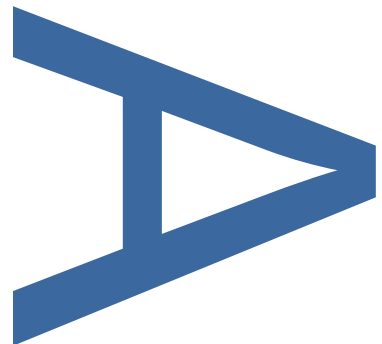
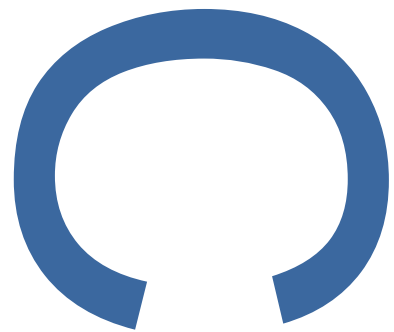


**HUNTS WHARF, LEASIDE ROAD,
LONDON BOROUGH OF HACKNEY,
E5 9LU:
AN ARCHAEOLOGICAL
EVALUATION**

**LOCAL PLANNING AUTHORITY:
LONDON BOROUGH OF HACKNEY**

SITE CODE: LSD17

JULY 2017



PRE-CONSTRUCT ARCHAEOLOGY

**HUNTS WHARF, LEASIDE ROAD, LONDON BOROUGH OF HACKNEY, E5 9LU:
AN ARCHAEOLOGICAL EVALUATION**

Site Code: LSD17
Central NGR: TQ 35178 87167
Local Planning Authority: London Borough of Hackney
Planning Reference: 2014/2552

Commissioning Client: Restoration Hunts Wharf Ltd
Written/Researched by: Matt Edmonds
Pre-Construct Archaeology Limited
Project Manager: Helen Hawkins (MCIfA)

Rev 1 Client Comments

Contractor: Pre-Construct Archaeology Limited
Unit 54 Brockley Cross Business Centre
96 Endwell Road
Brockley
London SE4 2PD
Tel: 020 7732 3925
Fax: 020 7732 7896
E-mail: hhawkins@pre-construct.com
Web: www.pre-construct.com

**© Pre-Construct Archaeology Limited
July 2017**

© The material contained herein is and remains the sole property of Pre-Construct Archaeology Limited and is not for publication to third parties without prior consent. Whilst every effort has been made to provide detailed and accurate information, Pre-Construct Archaeology Limited cannot be held responsible for errors or inaccuracies herein contained.



DOCUMENT VERIFICATION

HUNTS WHARF, LEASIDE ROAD, LONDON BOROUGH OF HACKNEY, E5 9LU

Type of project

AN ARCHAEOLOGICAL DESK BASED ASSESSMENT

Quality Control

Pre-Construct Archaeology Limited Project Code		K5062	
	Name	Signature	Date
Text Prepared by:	M Edmonds		7.7.2017
Graphics Prepared by:	R Murphy		7.7.2017
Graphics Checked by:	J Brown		11.7.2017
Project Manager Sign-off:	H Hawkins		11.7.2017

Revision No.	Date	Checked	Approved
1 client comments	13.7.17	HH	CM

Pre-Construct Archaeology Ltd
Unit 54
Brockley Cross Business Centre
96 Endwell Road
London
SE4 2PD

CONTENTS

1	ABSTRACT	3
2	INTRODUCTION	4
3	PLANNING BACKGROUND	5
4	EVALUATION OBJECTIVES	6
5	GEOLOGY AND TOPOGRAPHY	7
6	ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	8
7	METHODOLOGY	12
8	ARCHAEOLOGICAL PHASE DISCUSSION.....	13
9	CONCLUSIONS	14
10	BIBLIOGRAPHY	15
11	ACKNOWLEDGEMENTS	16
	APPENDIX 1: CONTEXT INDEXT	17
	APPENDIX 2: OASIS REPORT FORM.....	18
	APPENDIX 3: PLATES.....	20

FIGURES

	Figure 1: Site Location.....	22
	Figure 2: Trench Location	23
	Figure 3: Plan of Trench1 and Section 1	24

1 ABSTRACT

- 1.1 This report details the result of an archaeological evaluation on land at Hunts Wharf, Leaside Road, London Borough of Hackney. The work was undertaken by Pre-Construct Archaeology Limited, and was commissioned by Restoration Hunts Wharf Ltd.
- 1.2 One evaluation trench was excavated (Trench 1) up to 1.50m below current ground level. Natural alluvial deposits were recorded in the evaluation trench (Trench 1) but no gravel deposits were exposed.
- 1.3 Natural alluvial deposits were recorded in Trench 1 at 5.95m OD and 5.42m OD in the south and north part of the trench respectively.
- 1.4 The alluvium was overlaid by a sequence of post-medieval and later deposits which were in turn truncated by modern concrete footings and foundations for a building located in the northern half of the site.
- 1.5 No archaeological deposits dating between the prehistoric and medieval period were observed during the evaluation.

