

**NEW UNION WHARF, ISLE OF DOGS
LONDON BOROUGH OF TOWER
HAMLETS**

ARCHAEOLOGICAL WATCHING BRIEF

PCA REPORT NO: R11419

SITE CODE: NUW13



MAY 2013



PRE-CONSTRUCT ARCHAEOLOGY

NEW UNION WHARF
LONDON BOROUGH OF TOWER HAMLETS
ARCHAEOLOGICAL WATCHING BRIEF

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**Land at New Union Warf, London Borough of Tower Hamlets, London;
An Archaeological Watching Brief**

Site Code: NUW13

Central NGR: TQ 38420 79494

Local Planning Authority: London Borough of Tower Hamlets

Planning Reference: PA/12/00360

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1 ABSTRACT

- 1.1 This report details the result of an archaeological watching brief on land at New Union Warf, London Borough of Tower Hamlets, undertaken by Pre-Construct Archaeology Ltd. on behalf of Hyder Consulting (UK) Ltd, between 11th and 22nd February 2013. The redevelopment of the site will comprise the demolition of 189 existing residential units (Heron Court, Robin Court, Sandpiper Court, Nightingale Court Grebe Court and Kingfisher Court) and the construction of 3 blocks between 3 and 14 storeys. The project was managed by Tim Bradley and supervised by the author, both of Pre-Construct Archaeology Ltd.
- 1.2 The archaeological watching brief was required by a condition on the planning consent for ground works at New Union Warf, in the London Borough of Tower Hamlets. The watching brief consisted in the monitoring of the excavation of six trial pits and two trenches carried out by Hyder during ground investigation. As outlined in the approved Written Scheme of Investigation (Hyder 2013) it was the aim of the current watching brief to inform the decision of whether further archaeological investigation was required on subsequent groundwork. The decision will be made in consultation with the Greater Archaeological Advisory Service (GLAAS) and the London Borough of Tower Hamlets.
- 1.3 A number of post-medieval structures were identified across the study site. These comprised a timber baseplate supported by timber posts, located in the southern part of the site (HTP02) interpreted as a timber foundation; a concrete surface constructed above a sequence of post-medieval layers in the northeast corner of the site (HTP03) interpreted as a concrete external surface associated with the Blackwall Iron Works; a possible north-south orientated masonry wall observed in the central areas of the study site (HTP05), possibly associated with the barge building slips depicted on the Goad Insurance Plan of 1900 (see Fig 9); a north-south orientated post-medieval river wall (HTP07) located near the southeast corner of the study site which is interpreted as part of the Yarrow's Yard as depicted on the OS map of 1896 and Goad Insurance Plan of 1900 (see Fig 8).
- 1.4 All excavation areas were sealed by either modern concrete or made ground. Areas within the footprint of the car park located in the central part of the study site appear to have suffered the greatest amount of impact by modern intrusions. Presumably the redevelopment of the site in the 1970s entailed extensive landscaping and truncation of earlier structures.

2 INTRODUCTION

- 2.1 An archaeological watching brief was undertaken by Pre-Construct Archaeology between 11th and 22nd February 2013 in advance of redevelopment of land at New Union Warf, London Borough of Tower Hamlets (Figure 1). The central National Grid Reference of the site is 538420 179494. The site covers an area of approximately 1.7ha.
- 2.2 The site consisted of a rectangular plot of land occupied by a number of low-rise blocks of flats with associated car parking and open space. The site, located on the western side of the Isle of Dogs, is bounded on the eastern side by the River Thames, to the west by Stewart Street and to the north and south by Capstan Square and New Union Close.
- 2.3 The site lies within an Archaeological Priority Zone as designed by the 1998 Unitary Development plan and carried out into subsequent local planning guidance. The archaeological advisor for the London Borough of Tower Hamlets, stated that an archaeological assessment was required as part of the EIA/planning application.
- 2.4 An Archaeological Desk Based Assessment was carried out (Hyder 2012) and, in accordance with the recommendations within that report, a watching brief on geotechnical investigations was commissioned by Hyder Consulting (UK) Limited. The Written Scheme of Investigation (Hyder 2013) detailed the methodology by which the Phase 2 archaeological investigation was undertaken. The WSI followed the English Heritage guidelines (GLAAS 2009) and the Institute of Field Archaeologist (IFA, 1993). The watching brief was supervised by Ireneo Grosso and project managed by Tim Bradley for Pre-Construct Archaeology Ltd.
- 2.5 The watching brief consisted of six hand excavated trial pits and two machine excavated trial trenches (Figure 2). The hand excavated trial pits were excavated to a maximum depth of 2m below ground level (BGL) and the machine excavated trial trenches were excavated to a maximum depth of 3.15m BGL.
- 2.6 The specific aims of the watching brief were aimed to:
- Monitor groundwork in order to establish the presence or absence of archaeological remains
 - Understand the extent, character, form, function, date and significance of any archaeological finds, features or deposits within the site paying particular attention to any remains relating to prehistoric activity located within the gravels and post-medieval activity located within the alluvium and made ground.
 - Observe and record any evidence for archaeological finds features and deposits revealed during groundworks.
 - Identify any artefacts relating to the occupation of the site.
 - Identifying and appropriately sampling palaeoenvironmental remains located with alluvial deposits.
 - Produce a report containing the result of the watching brief.

- 2.7 The completed archive comprising written, drawn and photographic records will be deposited with the Museum of London LAARC.
- 2.8 The site was allocated the site code NUW13.



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Figure 1
Site Location
1:25,000 at A4



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Figure 2
 Trial Pit Location
 1:1,000 at A4

3 PLANNING BACKGROUND

3.1 Planning permission has been granted for granted for New Union Close, London for:
'Redevelopment of the site comprising the demolition of 189 existing residential units (including Heron Court, Robin Court, Sandpiper Court, Nightingale Court, Martin Court, Grebe Court and Kingfisher Court) and the construction of 3 blocks between 3 and 14 st.'
(Application No PA/12/00360)

3.2 Attached to the permission is the following condition (No 26):
'No development shall take place until the applicant has secured the implementation of a programme of archaeological works, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

The detailed proposal shall be in the form of an archaeological project design in accordance with the appropriate English Heritage Guidelines.

Reasons: the development of this site is likely to damage historic assets of archaeological interest in accordance with policy HE12.3 of PPS5 and policies: 7.8 of the London Plan 2011; SP10 of Core Strategy; CON4 of IPG 2007 and DM27 of the Managing Development DPD submission version 2012.'

3.3 The Written Scheme of Investigation (WSI) (Hyder 2013) set out the archaeological works which shall be undertaken to allow this condition to be discharged. The fieldwork reported herein was undertaken in accordance with the WSI.

4 GEOLOGY AND TOPOGRAPHY

4.1 The following geological and topographical background summarises an archaeological desk based assessment undertaken for the site by Hyder Consulting (UK) Limited (Hyder 2012).

4.2 Geology

4.2.1 The solid geology of the site is of the Lambeth Group. The superficial geology is comprised of alluvial deposits.

4.3 Topography

4.3.1 The current topology of the site is generally flat with a slight rise from the level at Stewart Street into the housing complex. The topography of the site is likely to be artificial and the result of the area being covered in a significant depth of made-ground in order to make it suitable for development.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 Introduction

5.1.1 Unless referenced otherwise, the following archaeological and historical background is extracted from the Archaeological Desk-Based Assessment undertaken for the site by Hyder Consulting (UK) Limited (Hyder 2012).

5.2 Prehistoric

5.2.1 The Isle of Dogs is thought to have been largely covered in water during the prehistoric period, with occupation concentrated of small areas of high ground linked with wooden trackways. However no finds dating to this period are recorded within the site.

5.2.2 The site is located within an area of archaeological priority that is thought to contain remains from the prehistoric period through to the post-medieval period. The land is at, or only slightly above the high tide level. As a consequence it almost exclusively consist of rivers silts with the exception of the very western end of the area where sand occurs. The river edge would have varied widely as the sea level rose and fell over the millennia. The last cycle of sea level eroded much of the earlier sand deposits that had formed the original earlier bank. Research elsewhere along the Thames foreshore has demonstrated that prehistoric material recovered is likely to have come from eroded in situ archaeological contexts rather than having been discarded away from occupation or working areas.

5.2.3 A watching brief carried out to the west of the site at East Ferry Road identified various Holocene deposits; the sequence was interrupted by a period of erosion represented by a stream channel. A subsequent period of regression led to the deposit of (undated) peat. All later deposits were modern. This indicates the potential for prehistoric and Roman remains to be preserved beneath the modern deposits. It also indicates the potential for earlier Holocene remains to have been eroded away in places.

