

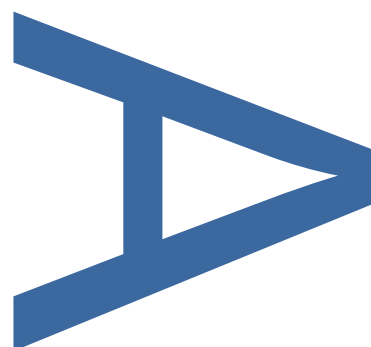
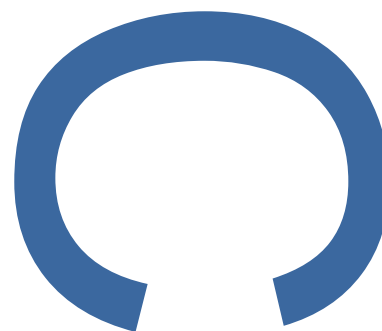
**NEWFOUNDLAND,  
LONDON E14 4JB**

**AN ARCHAEOLOGICAL WATCHING  
BRIEF**

**PCA REPORT NO: R12584**

**SITE CODE: PPQ15**

**AUGUST 2016**





**PRE-CONSTRUCT ARCHAEOLOGY**

DOCUMENT VERIFICATION

NEWFOUNDLAND, LONDON E14 4JB  
AN ARCHAEOLOGICAL WATCHING BRIEF

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**NEWFOUNDLAND, WESTFERRY ROAD, CANARY WHARF, LONDON E14 4JB**  
**AN ARCHAEOLOGICAL WATCHING BRIEF**

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**MUSEUM OF LONDON SITE CODE: PPQ15**

**PLANNING APPLICATION NUMBER: PA/13/01455**

**LOCAL PLANNING AUTHORITY: LONDON BOROUGH OF TOWER HAMLETS**

**CENTRAL NGR: TQ 3716 8024**

**COMMISSIONING CLIENT: CGMS CONSULTING**  
**on behalf of: SOUTH QUAYS PROPERTY LTD**

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**AUGUST 2016**

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## **1 NON-TECHNICAL SUMMARY**

- 1.1 This report details the working methods and results of an archaeological watching brief undertaken by Pre-Construct Archaeology Limited on land at Newfoundland, Westferry Road, Canary Wharf, London E14 4JB (Figure 1). The fieldwork was undertaken from June 2016 to July 2016.
- 1.2 The area monitored during this watching brief observed bulk ground reduction for the construction of a basement to the west of West India Middle Dock.
- 1.3 Natural drift geology comprising sand was encountered during the watching brief at a high point of -2.00m OD for the sand.
- 1.4 The watching brief revealed a sequence of alluvial clays which included a number of archaeological features overlaid by post medieval and modern made ground.
- 1.5 The completed archive will be deposited with the London Archaeological Archive and Research Centre (LAARC) under site code PPQ15.

## 2 INTRODUCTION

- 2.1 An archaeological watching brief was undertaken on land at Newfoundland, Westferry Road, Canary Wharf, London E14 4JB in the London Borough of Tower Hamlets. The site is centred at National Grid Reference TQ 3716 8024 (Figure 1).
- 2.2 The fieldwork was undertaken from 21<sup>st</sup> June to 29<sup>th</sup> July 2016.
- 2.3 The site area is an irregular plot of land bounded by Westferry Road to the west, Bank Street to the south, land comprising the Park Place development site to the north and the West India Middle Dock to the east. (Figure 2).
- 2.4 The archaeological watching brief was conducted by Pre-Construct Archaeology Limited under the supervision of Tanya Jones, and the project management of Chris Mayo. This report was written by Tanya Jones. The archaeological work was commissioned and a DBA (Gailey, 2013) was prepared by CgMs Consulting on behalf of South Quays Property Limited. The archeological project was monitored on behalf of the London Borough of Tower Hamlets by John Gould of the Greater London Archaeological Advisory Service (GLAAS), Historic England and was overseen by the client's archeological consultant, Suzanne Gailey of CgMs Consulting. The work was undertaken in accordance with an approved Written Scheme of Investigation (Mayo, 2015).



*Plate 1: Watching brief excavation area, view northwest*

- 2.5 The site archive was identified using the unique site code PPQ15, issued by the Museum of London. The completed archive comprising written, drawn and photographic records will, upon completion of the project, be deposited with LAARC under that code.
- 2.6 The extant dock wall is Grade I listed and partly extends through the eastern part of the site and partly bounds the site to the east. The site lies within an Archaeological Priority Area.

### **3 PLANNING BACKGROUND AND RESEARCH OBJECTIVES**

#### **3.1 National Planning Policy Framework (NPPF)**

3.1.1 The National Planning Policy Framework (NPPF) was adopted on March 27 2012, and now supersedes the Planning Policy Statements (PPSs). The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications. Chapter 12 of the NPPF concerns the conservation and enhancement of the historic environment.

3.1.2 In considering any proposal for development, including allocations in emerging development plans, the local planning authority will be mindful of the policy framework set by government guidance, existing development plan policy and of other material considerations.

#### **3.2 Regional Guidance: The London Plan**

3.2.1 Additional relevant planning strategy framework is provided by The London Plan, which was updated in 2015. It includes the following policy of relevance to archaeology within London:

##### **Historic environments and landscapes**

##### **POLICY 7.8 HERITAGE ASSETS AND ARCHAEOLOGY**

###### Strategic

A London's heritage assets and historical environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and utilising their positive role in place shaping can be taken into account.

B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

###### Planning decision

C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.

D Development affecting heritage assets and their setting should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological assets or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that assets.

###### LDF preparation

F Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.

G Boroughs, in consultation with English Heritage, Natural England and other relevant statutory organizations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and heritage assets and their setting where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.

