricultural soil horizon and post-medieval land raising dumps. A brick well and drain are evidence of late 18th/19th century buildings cleared for construction of the railway c 1870.

In the light of these results, the report concludes that the proposed redevelopment will have a low, localised impact upon remains considered to be of limited, local significance. It is therefore recommended that an appropriate mitigation strategy would be a Watching Brief during construction.

Contents

1	Introduction	4
1.1	Site background	4
1.2	Planning background	4
1.3	Origin and scope of the report	4
1.4	Aims and objectives	5
2	Topographical and historical background	8
2.1	Topography	8
2.2	Prehistoric	8
2.3	Roman	8
2.4	Medieval	8
2.5	Post-medieval	8
3	The evaluation	10
3.1	Methodology	10
3.2	Results of the evaluation	10
3.3	The finds	11
3.3.1	<i>Pottery</i>	<i>11</i>
3.3.2	<i>Fabrics and forms</i>	<i>11</i>
3.3.3	<i>Discussion</i>	<i>12</i>
3.3.4	<i>Glass</i>	<i>12</i>
3.3.5	<i>Clay tobacco pipes</i>	<i>12</i>
3.3.6	<i>Forms</i>	<i>12</i>
3.3.7	<i>Discussion</i>	<i>13</i>
3.4	Conclusions	13
3.5	Assessment of the evaluation	14

4	Archaeological potential	17
4.1	Realisation of original research aims	17
4.2	General discussion of potential	17
4.3	Significance	17
5	Proposed development impact and recommendations	18
6	Acknowledgements	18
7	Bibliography	19
8	NMR OASIS archaeological report form	20

List of Illustrations

Fig 1	Site location	6
Fig 2	Areas of investigation	7
Fig 3	Greenwood's map of 1824-26	9
Fig 4	Stanford's map of 1862	9
Fig 5	Plan showing brick well and section in TP5	15
Fig 6	Section in TP6	16

1 Introduction

1.1 Site background

An archaeological field evaluation has been carried out by the Museum of London Archaeology Service (*MoLAS*) on behalf of Transport for London (*TfL*), as part of the East London Line Project (*ELLP*) - Northern Extension. This site is the location for a proposed Haggerston station. It is presently within railway arches, beneath the disused viaduct to the north of Lee Street E8 in the London Borough of Hackney. The OS National Grid Reference for the centre of site is 533500 184125. The level of the ground slab was 17.60 OD and pavement level to the south in Lee Street is 17.63m OD. The Museum of London site code is LSD05.

A desk-based Archaeological Impact Assessment addresses the area of the ELLP Northern Extension generally (*MoLAS, 2001*) and a site-specific archaeological project design has also been produced (*MoLAS, 2003*). Within these documents, the site is referred to as Area 1, Site A.

1.2 Planning background

Planning Consent was given to the proposed redevelopment by order under the Transport and Works Act 1992, granted by the Secretary of State on Feb 10th 1997. This requires a programme of archaeological work to be carried out, in accordance with an approved Written Scheme of Investigation (*WSI*). The ELLP *WSI* includes the project design specific to this site, defining the scope of archaeological works to be undertaken and approved by English Heritage on behalf of the Local Planning Authority (*MoLAS, 2003*).

1.3 Origin and scope of the report

The field evaluation and report form part of the approved archaeological programme for ELLP and have been prepared within the relevant professional standards (*IFA, 2001*). The report:

- presents the results of the field evaluation
- assesses their significance against the background of the original desk-study and the objectives set out in the project design
- summarises the current scheme design in terms of potential archaeological impacts
- makes recommendations for any mitigation measures that may be advisable

The report and its conclusions are subject to comment and approval by English Heritage, on behalf of the Local Planning Authority.

1.4 Aims and objectives

All MoLAS fieldwork is undertaken within a framework of overall archaeological priorities established for London (*Museum of London, 2002*).

More specific objectives were also included in the archaeological project design for the site (*MoLAS, 2003, Section 2*):

- *assess the geological strata, particularly survival of the gravel and brickearth in relation to mineral extraction*
- *locate and sample any evidence for prehistoric landscapes and land uses*
- *is there evidence of rural land use alongside the Roman road, e.g. field systems?*
- *is there evidence of medieval agriculture in the rural hinterland of Haggerston village, including the Saxon origins suggested by place name and documentary sources?*
- *assess the nature, pattern and chronology of urbanisation*