5.2.4 Within the study area (500m radius from the site boundary) during the Bronze Age the area within the Isle of Dogs was likely to have been a rich wetland environment. There is evidence that people constructed trackways and platforms so they could access this environment in order of exploit it. A preserved wooden trackway of platform was recorded on the Isle of Dogs at Atlas Warf to the south of the site.

5.3 Roman

5.3.1 In the Roman period, London developed as an urban centre and later became the provincial capital at the centre of Roman Britain's communication system. The main centre of occupation in the Roman period was located to the north of the River Thames some 6km to the west of the site.

5.3.2 No archaeological assets dating to this period are recorded within the site and little Roman evidence is recorded from the Isle of Dogs, except for one site recorded at Westferry Road. This site was occupied from the 1st century AD on with the main use being the 2nd and 3rd centuries AD. No structures were recorded at this site but the presence of gullies and pits suggest occupation and there is evidence that the site extend further outside of the area of excavation to the east. It is likely that rising water levels led to the abandonment of the site.

5.4 Early Medieval

5.4.1 Rising water levels at the end of the Roman period meant that the site and the whole of the Isle of Dogs was submerged by water. This inundation of water lead to the deposition of a great depth of alluvium. Alluvium can reach thicknesses of 2m across the Isle of Dogs. Documentary evidence shows land reclamation from the Saxon period onwards.

5.4.2 No archaeological assets are recorded from this period either within the site or the surrounding area (500m radius from site boundary). This may be due to the area being under water.

5.5 Medieval

5.5.1 Before development the land at the Isle of Dogs was marsh, lying several feet below water level. Protected from flooding by a bank or wall, it was drained by large ditches discharging into the river Thames through sluice gates. The bank was made of earth, or earth and chalk, possibly with a timber core in places. The wall varied in size and shape. In the narrowest parts, where it was more than 15ft high, the flat top was about 18th across; slopes to both river and marsh gave an overall width of up to 150ft.

5.5.2 The first clear evidence of settlement on the Isle of Dogs after the Roman period dates from the second half of the twelfth century, when William of Pontefract built a chapel on his estate, later known as the manor of Pomfret (otherwise Pountfret, or variants).

5.5.3 No archaeological assets are recorded from this period within the site or the surrounding area.

5.6 Post-medieval

5.6.1 It was not until the late post-medieval period that the Isle of Dogs saw intensive development when it became the focus of industrial activity associated with the nearby docks. Most of the archaeological assets recorded within the study are dated to this period.

- 5.6.2 The construction of the West India Docks in 1802 to the north of the site meant that the area became an important centre for trade. The East India Docks were subsequently opened in 1806, followed by Millwall Dock in 1868. A range of warehouses associated with the Millwall Docks are recorded within the study area. In 1812 the Poplar and Greenwich Ferry Roads Company was set up to supply a horse-ferry between Greenwich and the Isle of Dogs, and to make toll-roads to the ferry on each part of the river, including two of the north side (now Westferry and East Ferry Roads). The ferry roads opened up the Isle of Dogs for further development.
- 5.6.3 William Cubitt saw potential in the eastern area of the Isle of Dogs in the early 1840s, which is how the eastern area of the Isle of Dogs got its name, Cubitt Town. William Cubitt was responsible for the development of the housing and amenities of the area from the 1840s to the 1850s. Development consisted, mainly of houses to support the growing population of workers in the local docks, shipbuilding yards and factories.
- 5.6.4 The presence of the docks making the area an important centre for trade in-turn to shipbuilding (including docks and wharves) becoming prominent within the study area during this period. This is demonstrated through cartographic and documentary evidence as well as a number of archaeological evaluations carried out at the Pier Head Site at the South West India Dock Entrance. These evaluations identified a backfilled dock full of debris from ship repair and breaking. By the 1860s large shipyards were flourishing in Millwall and Cubitt Town.
- 5.6.5 Cartographic analysis shows that in 1869 two ship building yards were located within the site. Yarrows shipbuilding yard was built on part of the site after the financial crash of 1866 and appears by the 1898 OS map. Blackwall Iron works occupy the rest of the site at this time. The history of Yarrows ship building yard is of some significance in the context of 19th century ship building.
- 5.6.6 Between 1868 and 1875 350 steam launches were built. The yard produced important boats such as the Llala built in 1870 for Captain Young of the Royal navy to sail on the Lake Nyassa in Africa. This boat was instrumental in ending the slave trade in East Africa. At the beginning of the 20th century Yarrow Shipbuilding moved from London to the Clyde. Here the Yarrow Company became one of the world's leading builders of destroyers.

5.7 Modern

- 5.7.1 In the Modern period the area around the site continued to grow. Cartographic evidence shows New Union Wharf and Ovex Wharf were built on the site by 1950. However, generally industry on the Isle of Dogs in the 20th century has been characterised by the deterioration of premises from prestige manufacturing to nondescript light industry, wharfage and warehousing, down to scrap dealing and use as depots. A common feature has been multiple occupations of premises originally used by a single concern.

- 5.7.2 The shipbuilding yards to the south of the site which had been called London Yard changed to a jam factory of early 20th century OS maps. This is evidence of the area shifting from shipbuilding to trade in the early 20th century.
- 5.7.3 The site was developed into a housing estate in the 1980s. The area around the site is now characterised by large modern buildings and industrial works.

6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 The archaeological watching brief was undertaken during ground investigations for the excavation of two trial trenches and six trial pits. The hand excavated trial pits were excavated to a maximum depth of 2m below ground level (BGL) and the machine excavated trenches were excavated to a maximum depth of 3.15m BGL.
- 6.2 The dimensions of trial trenches HTP01, HTP02 and of trial pits HTP3 to HTP08 were as follows:
- HTP01 measured 2m east-west, 0.75m wide and 3.15m deep.
 - HTP02 measured 4m north-south, 1.3m wide and 3m deep.
 - HTP03 measured 2m north-south, 1.1m wide and 2.06m deep.
 - HTP04 measured 2.5m east-west, 1.1m wide and 2m deep.
 - HTP05 measured 2.04m east-west, 0.45m wide and 0.85m deep.
 - HTP07 measured 2.4m north-south, 1.2m wide and 1.45m deep.
 - HTP08 measured 1.8m north-south, 1.2m wide and 1.76m deep.
- 6.3 HTP06 was not excavated as it was located within a private back garden and the tenant did not agree to access the property for the excavation of this test pit.
- 6.4 All groundworks which were archaeologically monitored were either hand excavated or machined out using a 360° excavator with a toothless bucket. All undifferentiated topsoil of overburden of recent origin was removed down to the first significant archaeological horizon.
- 6.5 The exposed archaeology was investigated in order to characterise and assess the nature and date of the deposits. Relevant faces of the section/baulks were cleaned using appropriate hand tools where safe to do so. The investigation of archaeological levels was carried out by hand, with cleaning, examination, recording in both plan and section including a photographic record.
- 6.6 Recording of the deposits was accomplished using the single context recording method on pro forma context and planning sheets. Contexts were numbered and are shown in this report with square brackets. Plans and sections were drawn at a scale of 1:20.
- 6.7 All trenches and test pits were surveyed by Hyder using a GPS.

7 ARCHAEOLOGICAL SEQUENCE (TRENCHES/TEST PITS SUMMARY)

7.1 HTP01 (Image 1)

- 7.1.1 The base of HTP01 revealed loose/soft dark brown sandy silt [4] with very frequent small fragments of decayed wood inclusions. This waterlogged layer was found 3m BGL and measured 2m east-west, 0.75m north-south, 0.15m in thickness. It was interpreted as a possible post-medieval layer associated with the 19th century shipyard complex.
- 7.1.2 Layer [4] was overlain by a waterlogged layer [3] which consisted of very dark brown silty clayey gravel with occasional oyster shell inclusions with dimensions of 2m east-west, 0.75m north-south and 1.2m thickness. This layer was found at 1.74m BGL and was interpreted as post-medieval made ground.
- 7.1.3 At 1.33m BGL was observed a very stiff mid grey bluish silt clay layer [2] with occasional small fragments of CBM and decayed wood. This layer was observed across the trench and was 0.4m thick. The water table was found at approximately 1.5m BGL. This layer was interpreted as post-medieval made ground.
- 7.1.4 Layer [2] was overlain by mid to dark brown sandy gravelly silt [1] found at 0.73m BGL. This layer was 0.6m thick and was observed across the trench. It was interpreted as post-medieval made ground.
- 7.1.5 The sequence was capped by modern made ground and top soil for the existing lawn.



