

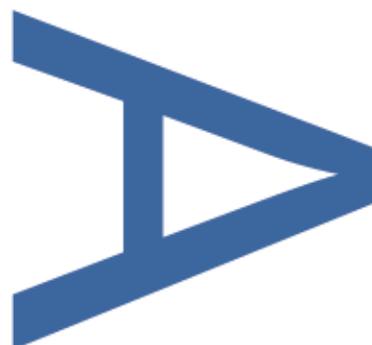
**GREENWICH WHARF, 79 BANNING
STREET, LONDON BOROUGH OF
GREENWICH SE10 0NT**

**AN ARCHAEOLOGICAL
FORESHORE SURVEY**

PCA REPORT NO: R12793

SITE CODE: BNT16

FEBRUARY 2017

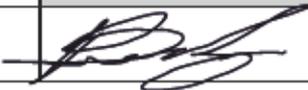


PRE-CONSTRUCT ARCHAEOLOGY

DOCUMENT VERIFICATION

Thames Foreshore, Greenwich Wharf, 79 Banning Street,
London Borough of Greenwich SE10 0NT;
An Archaeological Foreshore Survey

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Thames Foreshore, Greenwich Wharf, 79 Banning Street, London Borough of Greenwich SE10 0NT; An Archaeological Foreshore Survey

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PCA Report Number: R12793

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1 ABSTRACT

- 1.1 This report details the results and methodology of an archaeological survey undertaken on the Thames foreshore at Greenwich Wharf, 79 Banning Street, London Borough of Greenwich SE10 0NT. The area surveyed measured 130m long and c.50m wide and was demarcated by the development at Enderby Wharf to the north and the river wall promontory of the adjoining property of Wyndham Apartments to the south, also known as Granite's Wharf.
- 1.2 The work was commissioned by CgMs Consulting and was carried out in advance of alterations to the riverside and foreshore area which includes plans for a new cycle way, footpath and viewing deck associated with the redevelopment of the site.
- 1.3 The investigation was undertaken during the course two days; the 16th and 17th January 2017.
- 1.4 The investigation involved the systematic walkover of the area, identifying, examining and recording any structures, features, layers or significant finds scatters present in the area of investigation. The foreshore survey was entirely non-intrusive, with no excavation, handling or removal of finds or structures from the foreshore in accordance with the requirements of the Port of London Authority. A photographic record was made of the principal structures and/or components.
- 1.5 Although it had been anticipated that the survey would include logging of significant finds/finds spreads, none were identified during the fieldwork.
- 1.6 Approximately two-thirds of the foreshore consisted of compact pockets of sand and shingle whilst approximately one-third of the area consisted of potentially dangerous mud and estuary deposits which were considered unsafe to traverse. This was confined to the south-west of the site. Whilst several timber post stumps were observed scattered across this area, no significant structures of any appreciable size were observed.
- 1.7 A number of timber structures were identified, consisting of the remains of one large barge-bed, two steel-built gridiron frames, a collapsed wharf and sundry mooring posts, tide breaks and 'unclassified' timber structures. No dating of the features was attempted during the survey, so all structures in this report have been classified by type and interpreted function. However, it is considered likely that all structures identified dated to the later post-medieval period (late 19th and early 20th centuries). No other archaeological remains were uncovered.

2 INTRODUCTION

- 2.1 An archaeological survey was undertaken on the Thames foreshore between the 16th and 17th January 2017 by Pre-Construct Archaeology Ltd (PCA) on a parcel of land designated as the Greenwich Wharf foreshore zone. It was bounded by Enderby Wharf to the north and Wyndham Apartments and Granite Wharf to the south (Figure 1).
- 2.2 The National Grid Reference for the site is TQ 39069 78553.
- 2.3 The investigation was commissioned by CgMs Consulting.
- 2.4 The foreshore survey was supervised by Wayne Perkins assisted by Richard Archer (surveyor) and James Langthorne. The project was managed by Tim Bradley of PCA.
- 2.5 All work was undertaken following the appropriate Historic England (GLAAS) (2015) and ClfA (2014) guidelines along with additional guidelines provided by the Port of London Authority.
- 2.6 The investigation was undertaken in advance of alterations to the riverside and foreshore area which includes plans for a new cycle way, footpath and viewing deck associated with the redevelopment of the site (Bradley 2017).
- 2.7 The study site comprised of approximately 0.65 hectares and is situated adjacent to the Greenwich Wharf development site and is bounded to the north by Enderby Wharf and to the south by the Wyndham Residential Apartments block.
- 2.8 The archaeological investigation followed the methodology set out in a Method Statement prepared for the site by PCA (Bradley 2017), undertaking a systematic walkover over of the site, identifying and recording any features, structures, layers or finds spreads which were evident during the walkover, and presenting the results within an illustrated report.
- 2.9 The investigation was entirely of a non-intrusive in nature and no attempt to excavate or date the structures encountered was made. Therefore, all structures listed in this report have been categorised by type and function only.