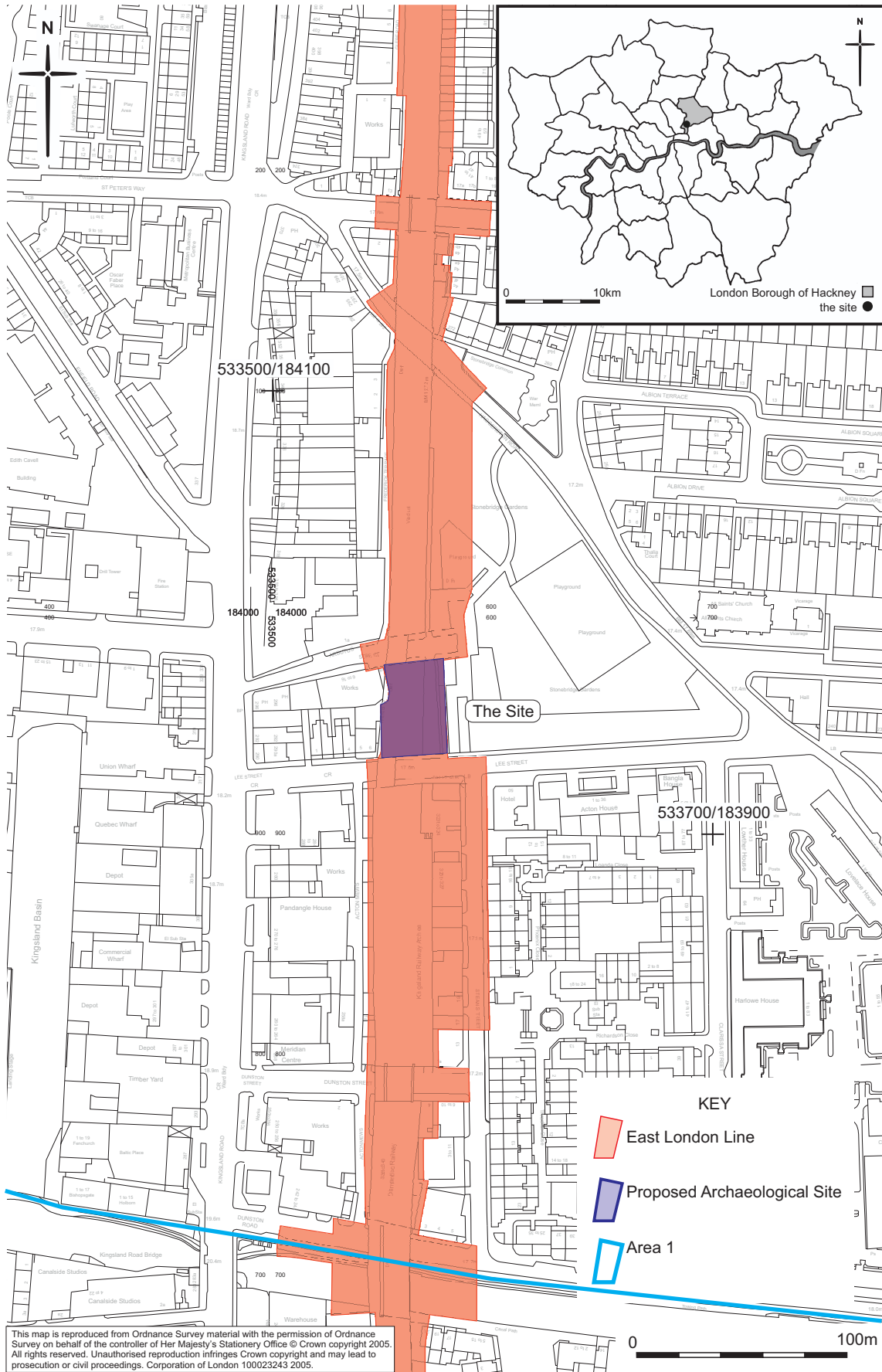


Fig 1 Site location



Fig 2 Proposed evaluation trial pits

2 Topographical and historical background

2.1 Topography

A clayey silt (brickearth) overlies the Hackney Gravels, although (as its name indicates) this and the underlying gravel will have been quarried locally. Surviving brickearth was located at a nearby excavation on the Holly Street Estate at 16.36 to 16.53m OD. The general trend is for the land surface to rise towards the north.

2.2 Prehistoric

No prehistoric evidence or finds have been found in the vicinity of the site.

2.3 Roman

To the west of the site the main Roman road north from the City, Ermine Street, closely follows the course of modern day Bishopsgate and Kingsland Road. The area would have been agricultural, with the potential for features such as field ditches alongside. No evidence for Roman occupation has been found in the vicinity of the site.

2.4 Medieval

The site lay in the rural hinterland of Haggerston, the place name suggesting Saxon origins, although this was probably a small farmstead settlement rather than a larger village.

2.5 Post-medieval

See figs 3 and 4

Since the 17th century the area around Kingsland Road has been used as brickfields, pasture and market gardens. Rocque's map of *c* 1746 shows there had been almost no development along Kingsland Road and the area of the site was fields. Urbanisation began in the late 18th century and by the time of the Greenwood map in 1824-26, Kingsland Road was largely built up and the site was behind a terrace known as Acton Place. However, away from the main streets, the area remained largely rural until the coming of the railways in the late 1860's, after which the outer suburbs expanded rapidly.

The original desk study concluded that there was a low potential for such remains being present, with the exception of post medieval urbanisation (high potential).