Image 1: East facing view of HTP01

7.2 HTP02 (Fig 3 and Image 2)

- 7.2.1 The base of HTP02 revealed a stiff mid grey bluish sandy clay [9] deposit with very occasional flint pebbles and small fragments of decayed wood. This deposit found 1.7m BGL was interpreted as alluvium and measured 4m north-south, 0.24m east-west and 1.34m thick.
- 7.2.2 Deposit [9] was truncated by timber posts [7] and [8]. Their dimensions were of approximately 0.2m wide by 0.7 high and were observed in the west facing section of the trench only. They were sealed by horizontal timber [6] which was found 1.8m BGL. Timber [6] was orientated north-south and its dimensions were 4m long, 0.4m high and approximately 0.35m wide. Timbers [6], [7] and [8] were interpreted as timber pile foundations and baseplate associated with an historic (19th century) river wall structure.
- 7.2.3 Timber [6] was overlain by mid to dark brown sandy silt [5] found 0.9m BGL. This layer/deposit had frequent fragments of CBM and concrete and moderate fragments of decayed wood and was interpreted as a possible backfill of a robbed wall associated with the original structure supported by timbers [6], [7] and [8]. Context [5] was sealed by approximately 0.9m of modern made ground and top soil for the existing lawn.



Image 2: East facing view of HTP02

7.3 HTP03 (Fig 4 and Image 3)

- 7.3.1 The earliest layer revealed in this test pit was very soft very dark brown organic sand silt layer [13] found 1.90m BGL. This layer was partially exposed and measured 0.5m north-south, 1.1m east-west and 0.1m thick and had very frequent small fragments of decayed wood inclusions. It was interpreted as a probable post-medieval layer.
- 7.3.2 Layer [13] was overlain by layers [12] and [11] found at 1.35m, 0.93m BGL. The overall thickness of layers [12] and [11] was 0.97m which consisted of dark brown sandy gravelly silt with metal slag and occasional oyster shells, chalk flecks, animal bones and CBM flecks inclusions. Contexts [12] and [11] were interpreted as post-medieval reclamation dumps.
- 7.3.3 Concrete slab [10] sealed layer [11] at 0.83m BGL. This concrete probably represents the 1950s ground surface before the construction of the latest river wall (constructed in the mid 1970s).
- 7.3.4 The archaeological deposits encountered within this trial pit appear to be associated with the Blackwall Iron Works as depicted on the 1869 and 1896 OS maps and 1900 Goad Insurance Plan (see Fig 9).



Image 3: West facing view of HTP03 showing concrete slab [10] (to the right) and layers [13], [12] and [11]

7.4 HTP04 (Image 4)

- 7.4.1 The earliest deposit encountered in this test pit was modern concrete for the pile cap associated with the anchor for the present river wall. The top of the pile cap was found approximately 1.15m BGL and was at least 1.05m thick. The concrete was sealed by approximately 1m of demolition rubble and bedding sand for the paving slab. No archaeological deposits encountered in this trial pit.



Image 4: East facing view of HTP04 showing modern pile cap

7.5 HTP05 (Fig 5 and Image 5)

7.5.1 The earliest structure observed in this trial pit was a possible north-south orientated brick wall located along the west side. The interpretation of this possible brick wall is not certain due to the very small area excavated and the very poor condition of the brickwork. However, the position of this possible north-south wall is consistent with the outline of the western edge of the barge building slips featured on the Goad Insurance Plan of 1939 (Fig 9). The brickwork was sealed by 0.81m of modern concrete for the car park.



Image 5: West facing view of HTP05

7.6 HTP07 (Fig 6 and Image 6)

- 7.6.1 The base of this trial pit revealed concrete base/floor [14] found 1.02m BGL. Concrete [14] was on a north-south orientation and measured 1.65m north-south and 1.10m east-west. To the east it formed a step with an inclination toward the River Thames. A cast iron mooring bollard set within concrete [14] was observed approximately 0.80m from the eastern limit of the concrete [14].
- 7.6.2 Concrete [14] and the bollard represents part of the Yarrow's Yard as depicted on the OS map of 1896 (not shown) and Goad Insurance Plan 1900 (Fig 8).
- 7.6.3 Concrete [14] was overlain by approximately 1m of made ground in turn sealed by modern paving slabs.
- 7.6.4 This trial pit has good archaeological potential for the understanding of the early phase (19th century) of the River Thames wall.



Image 6: North facing view of HTP05 showing concrete [14] and mooring bollard to the left

7.7 HTP08 (Fig 7 and Image 7)

7.7.1 This trial pit revealed only modern deposits. This trial pit was excavated to a maximum depth of 1.76m BGL. No archaeological deposits encountered in this trial pit.