#### **3.3 London Borough of Tower Hamlets, Local Plan: Strategic Policies**

3.3.1 The local planning authority responsible for the site is the London Borough of Tower Hamlets whose strategic policy (adopted September 2012) stipulates as follows:

##### **SP12**

Improve, enhance and develop a network of sustainable, connected, well-designed places across the borough through:

- a. Ensuring places are well-designed so that they offer the right lay out to support the day to day activities of local people
- b. Retaining and respecting the features that contribute to each places' heritage, character and local distinctiveness
- c. Ensuring places have a rang and mix of dwelling types and tenures to promote balanced, socially mixed communities
- d. Ensuring places have access to a mixed-use town centre that offers a variety of shops and services
- e. Ensuring places have a range and mix of a high quality publicly accessible green spaces that promote biodiversity, health and well-being
- f. Promoting places that have access to a range of public transport models in order for local people to access other parts of the Borough and the rest of London
- g. Ensuring places provide for a well- connected, safe and attractive network of streets and spaces that make it easy and pleasant to walk and cycle
- h. Ensuring spaces promote wider sustainability and assist in reducing society's consumption of resources and its carbon footprint
- i. Ensuring development proposals recognise their role and function in helping to deliver the vision, priorities and principles for each place

### **3.4 Site Specific Planning Background**

- 3.4.1 The site lies within an Archaeological Priority Area as defined by the London Borough of Tower Hamlets. There are no Scheduled Ancient Monuments within or adjacent to the site. The Grade I Listed Dock wall of the East India Middle Dock partly extends through the eastern part of the site.
- 3.4.2 The site was subject to a previous planning application that was granted permission in 2008 (PA/08/00598) subject to an archaeological planning condition (5).

“NO DEVELOPMENT SHALL TAKE PLACE UNTIL THE APPLICANT HAS SECURED THE IMPLEMENTATION OF A PROGRAMME OF ARCHAEOLOGICAL WORK IN ACCORDANCE WITH THE SCHEME OF INVESTIGATION WHICH HAS BEEN SUBMITTED BY THE APPLICANT AND APPROVED BY THE COUNCIL. THE DEVELOPMENT SHALL ONLY TAKE PLACE IN ACCNDANCE WITH THE DETAILED SCHEME PURSUANT TO THIS CONDITION. THE ARCHAEOLOGICAL WORKS SHALL BE CARRIED OUT BY A SUITABLY QUALIFIED INVESTIGATING BODY ACCEPTABLE TO THE COUNCIL.”

However, that consented scheme was not implemented.

- 3.4.3 The current scheme was granted planning consent in 2013 under planning application number PA/13/01455, and this planning submission included a desk-based assessment prepared by CgMs Consulting (Gailey 2013). Upon determination the planning consent included no archaeological



conditions; nevertheless a programme of archaeological works in accordance with the 2008 condition was commissioned by the client as a demonstration of best-practice.

3.4.4 The groundwork under application number PA/13/01455 involved the installation of piled foundations and the excavation of the basement to a depth of about -4.50m OD.

### **3.5 Research Objectives**

3.5.1 The investigation aimed to address the following primary objectives:

- To identify and adequately investigate specific heritage assets of regional or national significance which are revealed by the works.
- To establish the presence or absence of post-medieval activity at the site. Can surviving evidence, if present, be accurately correlated to historic maps? What sort of impact have these post-medieval developments had on earlier deposits?
- To establish the nature, date and survival of activity relating to any other archaeological periods at the site.
- To establish the height and nature of the natural palaeotopography of the site, and to ascertain whether intact foreshore deposits may be present.
- To establish the extent of all past post-depositional impacts on the archaeological resource.

## **4 GEOLOGY AND TOPOGRAPHY**

- 4.1 The British Geological Survey (England and Wales Sheet 270 South London) shows the geology of the study area as alluvium over river gravels and sands (Gailey, 2013).
- 4.2 The site is located at approximately 5.0m OD. All levels within the site are, however, entirely artificial being a product of 18<sup>th</sup> and 20<sup>th</sup> Century land forming and engineering. This is mainly due to the site being formed as part of the former West India Dock.
- 4.3 The palaeotopography of the Isle of Dogs comprised gravel Islands (eyots) separated by former river channels (palaeochannels) and peat marshes (Batchelor & Young, 2014).
- 4.4 Geotechnical investigations recorded across the Newfoundland development area suggested that the surface of the natural sand lie between -0.38m OD and -0.94m OD (Gailey, 2013). However, the recent watching brief has observed the sand at Newfoundland between -3.50m OD and -3.65m OD.

## **5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

The following archaeological and historical background is taken from the site-specific archaeological desk-based assessment (Gailey 2013).

### **5.1 Prehistoric**

5.1.1 No *in situ* remains of Paleolithic or Mesolithic age have been recorded in the immediate vicinity of the site. The evidence for past environments indicates that environmental conditions in this area first stabilized during the Neolithic, although very few finds of Neolithic or Bronze Age date are recorded within the vicinity. No finds of Iron Age date are known of in the immediate vicinity of the site and very few settlements or activity sites of this date are known from this stretch of the Thames floodplain.

### **5.2 Roman**

5.2.1 No finds of Roman date are recorded on the Greater London Historic Environment Record (GLHER) within 500m of the site. *In situ* Roman activity has only recently, in 2002, been identified on the Isle of Dogs to the west of the West India Docks, in an area of high gravels.

### **5.3 Anglo-Saxon and Early Medieval**

5.3.1 No evidence of Anglo Saxon and Early Medieval activity has been found within 500m of the site, which is also remote from all known settlements of these periods. The site lay between the main medieval river defenses at Poplar High Street and the Thames and in all likelihood comprised salt marsh. Indeed, for a significant proportion of these periods, the bulk of the site is likely to have lain under water.

### **5.4 Late Medieval/Post Medieval and Modern**

5.4.1 From the twelfth century onwards the Isle of Dogs was subject to the process of 'inning' whereby the salt marsh was reclaimed by embanking, drained and converted to pasture. This process was extremely slow and often subject to sudden and catastrophic reverses through flood events. However, by the fourteenth century the island was being noted for the quality of its sheep pasture.

5.4.2 By the close of the late medieval period the main flood defenses probably ran along the line of the West Ferry Road therefore bounding the site to the east. There were no significant settlements on the island.

5.4.3 John Gascoyne's map of 1703 shows the site in fields south west of the village of Poplar and this is also how the site is shown in John Rocque's map of 1764.