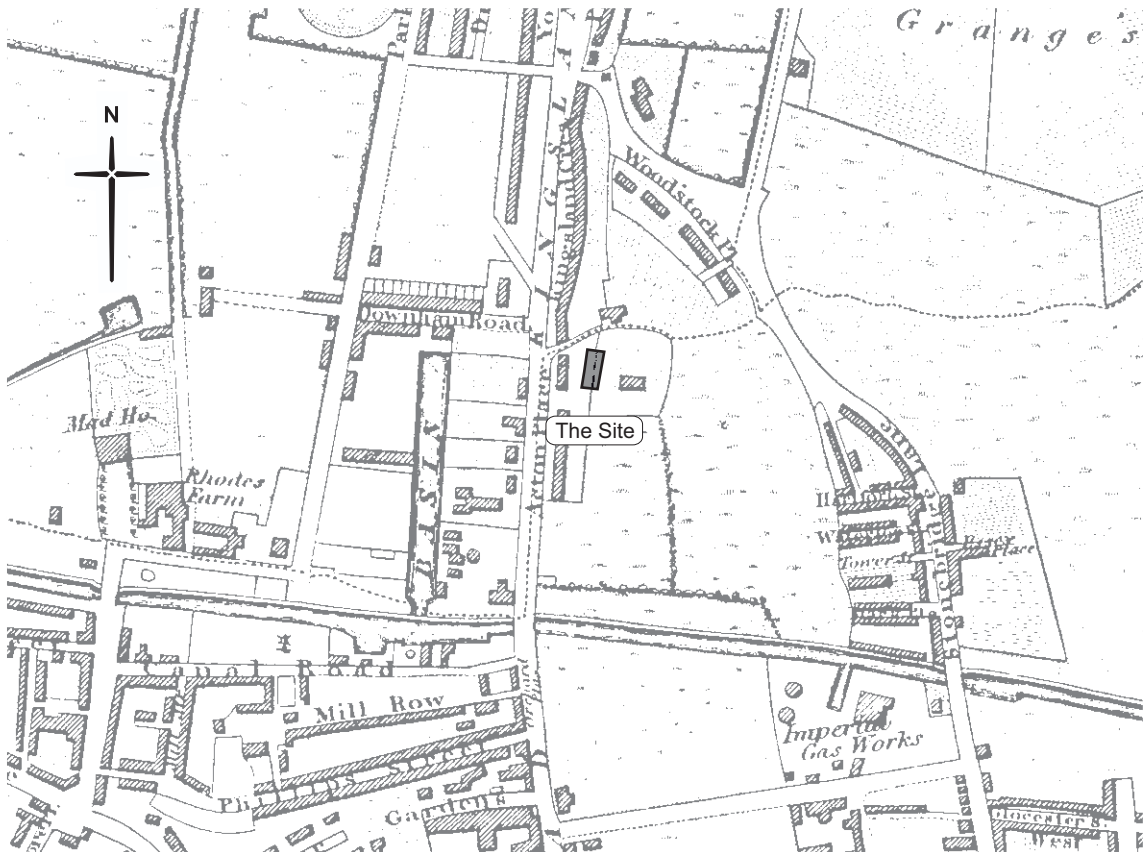


Fig 3 Greenwood's map of 1824-26

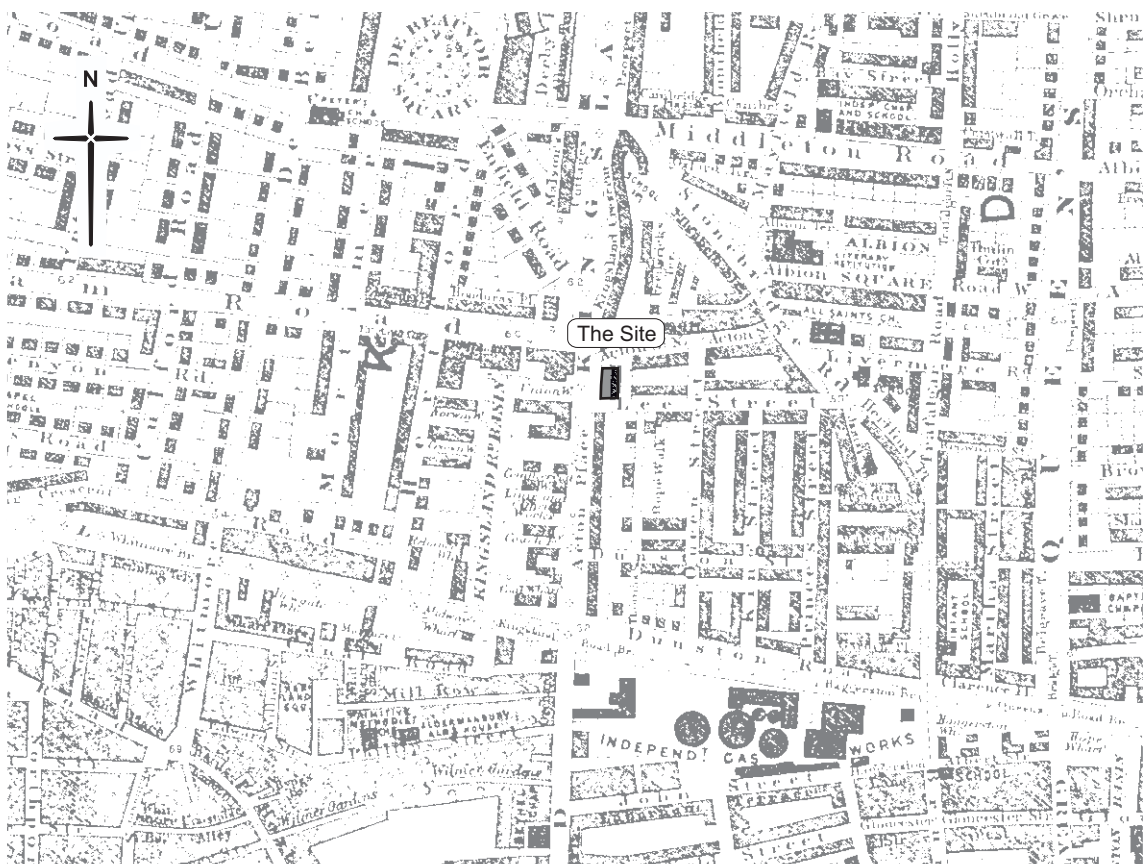


Fig 4 Stanford's map of 1862

3 The evaluation

3.1 Methodology

Fieldwork was carried out in accordance with the approved project design, with recording systems as specified in the Museum of London site manual. Two of the three evaluation trenches originally proposed (TPs 5 and 6) were evaluated, but access to the third (TP 4) was not feasible. It is located within a railway arch that is occupied for the foreseeable future.

The ground slab was broken out and cleared by contractors under MoLAS supervision. Low-grade deposits were removed by machine until either significant archaeological remains or the natural ground surface was reached.

The locations of evaluation trenches were recorded by offsetting from adjacent standing walls and plotted onto a site survey. This information was then plotted onto the OS grid by the MoLAS Geomatics section.

A written and drawn record of all archaeological deposits encountered was made. Levels were calculated by using a previous survey of the arches.

The site records consist of 1 trench location plan; 12 context records; 2 section drawings and 1 plan at 1:20. In addition 1 box of finds was recovered from the site.

3.2 Results of the evaluation

Evaluation Trench TP5	
Location	see fig 2
Dimensions	4m (E/W) x 2m (N/S)
Modern ground slab	17.60m OD
Max depth of trench	2.0m
Natural observed at	16.30m OD

See fig 5

Natural brickearth [12] was present at 16.30m OD, overlain by an insubstantial agricultural soil horizon [11]. Above this was an undated ground-raising dump [10]. Cutting through these deposits was a brick well [09] that was 2.0m in diameter. This was backfilled with a mixed deposit [08], containing Victorian pottery, glass and clay pipes (generally dated c1848-1895, but probably before c1870 when the viaduct was constructed).

Evaluation Trench TP6	
Location	see fig 2
Dimensions	4m (E/W) x 2m (N/S)
Modern ground slab	17.60m OD
Max depth of trench	1.80m OD
Natural observed at	16.30m OD

See fig 6