3 SUMMARY OF ARCHAEOLOGICAL BACKGROUND

- 3.1 There is no record that this section of foreshore had been studied systematically in the past. However, a number of surveys have been undertaken close by and there are several known find-spots in the vicinity.
- 3.2 In September 2016 the area immediately inland and east of the foreshore within the development site was evaluated with eight trenches by PCA. It recorded some undated cut features and post-medieval dump layers. However, anticipated peat layers did not materialise which, in turn, lessened the potential for prehistoric activity. The evaluation closely followed a geotechnical survey by Quest in the same year (Seddon 2016).
- 3.3 Just to the north, at Enderby Wharf, an archaeological evaluation uncovered the foundations of the 17th century Gunpowder magazine built by the Crown in 1694 and subsequently demolished in the 18th century to make way for a Rope Factory (Hogg 2014). The mitigation archaeological strip, map and sample exercise found that the earliest deposits on site comprised peat and alluvium layers of probable prehistoric date. The alluvium was encountered at 0.96m OD and colour variations to the deposit are considered a consequence of varying soil oxidation levels across the site. Finds and features of prehistoric date were not found in association with these deposits and it was concluded that land occupied by the site did not seem to have experienced significant exploitation during the prehistoric periods. Further evidence of the Gunpowder magazine was also recorded (Taylor 2016).
- 3.4 In 2009 a medieval Tide mill was uncovered between Lovell's Wharf and Granite Wharf (Greenwich Wharf south) to the south of the site (GIHS 2017). This consisted of a late twelfth century tidal mill located to take advantage of a large pond area that occurred naturally against the rising ground of sand. The superstructure had been dismantled for recycling or to form part of a new tide-mill in the thirteenth century rather than being destroyed by river erosion and so the entire floor plan of the building survived.
- 3.5 Much further away, 750m due south-west from the site, the foreshore directly in front of Royal Naval College (running from Greenwich Pier to Greenwich Power Station jetty) has been the subject of a systematic survey by FROGS on behalf of the Thames Discovery Programme (TDP 2017). It has been designated the site code FGW04. On this stretch of foreshore, archaeological features have been identified as dating from the Tudor period to present day. The ongoing survey also charts the erosion taking place to the *in situ* remains (FROGS 2017).