5.4.4 The West India Dock Export Dock was built in 1803–06 (Survey of London, 1994) and was immediately north of the City Canal which linked to the Thames via a lock at its western end, immediately southwest of the site. As built the Dock and Lock were 7m deep and excavated into the gravel. All underlying earlier archaeology in these parts of the site will have been removed.

5.4.5 A plan of the docks in 1841 shows the site occupying the wharf between the Export Dock to the east and the South Dock to the south. The site is occupied by quay yardage and part of the Export

Dock, and by the OS map of 1868, yardage, a warehouse, mooring posts and part of the Export Dock. By the OS map of 1894 the aforementioned warehouse had been demolished and timber sheds occupied the west of the site. The area was known as West Quay and there was little change to the site by the early 20<sup>th</sup> century.

- 5.4.6 By 1937 the OS map shows all buildings on site had been demolished and it was mainly occupied by yardage and a light railway. This situation remains unchanged until a plan dated 1973, prior to the modern redevelopment of the site.

## 6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 The proposed methodology of the archaeological work was detailed in the site specific Written Scheme of Investigation (Mayo, 2015).
- 6.2 The watching brief monitored groundwork excavations to the north and west of the dock wall (Figure 2), undertaken in stages over a six-week period. The area was machine-excavated to the natural sand by multiple 360° excavators, operating under remote archaeological supervision. The watching brief was discontinued upon the reaching of natural sand or project formation level.
- 6.3 Due to safety concerns, with up to four machines digging at any one time, in order to monitor ongoing progress of the excavations observation occurred from a secure platform encompassing the top of the site. This allowed for the excavation to be monitored and archaeology recorded via photographs, noting the approximate location of any archaeological features on a plan of the site. Where possible, access to the trench was undertaken in order to make a more accurate record of the archaeology present.
- 6.4 All recording systems adopted during the investigations were fully compatible with those most widely used elsewhere in London; that is those developed out of the Department of Urban Archaeology Site Manual, now presented in PCAs *Operations Manual 1* (Taylor, 2009). Individual descriptions of all archaeological and geological strata and features excavated and exposed were entered onto pro-forma recording sheets. All plans and sections of archaeological deposits were recorded on polyester based drawing film, the plans being at scale of 1:20 and the sections at 1:10 as applicable. The OD heights of all principle strata were calculated and indicated on the appropriate plans and sections. A digital photographic record was made during the works.
- 6.5 The completed archive produced during the watching brief, comprising written, drawn and photographic records, will be deposited with the London Archaeological Archive and Research Centre (LAARC) under the allocated site code PPQ15.

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## 7 THE ARCHAEOLOGICAL SEQUENCE

### 7.1 Phase 1: Natural Sands

- 7.1.1 Deposits of natural sand [71] & [86] (Figure 5) were observed in the main watching brief area during the later phase of ground reduction. These were the earliest deposits encountered and may perhaps represent foreshore material, although this could not be conclusively ascertained. The sands were recorded at -2.00m OD on the north of the site and -3.50m OD on the south of the site. With a thickness of between 1m and 1.50m, they represented the fine light grey sands that make up the flood plain deposits as described by the British Geological Survey. The borehole data gathered in the north-west of the site shows the sand recorded from -0.94m OD showing the gradual rise in the deposits on site (Gailey, 2007). This would appear to be the result of work which has been undertaken to reclaim the marshland for the construction of the docks.



*Plate 2: Bulk excavation showing sands*

### 7.2 Phase 2: Alluvium

- 7.2.1 Homogenous layers [57], [58], [98] & [99] (Figure 4) of firm to stiff, mid greyish green to dark blue grey clay with occasional lenses of peat were recorded above the natural.
- 7.2.2 These deposits varied in height across the watching brief area from +2.00m OD to -4.50m OD with a varying thickness of between 1.50m and 3.00m.
- 7.2.3 Alluvial deposits were observed across a large part of the watching brief area, approximately 90 m north-south and 50m east-west.

### 7.3 Phase 3: Marsh Reclamation

- 7.3.1 Occasional deposits [65], [67], [69] & [97] (Figure 3) were found in a number of areas across site; these were made up of large boulders of chalk rubble that had been mixed with sandy clay.
- 7.3.2 These deposits are likely to be part of the reclamation process that took place as part of the construction of the dock from 1803-6 (Survey of London, 1994). In order to stabilize the reclaimed

land, chalk was deposited to create a base which could then be used for the construction of the dock and surrounding location.

- 7.3.3 Most of the chalk was deposited onto the alluvium, but [67] had a layer of silty peat [85] which appeared have formed underneath, directly overlying the sand [86] (Figure 5). A fragment of pot was collected from the deposit and given the date range 1580-1900, although it is probably 18<sup>th</sup>/19<sup>th</sup> century in date given the firing and glazing (pers. comm, C. Jarrett. 3 Aug 2016).



*Plate 3: Excavation through chalk deposit [67], view east*

#### **7.4 Phase 4: Dockyard Construction and Use**

- 7.4.1 In the south-west of the site there was revealed the remains of a boat [59] (Figure 4) that had been heavily truncated, but could be seen in section at a height of -2.79m OD. It appeared to have been deliberately sunk with chalk [53], and it has been suggested that this may be part of the early reclamation and development of the site. This is because on the south-east edge, along where the river wall runs, there is evidence of a possible earlier construction, which may have been an alternative entrance to the dock yard.
- 7.4.2 During the construction and opening of the Import Dock and Blackwall Basin, the Limehouse Basin was not needed so was constructed later. While this construction was taking place, to the south of the Limehouse entrance lock a former ship-breaking yard was used known as 'The Limehouse Slipway' as its main site for the delivery of bricks (Survey of London, 1994).



*Plate 4: Dock wall truncated by concrete piles*

7.4.3 The site has been developed into what is now Westferry Circus although there is no exact details of location and form that this access took, the location of the brickwork and the presence of a scuttled boat [59] could be evidence of the possible location. The construction of the brickwork found does appear to have a similar form to the Blackwall entrance lock 1800-1802. Once the primary building works were complete in 1813, 'the frontage was embanked in brick, leaving a drawdock or slipway for the repair of dock company lock gates and boats' (Survey of London, 1994).