In the section illustrated the natural brickearth [07] is at 16.00m OD but this is actually truncated. A more accurate level of *c* 16.30m OD was recorded on the opposite side of the trench. This truncation was caused by a large cut; possibly for a quarry pit that was filled with a dump deposit [06]. This deposit was cut by an east-west brick drain [05] at 16.40m OD, above which were a series of demolition dumps, [01], [02], [03] and [04]. Only one [02] had any dating evidence; this was post-1750 and possibly 19th century in date.

3.3 The finds

Lyn Blackmore and Tony Grey

3.3.1 Pottery

A small assemblage of pottery from two contexts was examined (total 16 sherds, 15 ENV, 1363gm). The material was examined macroscopically and using a binocular microscope (x 20) where appropriate, and recorded on paper and computer using standard Museum of London codes for fabrics, forms and decoration. The numerical data comprises sherd count, estimated number of vessels and weight.

3.3.2 Fabrics and forms

The finds from [02] comprise sherds from a handled bowl and a chamber pot in Surrey/Hampshire border redware (RBOR); the latter has been reused for some form of industrial purpose and there is a heavy copper deposit inside and a lighter one externally. Also in this group are two sherds from a large stoneware jug or jar (ENGS). Most sherds from [08] are transfer-printed, with decoration that includes blue-and white Chinese landscape (TPW1: a tureen and a bowl), a blue and white nursery scene (TPW2: a mug), 'flow blue' (TPW FLOW: a mug and a cream jug), black and white (TPW3: a pot lid), a floral design in green (TPW4: a plate) and polychrome (TPW5: a pot lid from Strasbourg). Other fabrics include yellow ware (a carinated bowl with mocha decoration in blue), and a mug in refined whiteware with two-tone body, the upper part with a band of blue slip, the lower with a blue-grey lead glaze that also covers a sprig in the form of bird below the rim opposite the handle (imitating jasper ware). There are also two miniature cylindrical stoneware bottles, probably from London.