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15/12/2016 JB

Figure 1
Site Location
1:20,000 at A4



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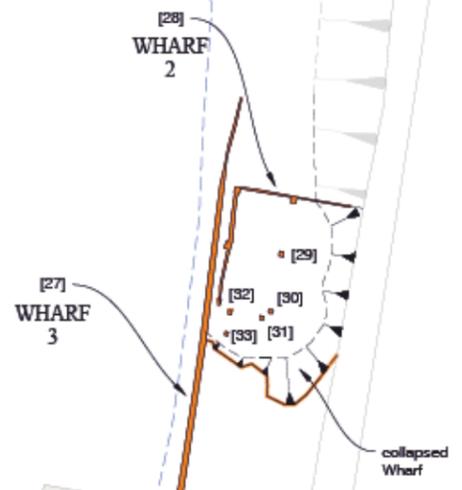
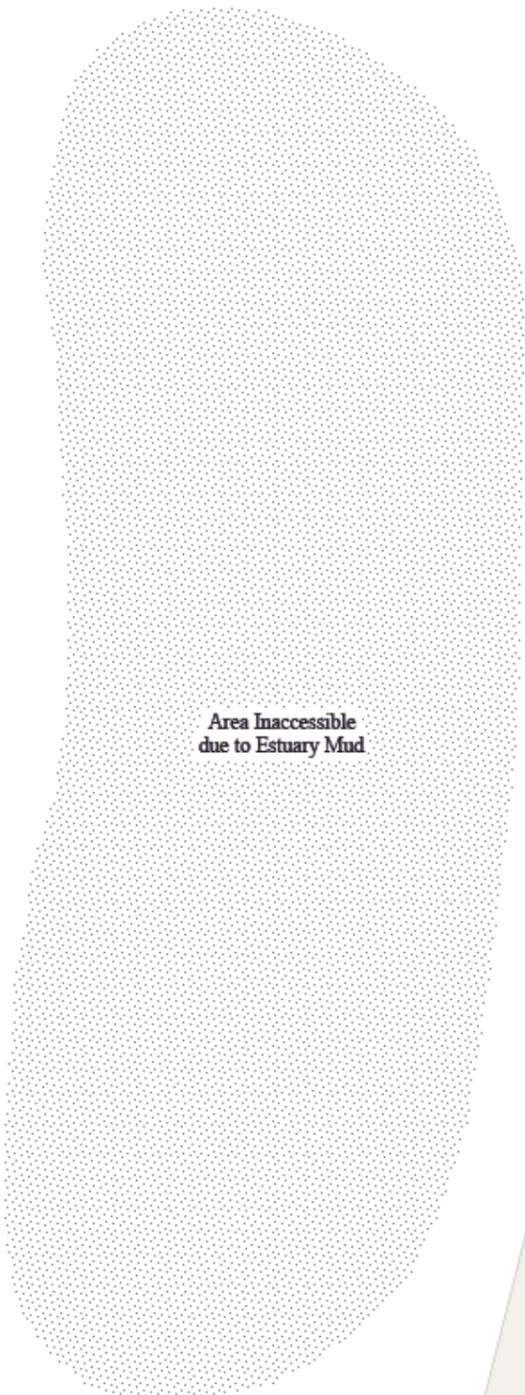
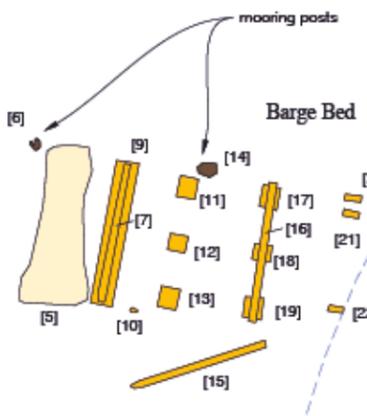
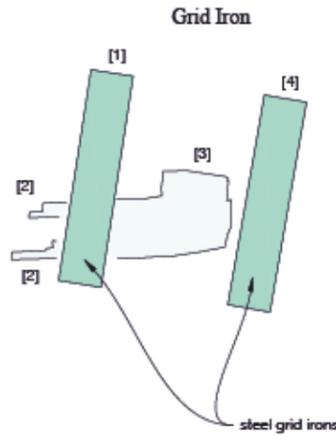
Figure 2
 Detailed Site Location
 1:1,250 at A4



Low Tide Mark
10:37 GMT 16/01/17

Mid Tide Water Mark

High Tide Water Mark



cobbled stone facing to River Wall

footpath

-  Wooden Planking
-  Steel Grid Irons
-  Concrete
-  Barge Beds
-  Mooring Post
-  Timber Built Wharf Structure
-  Stone Built Wharf



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Figure 3
Plan of Foreshore Survey
1:400 at A3

4 ARCHAEOLOGICAL METHODOLOGY

- 4.1 The aims and objectives of the archaeological survey were as follows:
- To record comprehensively any archaeological remains that may have been exposed due to erosion of the foreshore or that were already visible above the current land surface;
 - To survey the location of any archaeological features recorded within these areas;
 - To provide information that may be used in the formulation of an appropriate mitigation strategy.
- 4.2 All works were undertaken in accordance with the guidelines set out by Historic England and the Chartered Institute for Archaeologists (CIfA 2014). All works were also undertaken following the site specific risk assessment prepared in advance of the fieldwork, which noted particular health and safety considerations and measures to be implemented for foreshore survey work.
- 4.3 Access to the foreshore was gained via an access gate that gave onto the stone river wall located to the north of the foreshore area. The work was undertaken around two low tide cycles identified in advance from published tide tables; Monday 16th January 2017 (10.37hrs GMT) & Tuesday 17th (11.04hrs GMT) April 2016 (lowest level of 0.3m OD).
- 4.4 All archaeological features were surveyed using a GPS system with a running numbering system for each separate timber (or coherent timber structure). Notable features were photographed.
- 4.5 The recording systems adopted during the investigations were fully compatible with those widely used elsewhere in London, that is those developed out of the Department of Urban Archaeology Site Manual and presented in PCA's Operations Manual 1 (Taylor 2009). The site archive was organized so as to be compatible with the archaeological archives produced in the London area.
- 4.6 A full photographic record was made during the archaeological investigation, comprising digital photographs.