Image 7: South facing view of HTP08

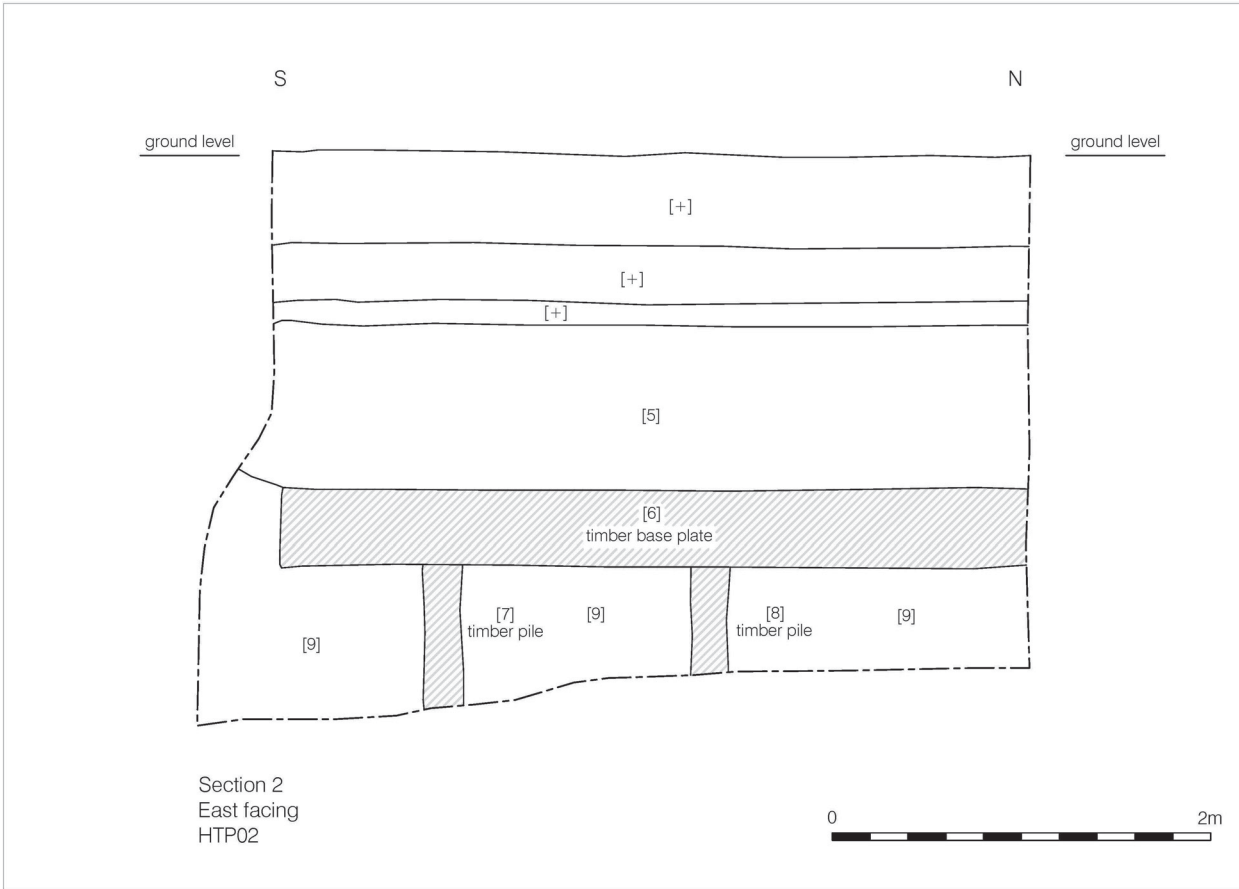
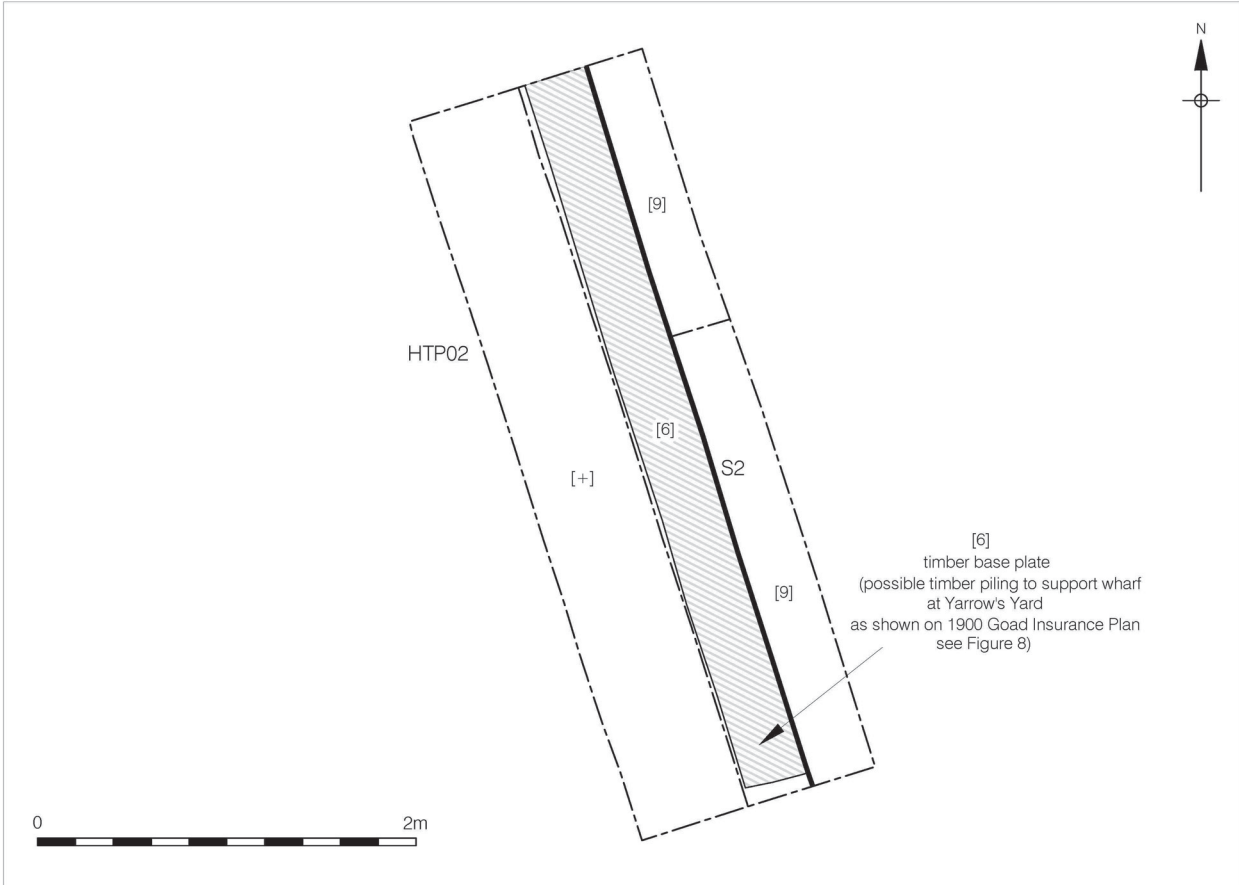
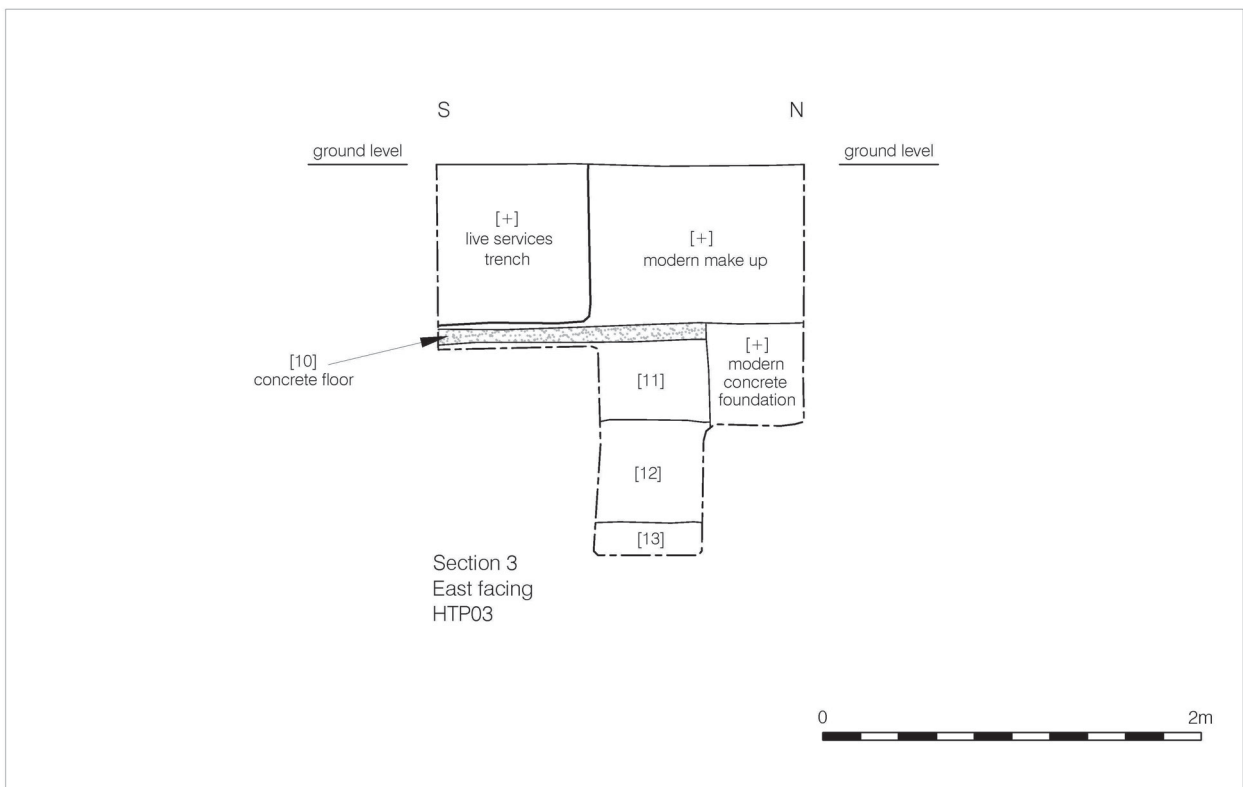