3.3.3 Discussion

The pottery from the demolition dump [02] in TP6 is limited and cannot be precisely dated; the broad date range is 1700-1900, but it probably dates to after 1750 and could be of 19th-century date. Most sherds are from the well backfill [08] in TP5, which dates to 1848-1895. The group mainly comprises tablewares, with two pot lids. The number of substantially complete items in this group suggests that is part of a household clearance. The most complete items are two miniature stoneware blacking bottles (cf Askey 1998, 104); these could perhaps have been used as toys. As the forms include three small mugs, one with a nursery scene, another made by Davenport, it can be deduced that it derives from a property of some means that included children. The two pot lids, one of which has a very fine polychrome engraving of Strasbourg, reinforce this view. Despite the location of the site in one of the less desirable areas of 19th-century London, the pottery suggests that there was an upper middle class household that had foreign connections of some sort, whether direct or indirect, living nearby.

3.3.4 Glass

Four mould-blown bottles were found in fill [8] of the well in TP6; all are made of clear glass with a blue tinge and date to the 19th-century. The most informative of these is oval in section (height 170mm) and has the stamp 'J Tilley, Wine and Spirit Merchant, Black Bull, Haggerston. It is likely that this was used for the sale of gin or other spirits from a public house known as the Black Bull. An establishment known as the Black Bull is mentioned in the Victoria County History (1995) as being in Kingsland Road, to the south of Robinson's Row, which was built in 1821.

The second bottle is octagonal (height *c* 140mm) and has the initial 'R' on the front face; the glass appears dark brown due to an internal residue. This bottle could also have held spirits.

Two bottles are slender cylinders (height *c* 16mm, diam *c* 45mm) and are almost an exact pair, except that one is paler blue and has graduated lines on one side for measuring out specific quantities; the other is greener in colour and quite plain. The function of these bottles is unclear, but the first is likely to have been used for medicine (human or veterinary), while the second could have been the same or used for sauces or cleaning agents.

3.3.5 Clay tobacco pipes

The clay tobacco pipe assemblage from LSD05 was recorded in accordance with current MoLSS practice and entered onto the Oracle database. The pipe bowls have been classified and dated according to the Chronology of London Bowl Types (Atkinson and Oswald 1969). Quantification and recording follow guidelines set out by Higgins and Davey (1994; Davey 1997).

A total of five clay pipe bowls was submitted for identification all from context [08]. No stems or mouthpieces were present.

3.3.6 Forms

Only three pipe bowl forms are present from a fairly tight date range of *c*1840 to *c*1880. Form AO29 dated 1840-80 is represented by three examples and form AO29 dated 1840-80 by one example. Additionally, there is one extremely unusual 'one off'

item in the form of a Turkish Ottoman *chibouk*. This item appears not to be a stray import as this form when made in the Ottoman Empire is usually in red clay with a red or orange burnish and sometimes with symbols inscribed on the base. One must assume that this item was made locally in London in the same white pipeclay as was used for the regular local pipes. This item has no hole bored through it so perhaps was not completed or was intended as a decorative piece.

Three of the pipes bear makers' marks. All are moulded in relief on the sides of the spur (<1> and <3>) or along the sides of the stem (<4>). **WW** is present on <3> a type AO29 dated 1840-80. **WD** is present on <4> on a type AO29 dated 1840-80 and a **shield-like** stamp is present on <1> on a type AO29 dated 1840-80.

Three of the pipes are decorated. <2> a type AO30 Victorian novelty pipe dated 1850-1910 has vertical ribbing below swags, <1> a type AO29 dated 1840-80 has leaves down the seams front and back of bowl and <4> a type AO29 is more elaborately decorated with rose and thistle at the top of the bowl, vertical ribbing below and leaves running along the seams of the stem where the maker's mark is also located.

Context	Type	Date
08	AO29	1840-80
08	AO30	1850-1910
08	AO29	1840-80
08	AO29	1840-80
08	misc	?1840-80

3.3.7 Discussion

The well backfill context [08] is dated c1840-80 by the clay pipes. <1> with the shield-like maker's mark dates 1840-80, and the stamps are exactly paralleled on a pipe from the Tower of London moat (Higgins 2004, no. 42). On that example, however, the leaves alternate with spike, suggesting an earlier date within that bracket. Here, by contrast, the leaves are closely spaced and continuous, suggesting a date of after 1860 for the find (ibid, 247). This item fits well with the date of the pottery. (The identification and comment for item<1> supplied by Lyn Blackmore.)

The very unusual *chibouk* in white pipeclay needs further research for any parallels. A number of possible pipe makers are listed in Oswald 1975 and further research might find reasonable possibilities for this site.