4 SURVEY OVERVIEW

- 4.7 The Greenwich Wharf foreshore was the subject of the non-intrusive archaeological survey and given a site code of BNT16. The zone was demarcated as being the area of foreshore between Enderby Wharf to the north and the Wyndham Apartments to the south. The foreshore is physically bounded by a low concrete break water to the north demarcating the southern limit of Enderby Wharf and by the block-built river wall of the former Granite Wharf, now occupied by the Wyndham Apartment buildings.
- 4.8 Access to the foreshore was via a galvanised gate set into the foreshore railings which gave onto the 45-degree slope of stone cobbling now comprising the river wall at this point.
- 4.9 The largest and most comprehensive structure on the foreshore was a barge-bed constructed of horizontal timbers set onto wooden pillars or mounts at the northern limit of the study area. Down-slope, and to the west, two steel gridirons were also recorded. A collapsed wharf structure in the south-east corner of the site was also surveyed. All structures were comprehensively recorded during this current phase of foreshore survey.
- 4.10 About one third of the foreshore was inaccessible due to the presence of mud and soft alluvial deposits which accounted for blank area in the survey in the south-west area of the study area. Two groups of heavily eroded post lines could be discerned just above the surface but could not be reached due to the potentially hazardous conditions under foot.
- 4.11 In some places heavily eroded timbers were difficult to interpret but they appeared to be partially destroyed/decayed mooring structures of unknown date; these remain 'unclassified.'
- 4.12 A number of concrete tidal breaks were recorded in the survey and are marked on the plan.

5 DETAILED OBSERVATIONS

- 5.1 The structures surveyed within the study area have been classified by their type and likely function following the descriptions outlined in the Thames Discovery Programme. No dating of the timber structures was attempted nor excavation or sample recovery attempted during this non-invasive survey.
- 5.2 The evaluation identified five main types of maritime structure within the area recorded:
- Barge-beds
 - Steel gridirons
 - An area or surface of wooden planking
 - A collapsed wharf structure
 - Un-classified timber structures or single timber posts (possible mooring structures)
- 5.3 The foreshore study area was dominated by two main structures; a large barge-bed to the north and a collapsed wharf to the south-east of this. This following will describe the features as surveyed, starting with the steel gridirons at the north-west and moving clockwise around the site.
- 5.4 To the west of the main wooden barge-bed structure and closest to the Low Tide line, two steel frames [1] & [4] - possibly forming a gridiron - were recorded (see *Plate 1*). They were roughly on the same alignment to the barge-bed but were slightly offset and mounted much lower than the timber-framed structure itself. It would be difficult to reconcile these structures with the wooden barge-bed but it is possible they may have been part of the same structure. Each of the two steel structures consisted of welded steel frames upon which further parallel bars or panels arranged perpendicular to the frame had been welded into place. They were 12.10m long by 2.43m wide and had a thickness of 0.26m. Various mounting and suspension slots were noted around the frame as well as metal loops for attaching ropes or chains for lifting. Each frame had been laid and secured in place by a concrete bed and located at the Low Tide mark. This arrangement had been laid over a series of flat wooden planks [3]. The interpretation of the frames as forming a grid iron is based upon the form taken by their timber counterparts which consist of rectangular bays made up of horizontal timbers secured by vertical timber posts. Gridirons, like barge-beds, were built to provide a stable working surface on which vessels could be grounded at high tides for a number of tasks including the off and on loading of cargo, reparation of the barge and other maintenance tasks (TDP 2010).
- 5.5 Beneath the steel gridirons [1] & [4] and layer of bedding concrete described above was a series of large horizontal wooden planks laid edge to edge, some of which had been sawn to create a curving edge [2] / [3] (see *Plates 2 & 3*). The main span of planks was exposed by the tide between the two steel gridirons but some planks were clearly visible protruding from under the western edge of [1]. Their form and function is unknown but in all likelihood they were laid to provide a 'hard' or work surface.
- 5.6 5.6 An area of concrete was partially exposed between gridiron [4] and the timber barge bed [7] / [8] / [9] to the east. Its entirety was not visible and only a trapezoidal area was discernible; the concrete had been mixed with numerous iron objects such as nails, nuts and