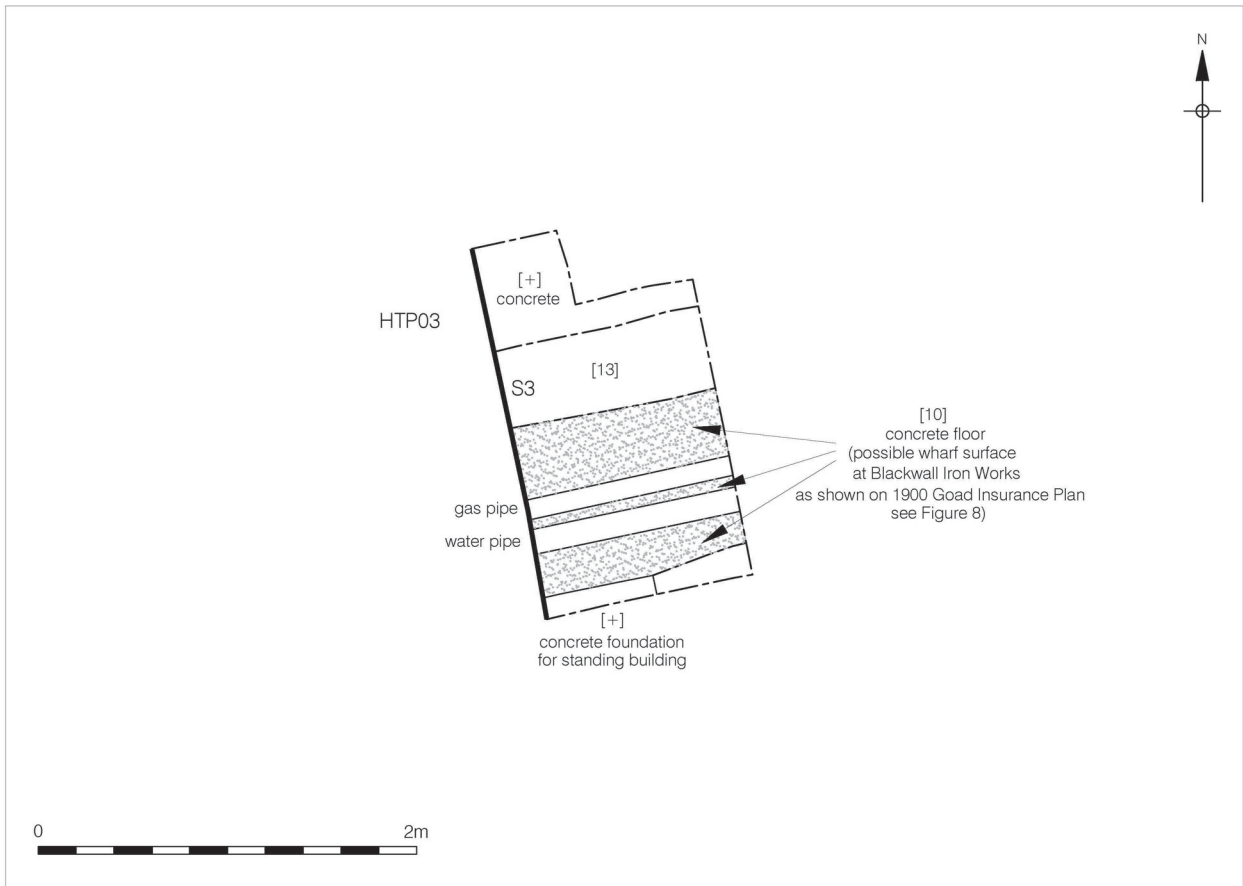
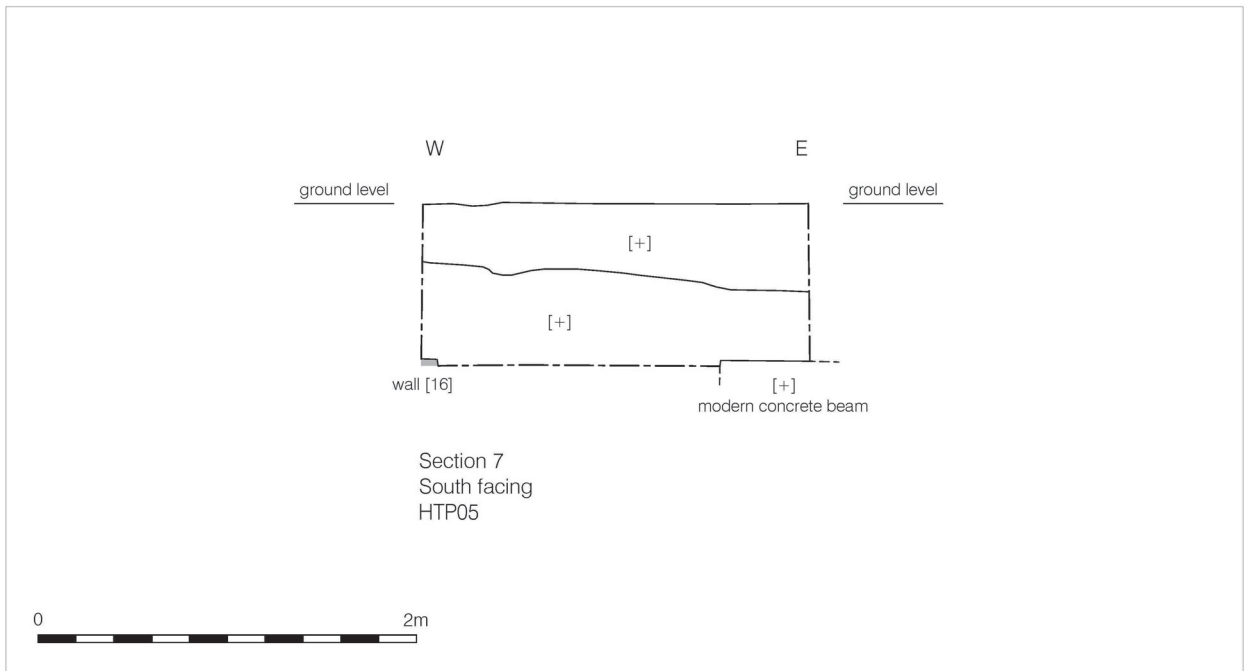
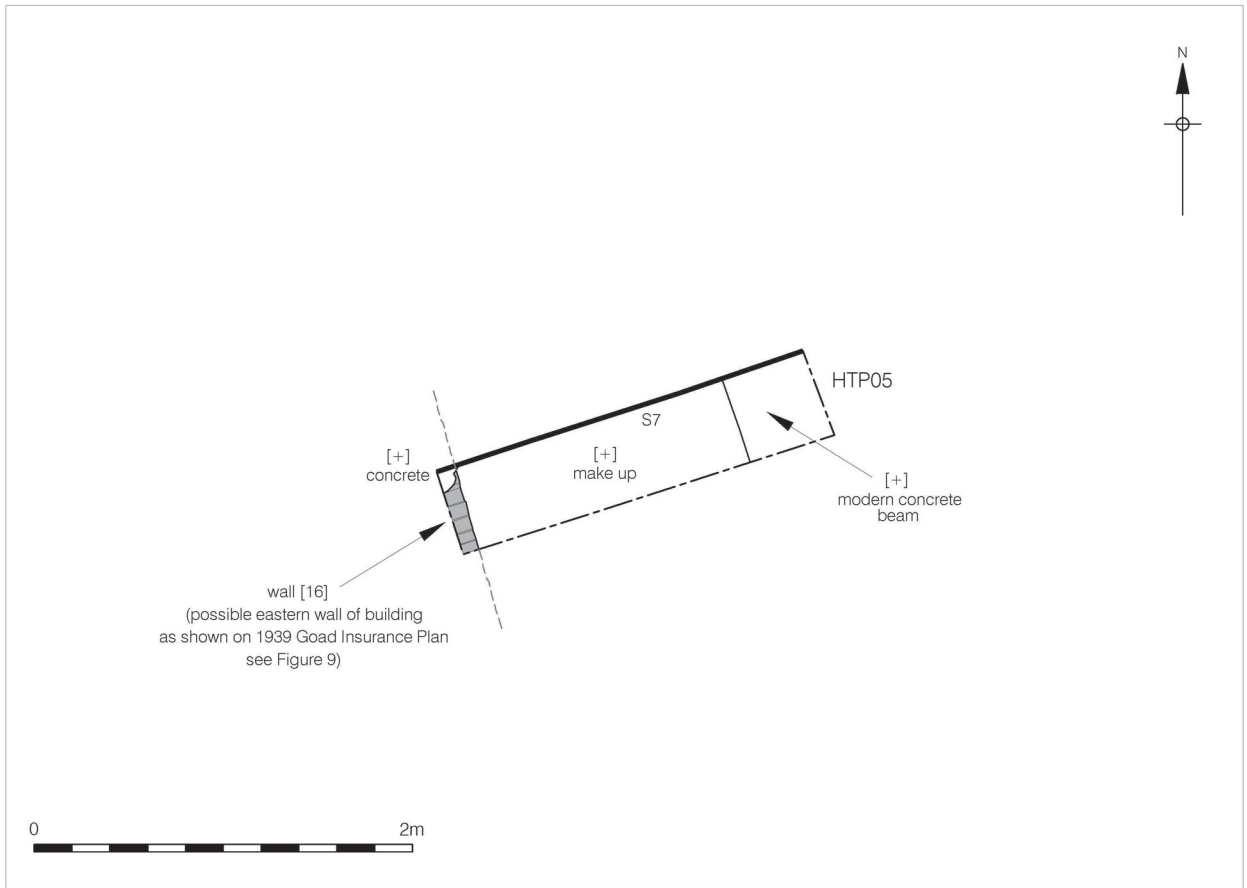