3.4 Conclusions

In TP5 the brickearth was only superficially truncated and sealed by a thin agricultural horizon representing the original rural landscape. The main part of the sequence reflects post-medieval urbanisation: ground consolidation followed by a well, probably in an open or back yard area that was infilled with domestic rubbish dating to the mid to late-19th century. This looks like a clearance deposit, prior to demolition of adjacent properties for construction of the North London Railway viaduct c 1870. TP6 exhibited more substantial truncation of the brickearth, possibly from quarrying, again probably preparatory to post-medieval urbanisation, as reflected in the overlying ground consolidation and drain. The site lies to the rear of the main Kingsland Road frontage and buildings were not present; so this also probably indicates back yard or garden activity, sealed by demolition material, from clearance for the railway.

3.5 Assessment of the evaluation

GLAAS guidelines (English Heritage, 1998) require an assessment of the success of the evaluation, to show what level of confidence may be placed on information from which the proposed mitigation strategy derives. In this instance, the results confirm the predictive model established in the original desk-study and the archaeological project design. They were consistent across the site and give a representative sample of the (post medieval) deposit types present. Given the lack of access to the third arch, it is therefore considered that the sub-sample of two out of three trenches has adequately evaluated the site.

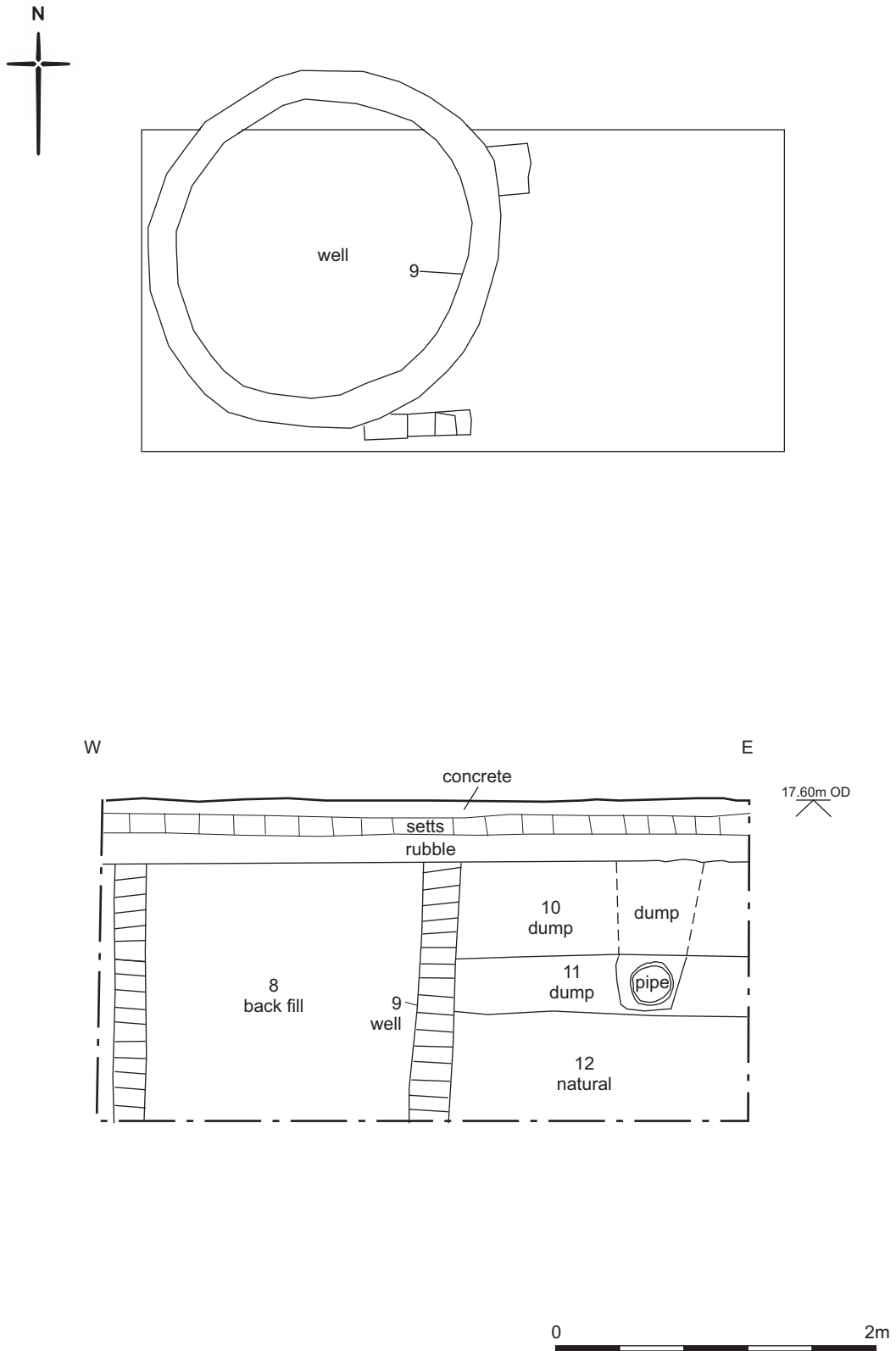


Fig 5 Plan showing well location and section in TP5

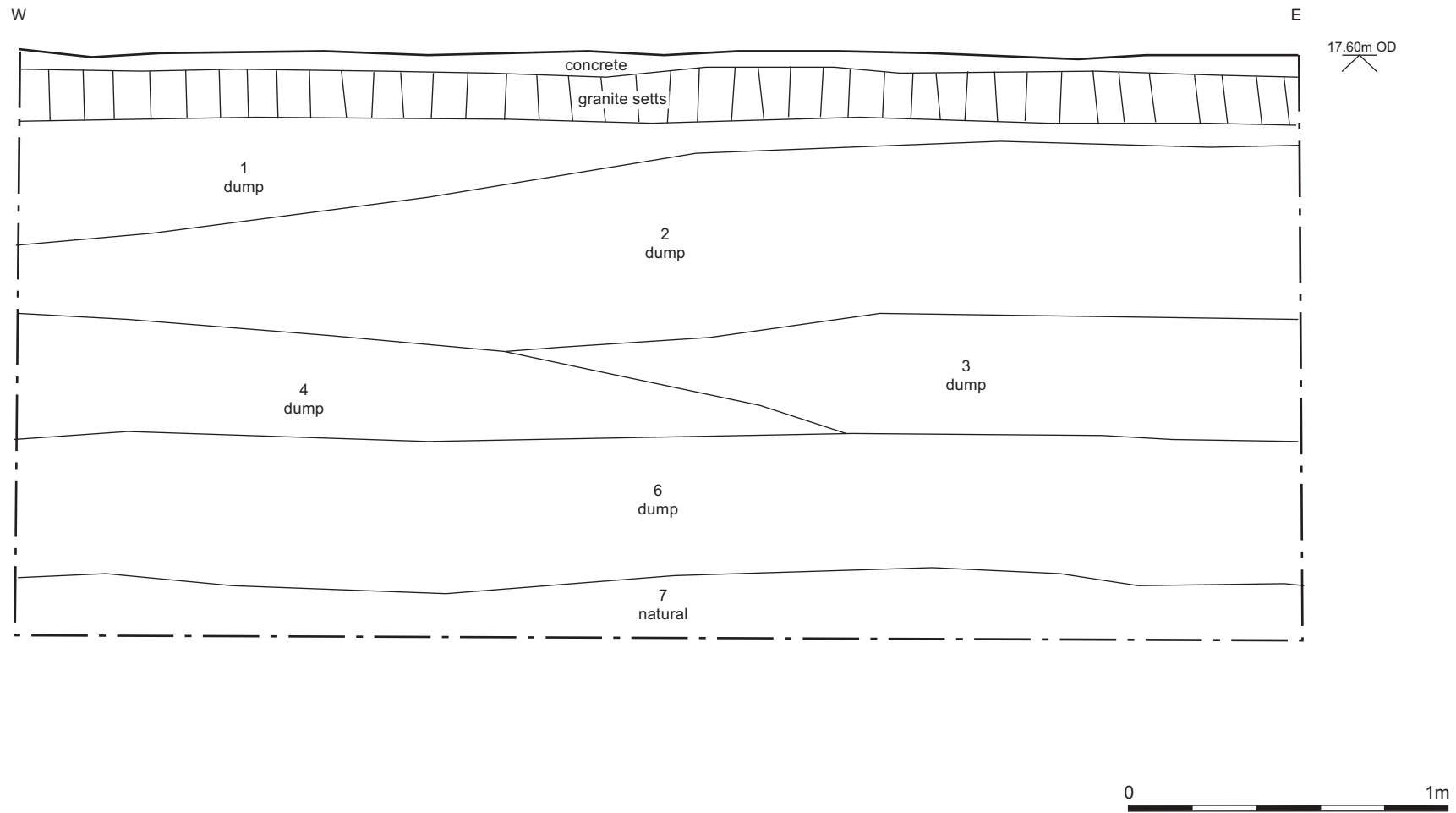


Fig 6 Section in TP6

4 Archaeological potential

4.1 Realisation of original research aims

- *assess survival of the geological strata*

Brickearth survived, only marginally truncated, at c 16.30m OD.

- *environmental indicators for prehistoric landscapes and land uses*

None were encountered.

- *evidence of Roman rural land use*

None was encountered.

- *evidence of medieval agriculture*

There was no evidence. Although there was an (undated) agricultural soil horizon, this is unlikely to be an intact medieval deposit, as much of the area remained rural until the 19th century

- *post-medieval urbanisation*

Although no buildings were found, there was a range of deposits consistent with 19th century urban development, within what were probably back yard/garden areas.

4.2 General discussion of potential

The evaluation has shown that there is potential for survival of archaeological deposits and features, but that this is confined to an agricultural horizon and predictable evidence of late post-medieval urbanisation. This is already well documented e.g. from historic maps and other archaeological investigations in the general area.