- bolts, presumably to add strength. Immediately adjacent to (or possibly on top of) the concrete layer were a number of disparate objects including five square concrete weights and a large – almost 1m long – rope pulley (see *Plate 4*). At the north of the strip of concrete a vertical timber post [6] was recorded which was actually a post ‘cluster’ of several posts, each one inserted to strengthen or pack the primary, larger post in the centre. Feasibly this may have been a mooring post.
- 5.7 The largest structure on the foreshore consisted of five timber crossbeams set upon timber pillars that created one cohesive barge-bed upon which a large barge could be rested. However, two of the five ‘rests’ had lost their horizontal crossbeams leaving a series of eroded pillars. The ensemble of structures measured 28m long by 8m wide and was oriented roughly east-west, parallel to the shoreline. The timbers were interpreted as a barge-bed on account of their size and the presence of packing and in-filling between the timbers. It is this additional packing, including the concrete, which suggests that it is a barge-bed based upon the TDP designation (TDP 2010). This represents a substantial structure sufficient to receive a large vessel. The barge-bed had consisted of five horizontal timbers set perpendicular upon a series of timber pillars to create a series of ‘rests’ upon which the hull of the barge could have rested. Two were ruinous, having either lost their crossbar or having deteriorated leaving just the supporting pillars *in situ*. Working from the west and travelling up the foreshore the first structure consisted of very large lateral timber [7] resting upon seven pillars (grouped as [8]) of short, horizontal timbers bolted into place, all of which, in turn, rested upon four laterally running planks (grouped as [9]) (see *Plate 5*).
- 5.8 Immediately to the east the second component of the barge-bed structure had lost its crossbar (which may indeed be the long timber [15] located just 2m to the south, grounded on the shingle). The three uprights [11,12,13] remained (see *Plate 6*). These were somewhat different in that each pillar consisted of two short timbers which appeared to have been used as shuttering to create a square concrete pad or stanchion for the horizontal crossbar. Metal fittings had been cast into the concrete to receive the horizontal timber and these in turn had been set into a concrete base.
- 5.9 The third component of the barge-bed was another horizontal timber [16] (comprised of two squared timbers strapped together) set upon three pillars [17, 18 & 19] much the same as [7] described above (see *Plate 7*). The horizontal timber was 8m in length and the combined height of the structure was 0.54m. In this case it could be seen that pillar [19] sat on (or was set into) a concrete bed.
- 5.10 To the north of this row of three stanchions a large vertical wooden post [14] was recorded, enclosed in a metal cylinder measuring 1.05m high and 0.38m in diameter. This seems likely to have been a mooring post to hold (or direct) the barges onto the barge-bed horizontals (see *Plate 8*).
- 5.11 Immediately to the east of this was another component of the barge-bed but in a ruinous condition, with only three short timbers [20, 21, 22] (minus their horizontal crossbar) remaining.

- 5.12 The fifth and final component of the barge-bed was a single horizontal timber [24] embedded in the shingle at the eastern extremity of the structure. It was 7.5m long, oriented north-south and five eroded nut-and-bolt attachments were recorded along its surface. Its northern end almost touched the concrete divider [25] which demarcated the Enderby Wharf property to the north of the study area.
- 5.13 Set parallel between the last two features was a low bar or wall of concrete [23] which may have been part of the barge-bed but its function is unclear; at its north end a section of twisted and damaged iron pipe was still *in situ*.
- 5.14 The only other feature in the north of the site was another linear concrete bar (or low wall) [26] which may have been a tide break or radial support for the river wall at the east.
- 5.15 The Thames Discovery programme defines wharves as platforms constructed parallel to the shore (or indeed extensions of the shore itself) for loading and unloading cargo and therefore are generally more substantial in form (TDP 2010). However, as they are generally discovered in their degraded, eroded form and, if they are only partially exposed, they may be confused with a line of revetting or river defence palisade. This was certainly the case of the collapsed wharf structure in the south east of the site - the structure appeared to have been a later addition to an existing stone-built river wall. Wharf structure [27] (Wharf 3) consisted of panels created by horizontal planks having been stacked vertically on edge within a steel 'H' frame. These, for the most part, remained standing even though the interior had collapsed. Structure [27] comprised of five such panels; the northernmost of which was only partial as it had been heavily eroded away (see *Plate 9*).
- 5.16 The collapsed wharf structure revealed two internal components; an earlier wharf structure [28] (Wharf 2) which had been superseded by [27] and a row of parallel posts [29/30/31]. Two further posts, [32] & [33] were internal supports to the wharf structure having the remains of a metal bracing tie attached to them that would have braced the structure internally.
- 5.17 The river wall was systematically photographed from the north to south in sequence. For most of its length the wall itself was obscured by a setting of cobbles which formed a ramp at 45 degrees which sloped down to the shingle. This continued until it reached the ruined wharf structure [27]. From this point onwards the river-wall was block built, the west facing side further strengthened by steel sheet piling (Wharf 1) (see *Plates 9 -36 for the entire riverwall sequence*).
- 5.18 During the survey (aimed principally to the upstanding features) it was difficult to ascertain whether the foreshore contained any 'original' surface layers. Pockets of sand within the mainly shingle surface were evident for about two thirds of the study area. The south-west area was inaccessible due to the mud aggradation that occurred at this lower level close to the Low Tide mark.