Figure 3
Plan and Section of HTP02
1:40 at A4



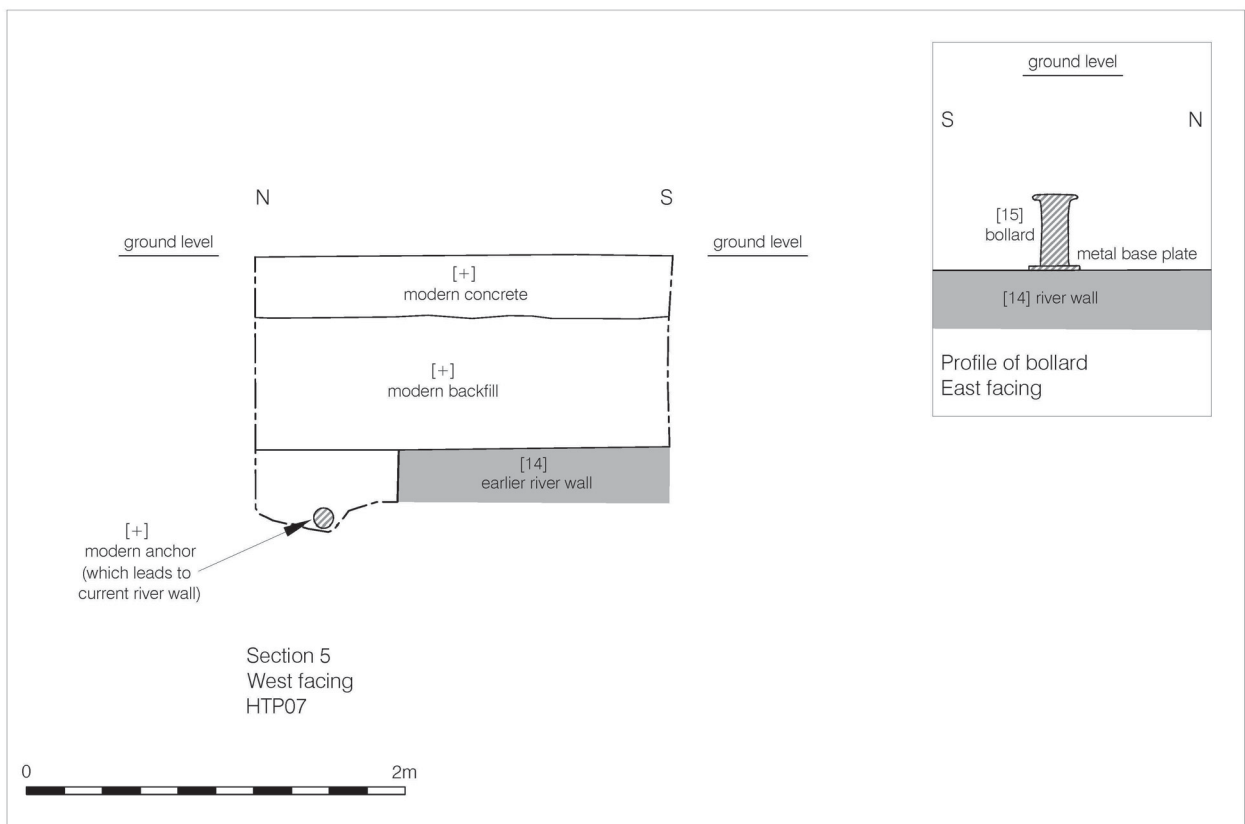
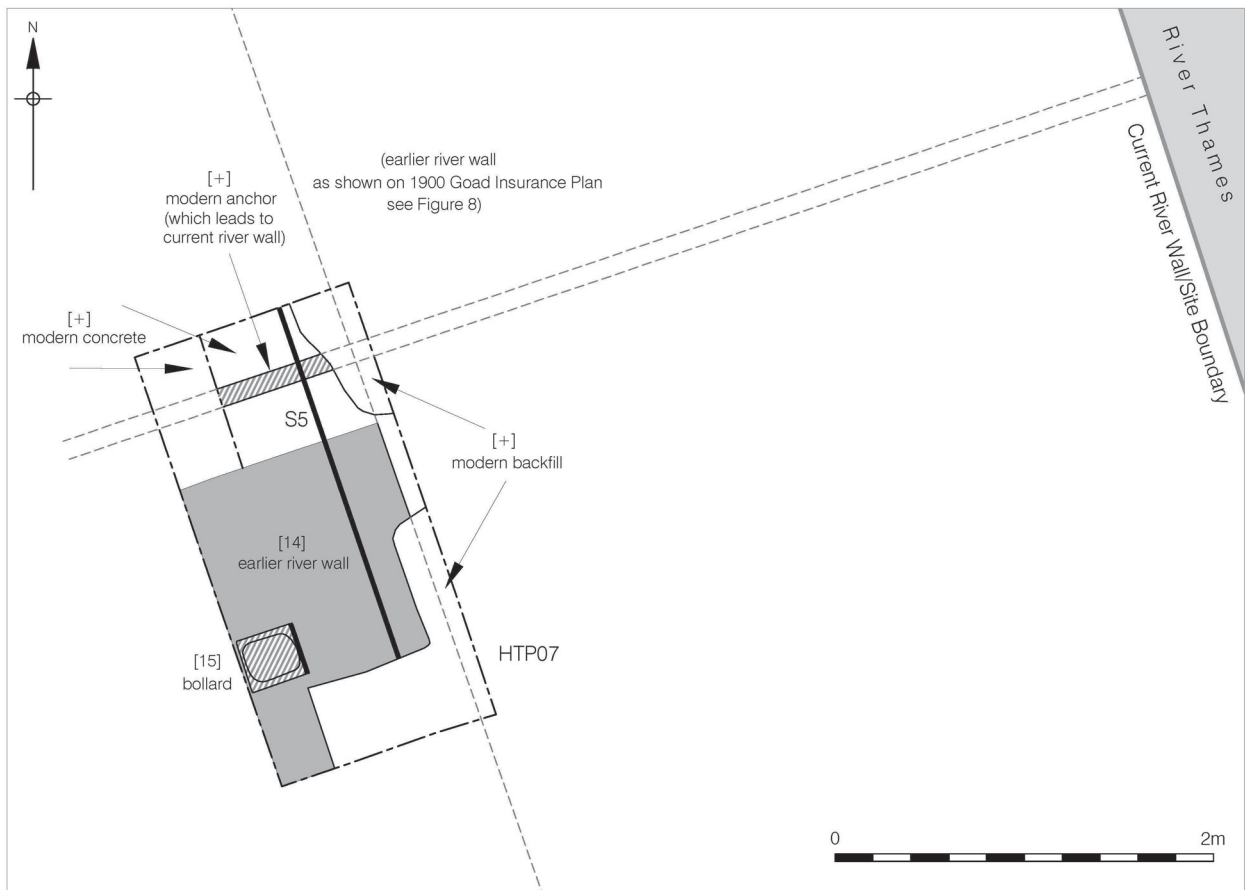
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Figure 4
Plan and Section of HTP03
1:40 at A4