*Plate 5: Possible Brickwork for Dock Access*





*Plate 6: Close up of Access Brickwork*

- 7.4.4 The boat [59] (Figure 4) looks to have been sunk using large quantities of chalk in order to weight it down. It appeared to be a double-hulled flat-bottom barge which would have been used for transporting goods in shallow waters and along river-ways. The construction appears to be carvel planking which was secured with iron nails and caulking used to waterproof the hull.



*Plate 7: Boat [59]*

- 7.4.5 In the north-west area of the site, a number of re-used boat timbers [87] (Figure 3) were excavated. The working conditions on site meant that they could not be closely examined in detail beyond recording their location, but a number of them were collected and examined. They were found at a height of about 1.0m OD.
- 7.4.6 Each of the examples had been boat timbers which had been re-used as piles. Timber [88] had caulking between the planks suggesting prior use as a boat timber with iron nails still holding planks together and [89] was from a beam/possibly keel. Timber [90] had a substantial size and definite
-

fixings visible: when turned over part of the curve of the outside of the tree was visible, the bark having been removed.



*Plate 8: Reused Timber [89]*



*Plate 9: Reused Timber [90]*

7.4.7 Three of the timbers [91], [92] & [93] appeared to be planks that had been re-used as piles with one end sharpened to a point down the two narrow sides, to form a wedge. There were also markings to suggest that [92] had been cut into a plank by using a two-man pit saw.

7.4.8 The most substantial boat timber [94] would have been part of the main frame or keel including trenails that penetrated all the way through the timber, possibly part of a scarf joint. At the opposite end from the possible scarf joint, a mortice joint had been drilled out for a tenant joint for another timber to be inserted .



*Plate 10: Reused Boat Timber [94]*



*Plate 11: Reused Boat Timber [94] (side view)*

- 7.4.9 The timbers [91], [92 & [93] were boat timbers that had been re-used and re-worked as stakes which could have possibly formed some form of support at an early stage in the development of the docks, or could even possibly have pre-dated the opening of the dock. A similar looking timber to [94] was found at National Wharf, Southwark in 1990 as part of a waterfront revetment which was thought to be early 17<sup>th</sup> century. It was one of two oak frames recovered which included trenails which held planking to the frame and was thought to part of a boat that had carvel planking (Marsden, 1996).
- 7.4.10 The entire east edge of the site is defined by the dock wall. There were also a number of timbers [66], [70], [79], [82] & [83] which have driven into the chalk deposit [67] (Figure 5) at a height of - 2.25m OD. These timbers appear to have been truncated to this level by previous work that has been carried out. They appear to be in roughly the same location as a warehouse that was constructed between 1841 and 1868.
- 7.4.11 Just to the north of [59] there were a large number of driven timbers [64], [68], [72], [73], [76], [77], [78], [80], [95] & [96] (Figure 3) which ran from north to south; these are possibly in relation to the construction of a timber shed in the area between 1888 and 1894, which covered most of the western side of the site after its previous use as quay yardage.

## **7.5 Phase 5: Modern Made Ground**

- 7.5.1 A layer [84] of loose mid greyish brown sandy silt with frequent fragments of CBM, stones and modern material (e.g. concrete and plastic) covered the whole site and sealed the strata discussed above. This deposit was up to 4m in thickness and was located just below the previous modern ground surface. This layer, which included timbers [81] (Figure 3), is made ground that forms part of the landscaping of the site during the 20<sup>th</sup> century and more recent land reworking.

## 8 CONCLUSIONS

- 8.1 The watching brief identified evidence representing the reclamation and consolidation of the marsh land, the construction of the dock at the end of the 18<sup>th</sup> and early 19<sup>th</sup> centuries, and the continued development of the site. In addition the alluvial deposits show the post-medieval wetland and periodically flooded environment.
- 8.2 The archaeological watching brief demonstrated that natural deposits were observed across a large area of the site. These deposits are consistent with the known underlying geology described by the British Geological Survey as natural river gravels and sands. No clearly intact foreshore deposits could be identified.
- 8.3 The alluvial sequence present on site contained no dating evidence although it was truncated by the timber piles and there was also evidence of occasional peat formation. This would suggest that this part of the site would have experienced the drier periods necessary for peat formation. The generally wet nature of the environment suggested by the alluvial deposits would explain why there is no evidence of human activity at the site. It is believed that this material accumulated over a broad length of time up to the late medieval/early post-medieval period.
- 8.4 The most significant find was the remain of a sunken boat that looked to have been deliberately sunk or scuttled and used as part of the backfill of a possible early channel that would have been used as access to the dock before the permanent access was put in place. This can also be seen in the makeup of the river wall that shows the possible blocking of a disused opening.
- 8.5 The structural sequence development of the site was recorded as a series of timber piles forming either scaffolds for the construction of the dock, or foundations for dockside buildings or mooring posts. It has been possible to correlate some of these with structures which are visible on the historic mapping of the site.
- 8.6 The results of the site investigation will be published by PCA as a summary in the annual 'Round-Up' of *London Archaeologist*.
- 8.7 Upon approval this report and with confirmation that the work is complete, the archive will be deposited with the London Archaeological Archive and Research Centre under the unique site code PPQ15.

## 9 ACKNOWLEDGMENTS

- 9.1 Pre-Construct Archaeology Ltd would like to thank Suzanne Gailey of CgMs Consulting for commissioning the work. We also thank John Gould, Historic England, for monitoring the archaeological project.
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## APPENDIX 1: CONTEXT REGISTER