6 ACKNOWLEDGEMENTS

- 6.1 Pre-Construct Archaeology Limited would like to thank CgMs Consulting for commissioning the work.
- 6.2 The author would like to thank Richard Archer for the GPS survey and James Langthorne for his help with the field work. Also a thank you to Hayley Baxter for the CAD work and Tim Bradley for project management and editing.

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Greenwich Industrial History Society

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Thames Discovery Programme <http://www.thamesdiscovery.org>

8 PLATES

Plate 1: Steel gridiron [4] view to the south, scale 1m



Plate 2: A series of wooden planks [2] / [3] which pass under the gridirons [1] & [4], view to east, 1m scale



Plate 3: Plank surface [2] / [3] detail showing cut edges, view to the east, scale at 1m

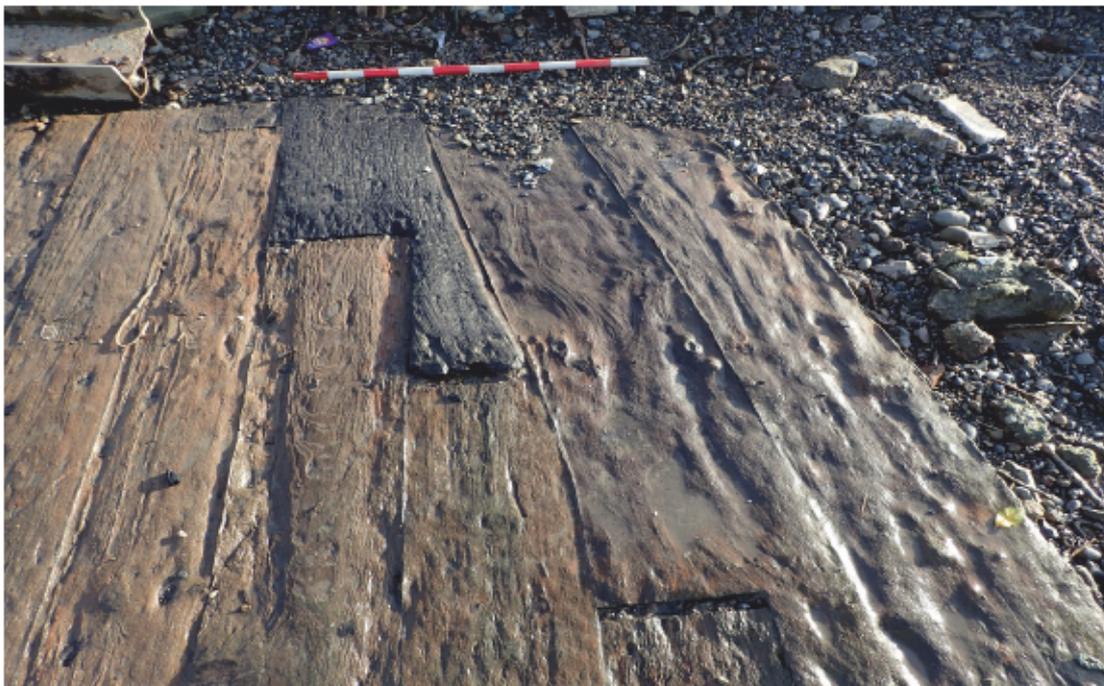


Plate 4: Metal pulley on foreshore (un-numbered in survey), view to south-west, scale 1m



Plate 5: View to west of stanchion [12] in the foreground with the horizontal barge-bed [7] / [8] / [9] immediately behind it. Isle of Dogs on the horizon with the Thames at Low Tide