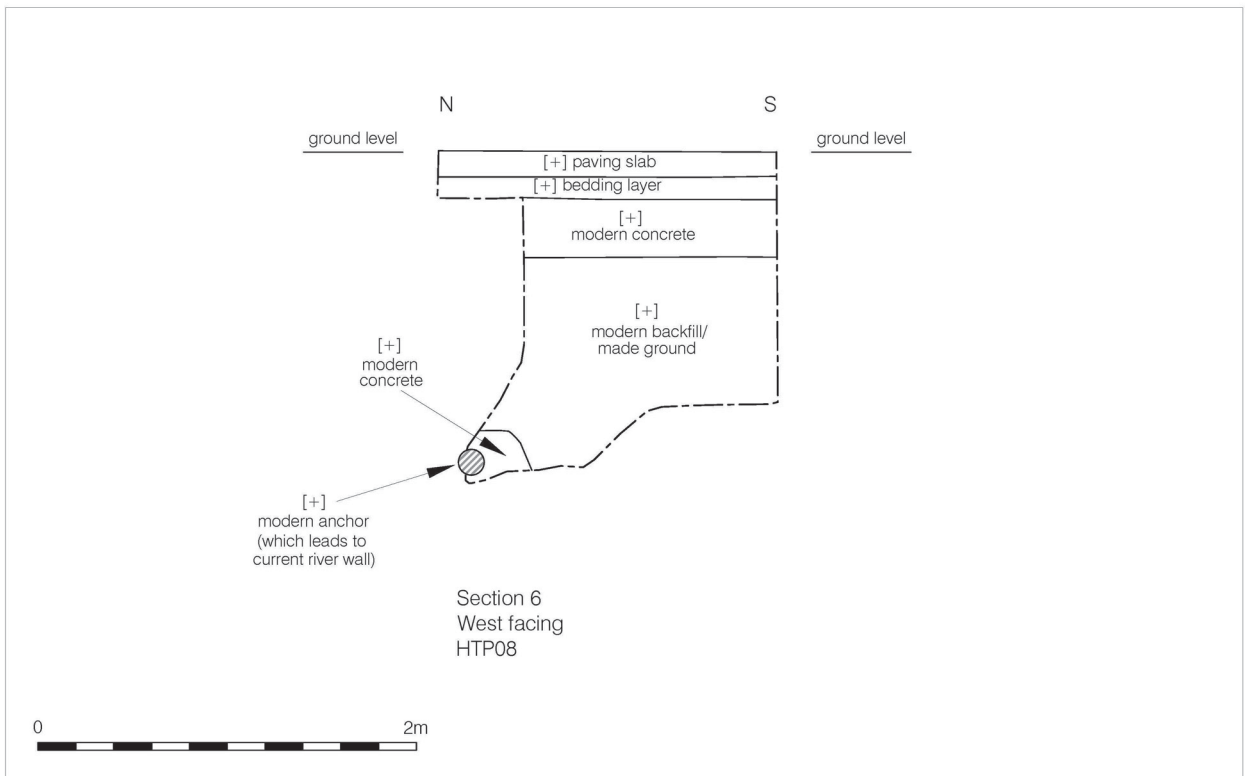
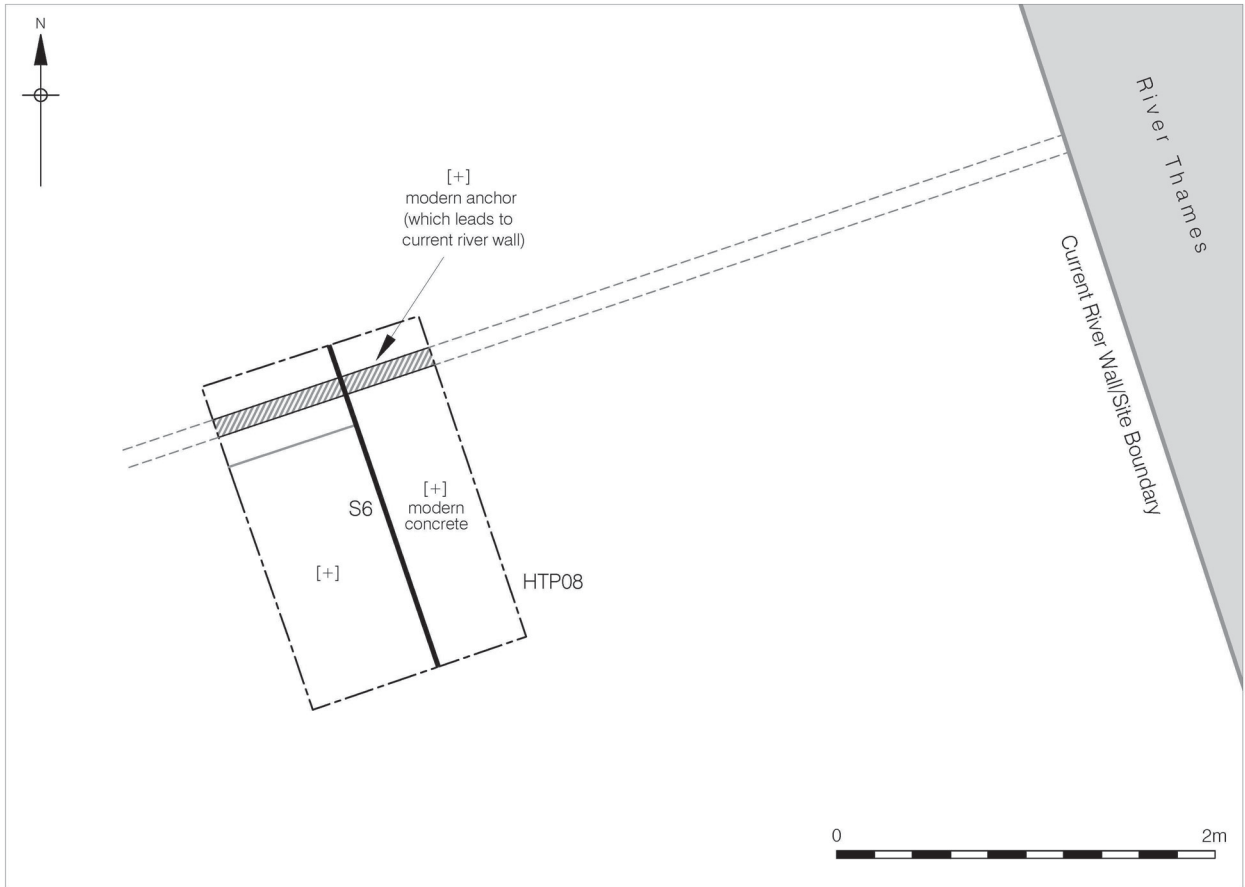
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Figure 5
Plan and Section of HTP05
1:40 at A4



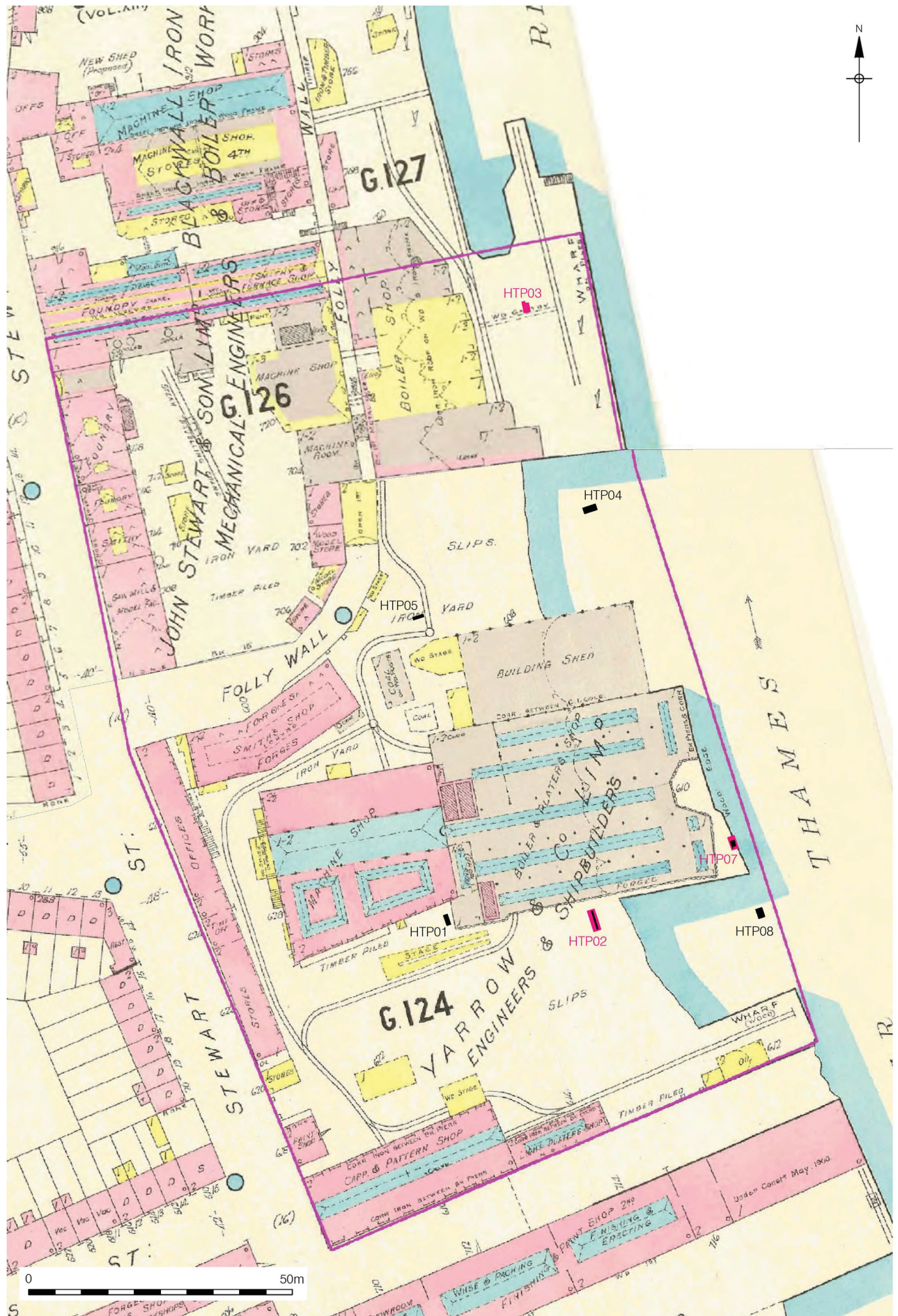
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Figure 6
Plan and Section of HTP07
1:40 at A4



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Figure 7
Plan and Section of HTP08
1:40 at A4



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Figure 8
 Goad Insurance Plan, 1900
 1:1,000 at A4



8 INTERPRETATION AND CONCLUSIONS

- 8.1 No natural deposits were identified in any of the observed trial pits and trenches. The watching brief did not yield any evidence of prehistoric, Roman or medieval activity.
- 8.2 A number of post-medieval structures were identified across the study site. These included a timber baseplate supported by timber posts, located in the southern part of the site (HTP02). This structure was interpreted as a timber foundation/support and is possibly associated with Yarrow's Yard wharf shown on the 2nd edition OS map of 1896 and 1900 Goad Insurance Plan (see Fig 8).
- 8.3 A concrete surface constructed above a sequence of post-medieval layers was identified in the northeast corner of the site (HTP03). This was interpreted as an external concrete surface associated with the Blackwall Iron Works as depicted on the 1900 Goad Insurance Plan (see Fig 8).
- 8.4 A possible north-south orientated masonry wall was observed in the central area of the study site (HTP05). The interpretation of this feature is not certain due to the very small area excavated and the very poor condition of the brickwork. However, the position of this possible north-south wall is consistent with the western edge of the barge building slips as shown on the Goad Insurance Plan of 1939 (see Fig 9).
- 8.5 The base of this HTP07 revealed north-south orientated late post-medieval concrete base/floor [14]. To the east it formed a step with an inclination towards the River Thames. A cast iron mooring bollard set within concrete [14] was observed approximately 0.80m from the eastern limit of the concrete. Concrete [14] and the bollard are likely to represent part of the river wall at Yarrow's Yard as depicted on the Goad Insurance Plan (see Fig 8).
- 8.6 All excavation areas were sealed by either modern concrete or made ground. Areas within the footprint of the car park located in the central part of the study site appear to have suffered the greatest amount of impact by modern intrusions. Presumably the redevelopment of the site in the 1970s entailed extensive landscaping and truncation of earlier structures.