Site Code	Context No.	Type	Description	Phase	Highest Level	Findings	Photos
PPQ15	50	Layer	Layer Capping Boat	4	-2.5		D5
PPQ15	51	Deposit	Chalk Deposit	4	-2.65		D5
PPQ15	52	Fill	Fill of Boat (Silty Clay)	4	-2.72		D5
PPQ15	53	Deposit	Chalk Deposit in Boat	4	-4.12		D5
PPQ15	54	Timber	Boat Rib	4	-2.59		D5
PPQ15	55	Timber	Planking Inside	4	-3.11		D3
PPQ15	56	Timber	Planking Outside	4	-2.84		D3
PPQ15	57	Layer	Layer Below Boat	4	-4.51		D5
PPQ15	58	Layer	Layer Beside Boat	4	-3.6		D5
PPQ15	59	Structure	Boat (054) - (056)	4	-2.59		D5
PPQ15	60	Deposit	Deposit of Straw and Caulking	4	-4.5		D5
PPQ15	61	Timber	Beam	4	-4.3		D5
PPQ15	62	Timber	Rib	4	-4.62		D5
PPQ15	63	Timber	Rib	4	-4.57		D5
PPQ15	64	Timber	Timber Post Group	4	-3.5		D5
PPQ15	65	Layer	Chalk Deposit	3	-2.25		D5
PPQ15	66	Timber	Timber Post Group	4	-2.25		D5
PPQ15	67	Layer	Chalk Deposit	3	-2.25	Pot (1580-1900)	D5
PPQ15	68	Timber	Timber Post Group	4	1.5		D5
PPQ15	69	Layer	Chalk Deposit	3	1.5		D5
PPQ15	70	Timber	Timber Post Group (possibly same as (68))	4	-2.25		D5
PPQ15	71	Layer	Sand (Natural) (same as (86))	1	-3.5		D5
PPQ15	72	Timber	Timber Post Group	4	-3.5		D5
PPQ15	73	Timber	Timber Post (possibly associated with (72))	4	-3.5		D5
PPQ15	74	Timber	Timber Post	4	-2.5		D6

Site Code	Context No.	Type	Description	Phase	Highest Level	Finds	Photos
PPQ15	75	Timber	Timber Post Group	4	-2.5		D6
PPQ15	76	Timber	Timber Post Group	4	-0.25		D5
PPQ15	77	Timber	Timber Post	4	-0.25		N/A
PPQ15	78	Timber	Timber Post Group	4	-0.25		D6
PPQ15	79	Timber	Timber Posts (possibly the same as (68))	4	-2.25		D6
PPQ15	80	Timber	Timber Posts	4	1		N/A
PPQ15	81	Timber	Timber Post in Sand	5	4		N/A
PPQ15	82	Timber	Timber Post in Chalk (67)	4	-2.85		D6
PPQ15	83	Timber	Timber Post in Chalk (67)	4	-2.85		D6
PPQ15	84	Layer	Clay (Madeground)	5	-2.25		D6
PPQ15	85	Layer	Black Silt	3	-3.55		D6
PPQ15	86	Layer	Sand (Natural) (same as (71))	1	-3.65		D6
PPQ15	87	Timber	Reused Boat Timbers Group	4	1		D11
PPQ15	88	Timber	Reused Ship Planking (87)	4	N/A		D10
PPQ15	89	Timber	Reused Timber as Pile (87)	4	N/A		D11
PPQ15	90	Timber	Reused Timber (87)	4	N/A		D11
PPQ15	91	Timber	Reused Timber as Pile (87)	4	N/A		D11
PPQ15	92	Timber	Reused Timber as Pile (87)	4	N/A		D11
PPQ15	93	Timber	Reused Timber as Pile (87)	4	N/A		D11
PPQ15	94	Timber	Reused Boat Timber (87)	4	N/A		D11
PPQ15	95	Timber	Timber Post Group	4	-0.5		D8
PPQ15	96	Timber	Timber Post Group	4	-0.5		D9
PPQ15	97	Layer	Chalk Deposit	3	1.5		D9
PPQ15	98	Layer	Brown Clay	2	2		D9
PPQ15	99	Layer	Blue Clay	2	0		D9

## APPENDIX 2: OASIS FORM

OASIS ID: preconst1-259941

### Project details

Project name	Newfoundland, London E14 4JB: An Archaeological Watching Brief
Short description of the project	An archaeological watching brief was undertaken by Pre-Construct Archaeology Limited on land at Newfoundland, Westferry Road, Canary Wharf, London E14 4JB. The watching brief observed bulk ground reduction for the construction of a basement to the west of West India Middle Dock. Natural drift geology comprising sand was encountered during the watching brief at a high point of -2.00m OD for the sand. The alluvial sequence present on site contained no dating evidence although it was truncated by timber piles and there was also evidence of occasional peat formation. This would suggest that this part of the site would have experienced the drier periods necessary for peat formation. The generally wet nature of the environment suggested by the alluvial deposits would explain why there is no evidence of human activity at the site. It is believed that this material accumulated over a broad length of time up to the late medieval/early post-medieval period. The most significant find was the remain of a sunken boat that looked to have been deliberately sunk or scuttled and used as part of the backfill of a possible early channel that would have been used as access to the dock before the permanent access was put in place. This can also be seen in the makeup of the river wall that shows the possible blocking of a disused opening. The structural sequence development of the site was recorded as a series of timber piles forming either scaffolds for the construction of the dock, or foundations for dockside buildings or mooring posts.
Project dates	Start: 21-06-2016 End: 29-07-2016
Previous/future work	Yes / No
Any associated project reference codes	PPQ15 - Sitecode
Type of project	Recording project
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 13 - Waste ground
Monument type	TIMBER Post Medieval
Monument type	BOAT Post Medieval
Significant Finds	POT Post Medieval
Significant Finds	CTP Post Medieval
Investigation type	"Watching Brief"
Prompt	Voluntary/self-interest