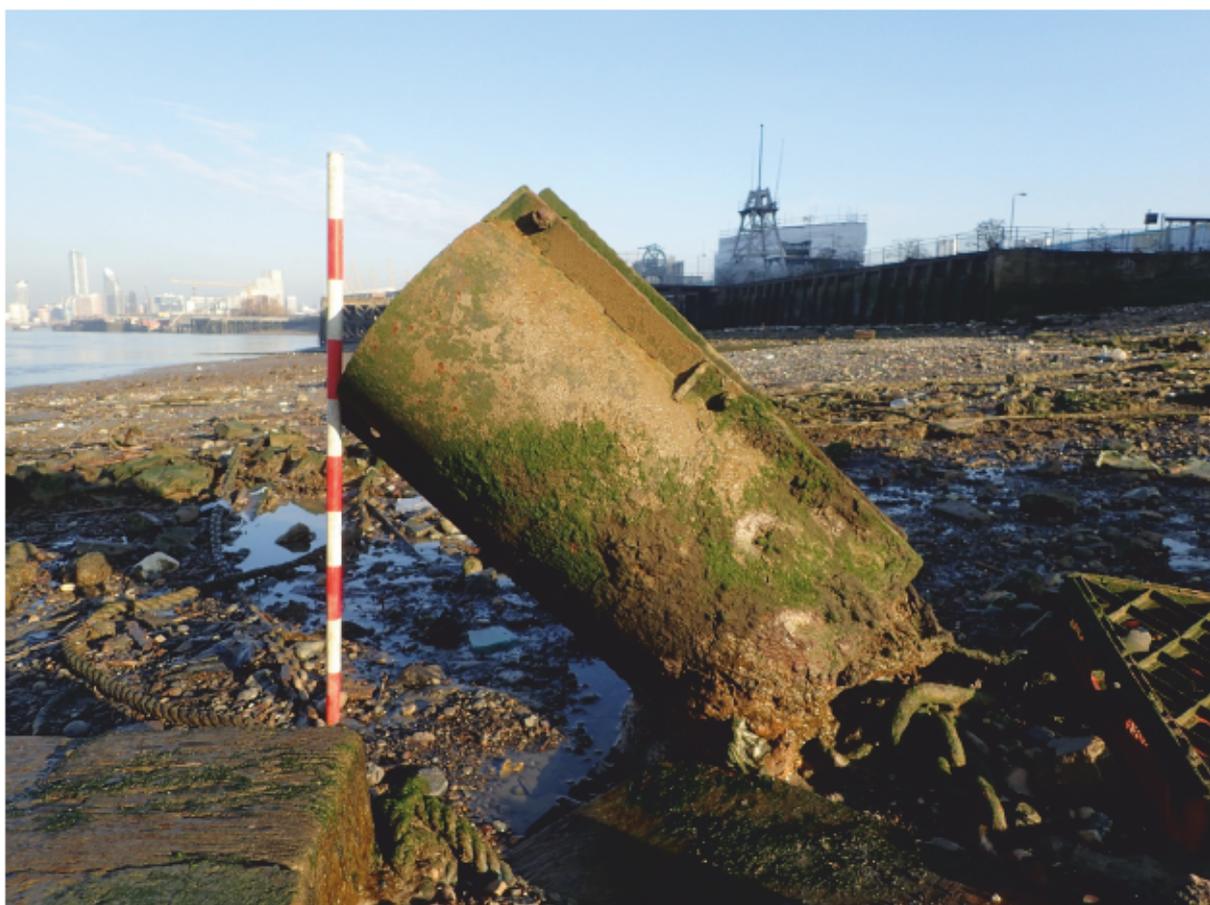
Plate 6: stanchion [11], view to the west, scale 1m



Plate 7: Barge-bed structure with horizontal beam [16] on three pillars [17] , [18] & [19], view to the north, scale 1m



Plate 8: Mooring post [14] with metal cylinder or sheath, view to the north, scale 1m



River wall sequence north to south – plates 9 -27



Northern limit, Enderby Wharf boundary

Stone cobbles laid at 45 degrees
View to east, scale 1m

View to east, scale 1m



View to east, scale 1m

View to east, scale 1m

View to east, scale 1m



View to east, scale 1m

View to east, scale 1m

Old stairway filled with cobbles



View to east, scale 1m

View to east, scale 1m

View to east, scale 1m



Ruined wharf (Wharf 3) [27]