4.3 Significance

The archaeological deposits encountered are considered of no more than local significance. There may though be individual back yard features of interest (such as the well) in that any associated ceramic assemblages are likely to reflect the social character and possibly trades of the original occupants of properties facing Kingsland Road.

5 Proposed development impact and recommendations

A new station is to be built at this site. An updated reference design is due to be issued shortly and so details of the location and scale of the associated ground works are not yet available. However, the station will be at viaduct level, incorporating elements of the existing railway arches where feasible. Thus impacts at ground level are likely to be localised: such as ticket hall, staircases, support columns for the platforms above, foundation bases/piling and new slabs and services.

Given the limited potential and significance, the overall recommendation is that this level of proposed impact may be suitably mitigated by means of an archaeological Watching Brief.

6 Acknowledgements

MoLAS would like to thank clients Transport for London, consulting engineers Arup and the enabling works contractor Taylor Woodrow for organising and facilitating the archaeological investigation, including the supply of technical support and attendances.

7 Bibliography

Askey, D, 1998, *Stoneware bottles from Bellarmine to Ginger Beers 1500-1949*, Loughborough

Atkinson D R and Oswald, A, 1969 London clay tobacco pipes, *J British Archaeol Assoc* 32, 171-227

Department of the Environment, 1990. *Planning Policy Guidance 16, Archaeology and Planning*

English Heritage, 1991. *Exploring Our Past, Strategies for the Archaeology of England*

English Heritage, 1991. *Management of Archaeological Projects*

English Heritage, Greater London Archaeology Advisory Service, June 1998. *Archaeological Guidance Papers 1-5*

English Heritage, Greater London Archaeology Advisory Service, May 1999. *Archaeological Guidance Papers 6*

English Heritage, May 1998. *Capital Archaeology. Strategies for sustaining the historic legacy of a world city*

Higgins, D A 2004 The clay tobacco pipes, in Keevill, G, *The Tower of London Moat: Archaeological excavations 1995-9*, Historic Royal Palace Monograph no. 1, 241-70

Higgins, D A and Davey P, 1994 *Draft guidelines for using the clay tobacco pipe record sheets*, unpub rep

Institute of Field Archaeologists (IFA), 2001. *Standards and guidance – the collection, documentation conservation and research of archaeological materials*

Institute of Field Archaeologists, (IFA), 2001. *Standards and guidance: field evaluation*

MoLAS, 2001. Askew, P. *East London Line (Northern Extension) – An Archaeological Impact Assessment*

MoLAS, 2003. Dennis, G. *East London Line Extension Project - site specific design for an archaeological evaluation: Haggerston Station Area 1 – Site A*

Museum of London, 1994. *Archaeological Site Manual 3rd edition*

Museum of London, 2002. *A research framework for London archaeology*

Oswald, A 1975 *Clay pipes for the archaeologist*, BAR 14, Oxford

Victoria County History, 1995, Hackney, Dalston and Kingsland Road, *A History of the County of Middlesex, vol 10, Hackney*, 28-33

8 NMR OASIS archaeological report form

8.1 OASIS ID: molas1-12001

Project details

Project name East London Line Extension Project, Haggerston Station

Short description of the project MoLAS carried out a field evaluation in October 2005, on the site of the proposed new station at Hoxton, in the London Borough of Hackney, as part of the East London Line Extension Project. Two of the three proposed evaluation trenches were evaluated in this phase of work. Above the natural brickearth was an agricultural soil horizon and post-medieval land raising dumps. A brick well and drain are evidence of 18th/19th century buildings cleared for construction of the railway c 1870.

Project dates Start: 24-10-2005 End: 27-10-2005

Previous/future work No / Not known

Any associated project reference codes LSD05 – Site code

Type of project Field evaluation

Site status None

Current Land use Industry and Commerce 1 - Industrial

Monument type RAILWAY VIADUCT Post Medieval

Methods Techniques Trial trenches

Development type Rail links/railway-related infrastructure

Prompt Planning condition

Position in the planning process Transport Works Act consent

Project location
Country England
Site location GREATER LONDON HACKNEY (railway viaduct adjacent to Lee Street)
Postcode E8
Study area 360.00 Square metres
National reference grid TQ 33500 14125 Point
Height OD Min: 16.30m Max: 17.20m

Project creators

Name of Organisation of MoLAS
Project originator brief Transport for London (TfL)
Project originator design MoLAS
Project director/manager George Dennis
Project supervisor Tony Mackinder
Sponsor or funding body Transport for London (TfL)

Project archives

Physical recipient Archive LAARC
Digital recipient Archive LAARC
Paper recipient Archive LAARC

Project bibliography

1
Publication type Grey literature (unpublished document/manuscript)
Title East London Line Extension Project. Haggerston Station. An archaeological evaluation report

Author(s)/Editor(s) Mackinder, Tony

Date 2005

Issuer or publisher MoLAS

Place of issue or publication grey literature

Description A4 with figs

Entered by Tony Mackinder (tonym@molas.org.uk)

Entered on 14 December 2005