### Project location

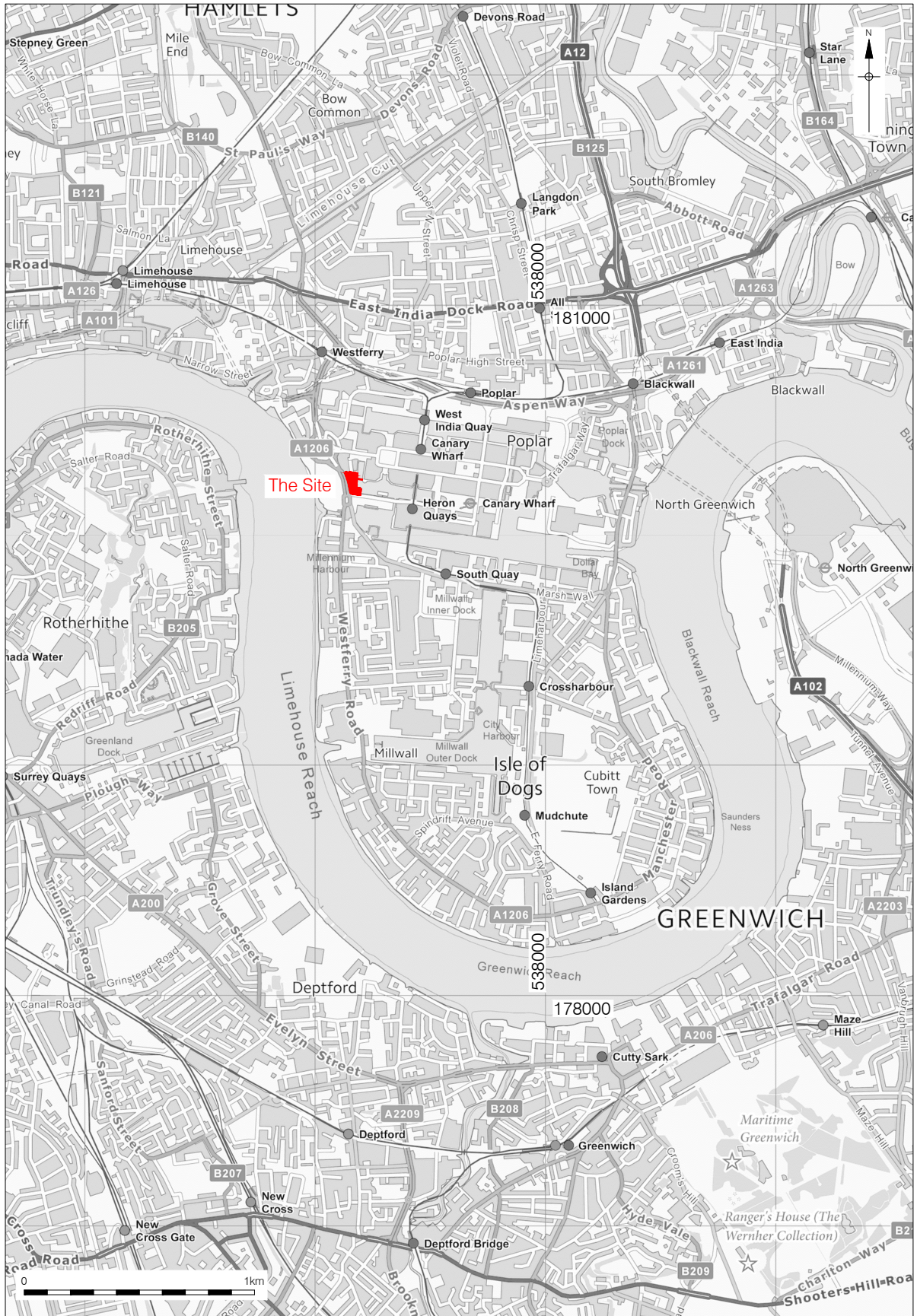
Country	England
Site location	GREATER LONDON TOWER HAMLETS POPLAR Newfoundland, Westferry Road, Canary Wharf, London
Postcode	E14 4JB
Study area	2190 Square metres



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Site coordinates	TQ 3716 8024 51.503926219839 -0.023545041284 51 30 14 N 000 01 24 W Point
Lat/Long Datum	Unknown
Height OD / Depth	Min: -3.5m Max: -2m
<b>Project creators</b>	
Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Consultant
Project design originator	Chris Mayo
Project director/manager	Chris Mayo
Project supervisor	Tanya Jones
Type of sponsor/funding body	Developer
Name of sponsor/funding body	SOUTH QUAYS PROPERTY LTD
<b>Project archives</b>	
Physical Archive recipient	LAARC
Physical Archive ID	PPQ15
Physical Contents	"Ceramics"
Digital Archive recipient	LAARC
Digital Archive ID	PPQ15
Digital Contents	"Stratigraphic"
Digital Media available	"Database","Images raster / digital photography","Images vector","Spreadsheets","Survey","Text"
Paper Archive recipient	LAARC
Paper Archive ID	PPQ15
Paper Contents	"Stratigraphic"
Paper Media available	"Context sheet","Miscellaneous Material","Plan","Section"
<b>Project bibliography 1</b>	
Publication type	Grey literature (unpublished document/manuscript)
Title	Newfoundland, London E14 4JB: An Archaeological Watching Brief
Author(s)/Editor(s)	Jones, T.
Other bibliographic details	PCA R12584
Date	2016
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London
Description	A4 grey literature WB report with PCA covers
<b>Entered by</b>	
Entered by	Chris Mayo (cmayo@pre-construct.com)
Entered on	12-Aug-16