Ruined wharf [27]

Ruined wharf [27]



Ruined wharf [27], wood panel 1

Ruined wharf [27], wood panel 2

Ruined wharf [27]



Ruined wharf [27], wood panel 3

Ruined wharf [27]

Ruined wharf [27], wood panel 4



Ruined wharf [27], wood panel 5

Ruined wharf [27]

View to south-east, iron shuttering



Plate 33: River wall shuttering, (Wharf 1) view to east, scale 1m



Plate 34: Southern limit, boundary of granite wharf, view to south-east



Plate 35: Granite Wharf, view to south



Plate 36: Granite Wharf, view to south-west

APPENDIX 1: CONTEXT DESCRIPTION

Context	Setting	Cross-section	Comments
1	Steel frame	Rectangular	Steel Gridiron
2	Horizontal plank	Rectangular	Plank surface
3	Horizontal plank	Rectangular	Plank surface
4	Steel frame	Rectangular	Steel Gridiron
5	Layer	-	Concrete surface
6	Vertical post	Circular	Mooring post
7	Horizontal timber	Square	Barge bed
8	Horizontal timber	Square	Barge bed crossbeam
9	Horizontal timber	Rectangular	Plank surface
10	Vertical post	Irregular/eroded	Mooring post
11	Horizontal timber	Square	Barge bed Stanchion
12	Horizontal timber	Square	Barge bed Stanchion
13	Horizontal timber	Square	Barge bed Stanchion
14	Vertical post	Circular	Mooring post
15	Horizontal timber	Circular	Barge bed crossbeam
16	Horizontal timber	Square	Barge bed crossbeam
17	Horizontal timber	Square	Barge bed Stanchion
18	Horizontal timber	Square	Barge bed Stanchion
19	Horizontal timber	Square	Barge bed Stanchion
20	Horizontal timber	Square	Barge bed Stanchion
21	Horizontal timber	Square	Barge bed Stanchion
22	Horizontal timber	Square	Barge bed Stanchion
23	Concrete beam	Square	Tide breakwater
24	Horizontal timber	Square	Barge bed crossbeam
25	Concrete beam	Square	Land division
26	Concrete beam	Square	Land division/breakwater
27	Horizontal planking	Rectangular	Wharf wall
28	Horizontal planking	Rectangular	Wharf wall
29	Vertical post	Square	Internal structure
30	Vertical post	Square	Internal structure
31	Vertical post	Square	Internal structure
32	Vertical post	Square	Internal structure
33	Vertical post	Square	Internal structure

APPENDIX 2- OASIS FORM

Project name	Greenwich Wharf, 79 Banning Street, London Borough of Greenwich SE10 0NT
Short description of the project	A non-intrusive Foreshore Survey was undertaken over the 16th and 17th January 2017 during optimum low tide conditions. Two thirds of the study area was accessible, demarcated by Enderby Wharf to the north and Granite Wharf to the south but one third comprised of estuary mud and was not traversable. In the north area two steel gridirons and a large timber barge-bed, together with several mooring posts were recorded. In the south-east corner of the study area a collapsed wharf structure was surveyed and a systematic photo record was made of the north-south running riverwall.
Project dates	Start: 16-01-2017 End: 17-01-2017
Previous/future work	Yes / Not known
Any associated project reference codes	BNT16 - Sitecode
Type of project	Recording project
Site status	Maritime designations
Current Land use	Coastland 2 - Inter-tidal
Monument type	GRIDIRON Modern
Monument type	BARGEBED Modern
Monument type	MOORING POST Modern
Project location	
Country	England
Site location	GREATER LONDON GREENWICH GREENWICH Greenwich Wharf, 79 Banning Street
Postcode	SE10 0NT
Study area	0.65 Hectares
Site coordinates	TQ 39069 78553 51.488297535567 0.003280436833 51 29 17 N 000 00 11 E Point
Project creators	
Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	CgMs Consulting
Project design originator	Tim Bradley
Project director/manager	Tim Bradley
Project supervisor	Wayne Perkins
Type of sponsor/funding body	Bellway Homes
Project archives	

Digital Archive recipient	LAARC
Digital Media available	"Survey","Text"
Paper Archive recipient	LAARC
Paper Media available	"Plan","Report"
Entered by	Tim Bradley (tbradley@pre-construct.com)
Entered on	13 February 2017

PCA

PCA SOUTH

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