9 BIBLIOGRAPHY

9.1 Printed Sources:

Institute of Field Archaeologists 1993. Standards in Archaeological Practice.

Greater London Archaeological Advisory Service, 2009 Archaeological Guidance Papers 3: Standards and Practices in Archaeological Fieldwork in London.

Hyder 2012, East Thames Group, New Union Warf, Environmental impact Assessment, Archaeological Desk-Based Assessment. Draft Client Report.

Hyder 2013, East Thames Group, New Union Warf, Archaeological Watching Brief, Written Scheme of Investigation.

9.2 Cartographic Sources:

OS map 1896

OS map 1916

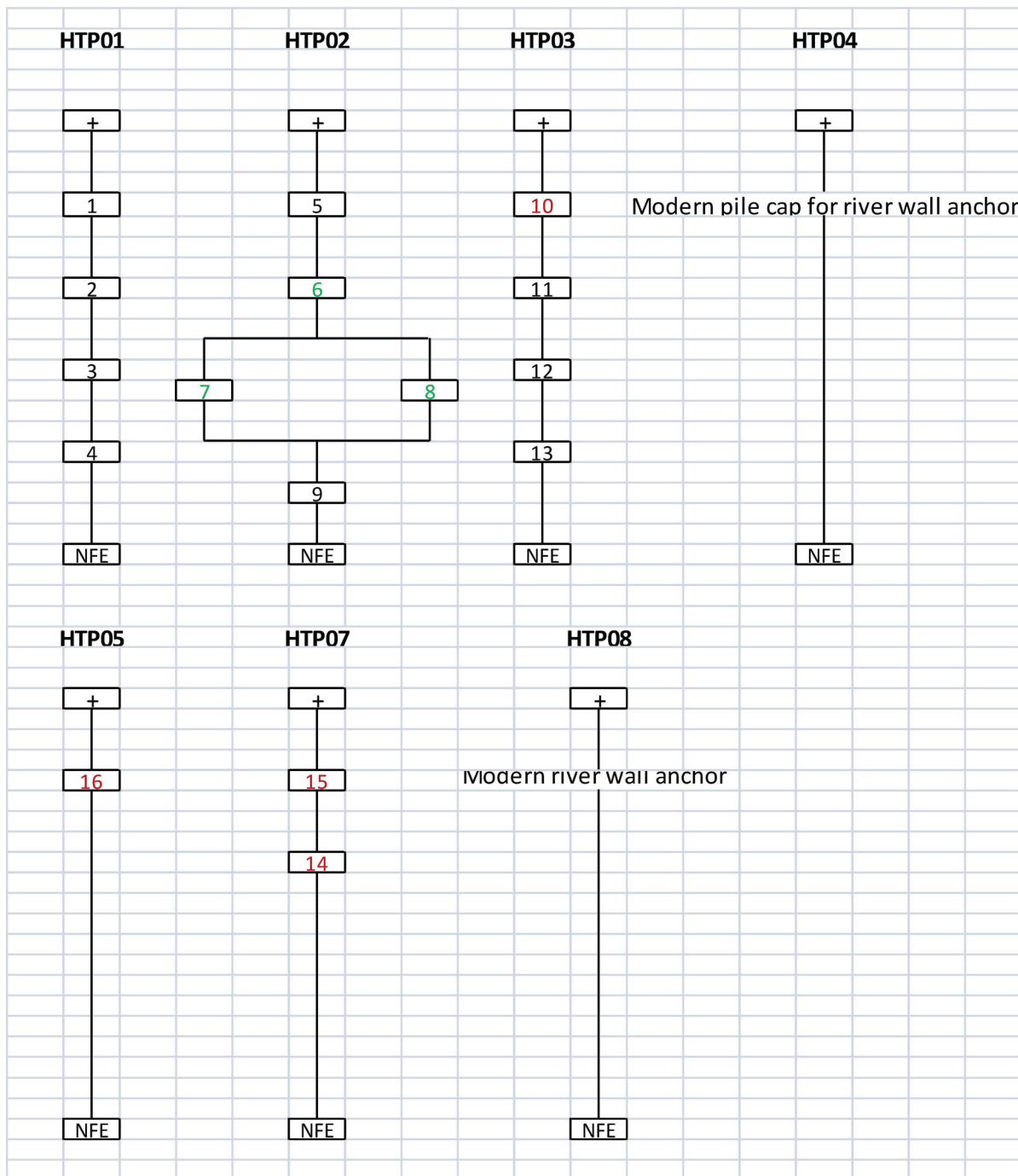
10 AKNOWLEDGEMENTS

- 10.1 Pre-Construct Archaeology Ltd would like to thank Jenny Wylie of Hyder Consulting (UK) for commissioning the work. Thanks to Katarzyna Kordeczka-Kania for her help and support on site.
- 10.2 The author would like to thank Tim Bradley for his project management and editing, and Hayley Baxter for the illustrations.

APPENDIX 1: CONTEXT INDEX

Context No	Test Pit No	Plan	Section	Type	Description
1	1		1	Layer	Post-med made ground
2	1		1	Layer	Post-med clay layer
3	1		1	Layer	Waterlogged organic deposit
4	1		1	Layer	Decayed wood layer
5	2		2	Layer	Post-medieval make up/dump
6	2	HTP02	2	Timber	Post-medieval timber base plate
7	2	HTP02	2	Timber	Timber post
8	2	HTP03	2	Timber	Timber post
9	2	HTP02	2	Deposit	Alluvium
10	3	HTP03	3	Masonry	Early concrete floor
11	3		3	Layer	Post-medieval make up. Industrial waste
12	3		3	Layer	Post-med industrial layer
13	3	HTP03	3	Layer	Organic layer
14	7	HTP07	5	Masonry	Concrete floor for early river wall
15	7	HTP07	5	Masonry	Bollard associated with concrete [14]
16	5	HTP05	7	Masonry	North-South orientated wall

SITE MATRIX



APPENDIX 3: OASIS REPORT FORM

OASIS ID: preconst1-149369

Project details

Project name	New Union Wharf, Isle of Dogs, London Borough of Tower Hamlets
Short description of the project	An archaeological watching brief undertaken on geotechnical investigations (6 trial pits and 2 trenches). This recorded late post-medieval (19th and 20th century) remains including a timber baseplate supported by timber posts, located in the southern part of the site interpreted as a timber foundation; a concrete floor constructed above a sequence of post-medieval layers in the northeast corner of the site interpreted as a concrete floor associated with the Blackwall Iron Works; a possible north-south orientated masonry wall observed in the central areas of the study site; a north-south orientated river wall located near the southeast corner of the study site which was interpreted as part of the Yarrow's Yard.
Project dates	Start: 11-02-2013 End: 22-02-2013
Previous/future work	No / Not known
Type of project	Recording project
Current Land use	Residential 1 - General Residential
Monument type	FOUNDATION Post Medieval

Project location

Country	England
Site location	GREATER LONDON TOWER HAMLETS TOWER HAMLETS New Union Wharf, Isle of Dogs
Postcode	E14 3ZX
Study area	1.70 Hectares
Site coordinates	TQ 3842 7949 51 0 51 29 48 N 000 00 20 W Point
Height OD / Depth	Min: 2.00m Max: 2.00m

Project creators

Name of Organisation Pre-Construct Archaeology Limited

Project brief originator Hyder Consulting

Project design originator Jenny Wylie

Project director/manager Tim Bradley

Project supervisor Ireneo Grosso

Type of sponsor/funding body Consultancy

Name of sponsor/funding body Hyder Consulting Limited

Project archives

Physical Archive Exists? No

Digital Archive recipient LAARC

Digital Media available "Images raster / digital photography", "Text"

Paper Archive recipient LAARC

Paper Media available "Context sheet", "Matrices", "Plan", "Section", "Unpublished Text"

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Entered on 1 May 2013

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