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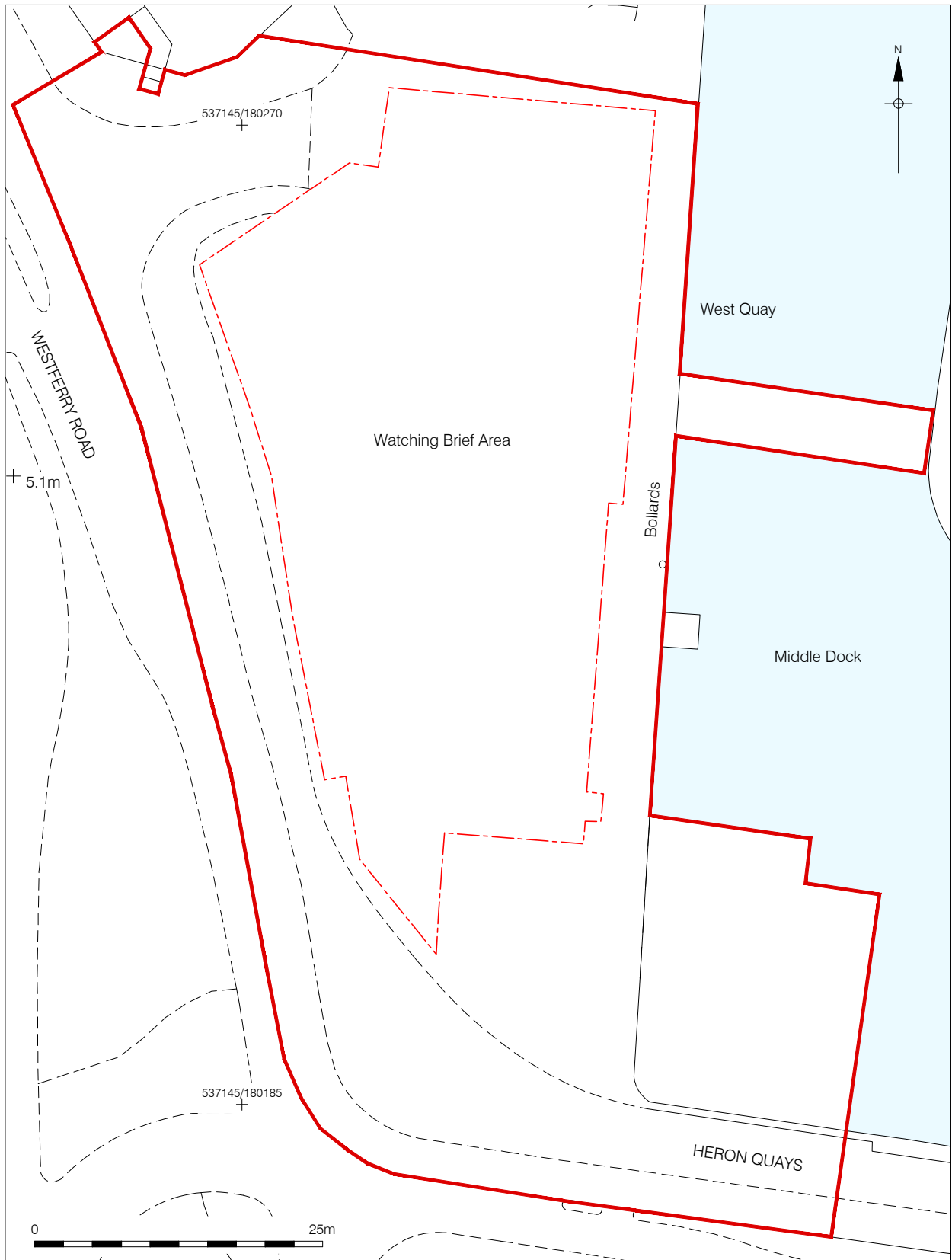


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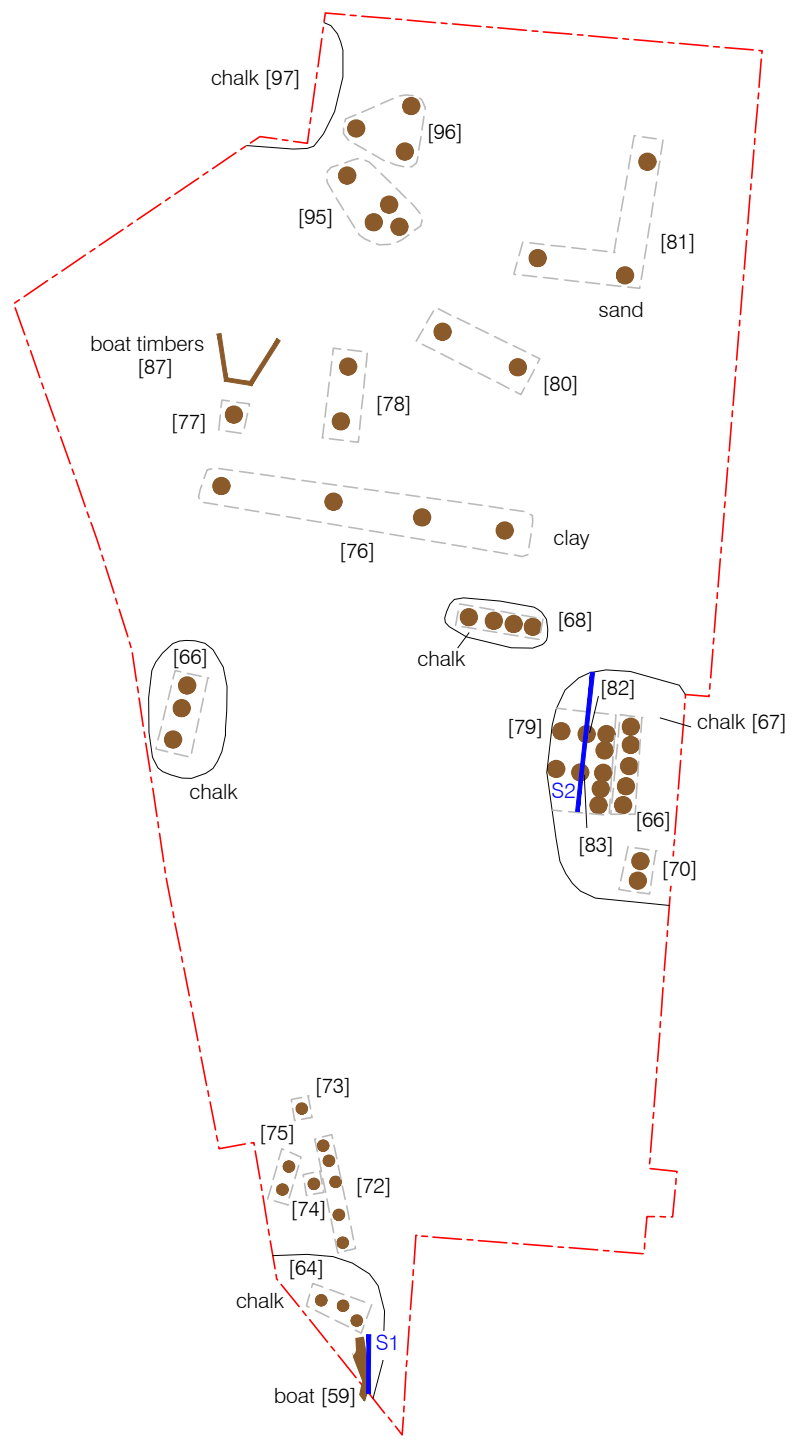
12/08/16 JS

Figure 1  
Site Location  
1:25,000 at A4



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Figure 2  
 Trench Location  
 1:500 at A4

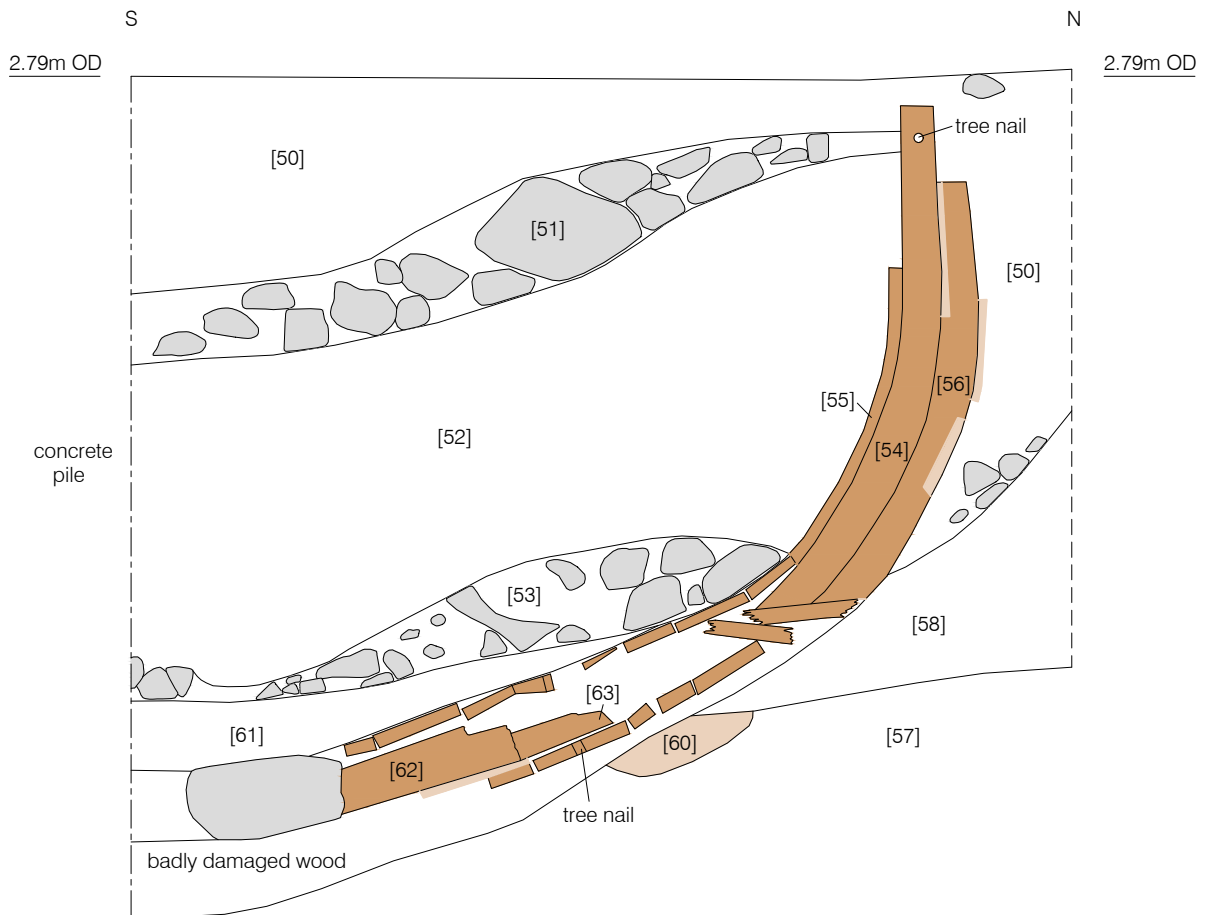


 timber group



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Figure 3  
Plan of Watching Brief Area  
1:400 at A4

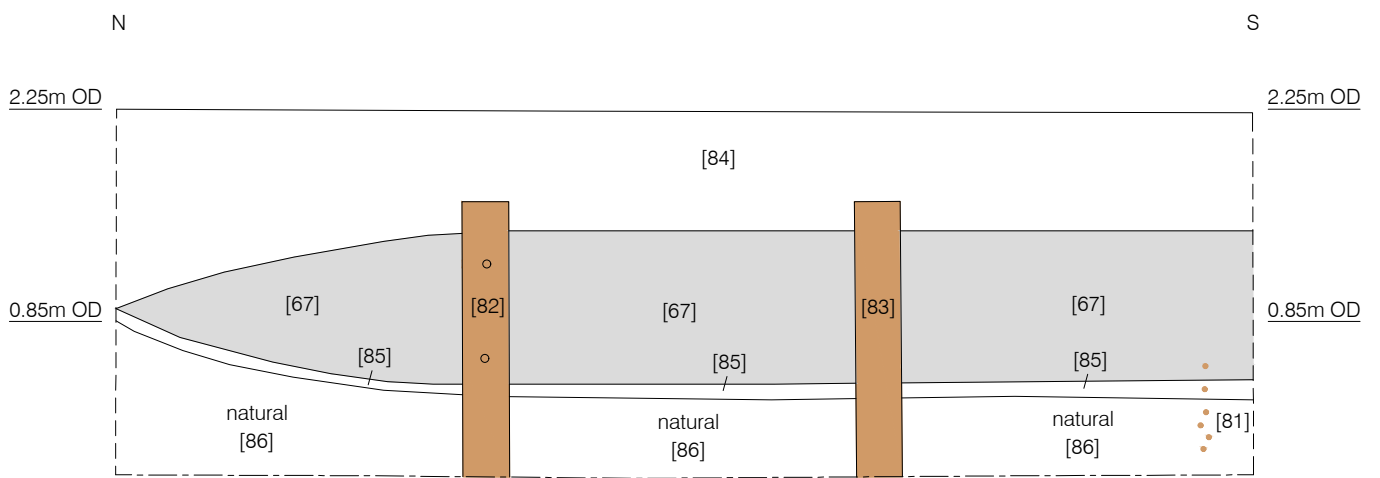


Section 1  
East Facing

- caulking [60]
- chalk
- timber

0 
0
1m
  
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Figure 4  
Section 1 through Boat [59]  
1:25 at A5



Section 2  
West Facing



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Figure 5  
Section 2  
1:50 at A4

# PCA

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