2 INTRODUCTION

- 2.1 An archaeological evaluation was undertaken by Pre-Construct Archaeology Limited on land at Hunts Wharf, Leaside Road, London Borough of Hackney, E5 9LU. The site was a roughly rectangular shaped plot of land that narrowed slightly towards the south. The site was bounded by Leaside Road to the south, the tow path along the River Lea to the north, by a commercial building along the eastern edge and by an embankment for the raised Overground Railway line to the west. The site covered an area of 800 sq m and was centred at NGR TQ 35178 87167 (Figure 1).
- 2.2 The archaeological investigation was undertaken in accordance with an approved Written Scheme of Investigation (Hawkins 2017) and following Historic England guidelines (GLAAS 2014).
- 2.3 The site is located within the Archaeological Priority Area of the Lea Valley as defined by the London Borough of Hackney's Local Plan. The proposed development is also subject to policies contained within the National Planning Policy Framework (NPPF), the London Plan and Hackney's Core Strategy and Local Plan.
- 2.4 The archaeological evaluation was supervised by Matt Edmonds and was project managed by Helen Hawkins, both of Pre-Construct Archaeology Limited. The work was monitored by Adam Single of Historic England, Archaeology Advisor to the London Borough of Hackney.
- 2.5 The completed archive comprising written, drawn, and photographic records and artefacts will be deposited with the London Archaeological Archive and Research Centre (LAARC).
- 2.6 The site was allocated the unique site code LSD 17.

3 PLANNING BACKGROUND

3.1 The site was subject to the following planning condition, in accordance with Local Plan policies for the London Borough of Hackney:

23. A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs or successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

3.1.1 The study site falls within an Area of Archaeological Priority and to the east of London Fields, a Registered Park and Garden as defined by the London Borough of Hackney.

3.1.2 In accordance with the archaeological planning condition for the site a written scheme of investigation was prepared for the client by PCA (Hawkins 2017) and approved by Adam Single.

3.2 Site Specific Constraints

3.2.1 There were no Scheduled Ancient Monuments or listed buildings within the development site.

4 EVALUATION OBJECTIVES

4.1 The Written Scheme of Investigation (Hawkins 2017) addressed the following primary objectives:

- To determine the nature of the alluvium and the height at which it survives.
- To establish the presence or absence of archaeological activity, its nature and (if possible) date.
- To establish the presence or absence of prehistoric, Roman, Saxon or medieval activity.
- To establish the presence or absence of post-medieval activity at the site.
- To establish the nature, date and survival of activity relating to any archaeological periods at the site.
- To establish the extent of all past post-depositional impacts on the archaeological resource.

5 GEOLOGY AND TOPOGRAPHY

5.1 Introduction

5.1.1 The geological and topographical background cited below was obtained from the Desk Based Assessment (Reade 2016) and the Written Scheme of Investigation (Hawkins 2017).

5.2 Geology

5.2.1 The British Geological Survey identifies the underlying Bedrock geology on the subject site to be the 'London Clay Formation'. This clay and silt deposit formed between 34 and 56 million years ago in deep seas during the Palaeogene Period. The site is located on the boundary between two differing superficial deposits; the majority of the site lies within an area of Alluvium with Clay, Silty, Peaty, Sandy deposits formed up to 2 million years ago in the Quaternary Period.

5.2.2 Five window samples were carried out on the site (JOMAS 2016). None of the investigations reached natural gravel deposits. A thick layer of alluvium was noted in WS1, WS4 and WS5. In WS1, which was furthest from the river, the top of the alluvium was 3.5m below ground level. It was overlain by 3.5m of made ground, suggesting that a large intrusion may be present in this area. WS 4 and 6 were located in the middle and south-east of the site. Here, the made ground was 1.1m and 1.5 m thick respectively, overlying orange brown silty alluvium. The alluvium was noted to a depth of at least 4.5m to 6.45m below ground level and the gravel terrace was not reached.

5.3 Topography

5.3.1 The current course of the River Lea runs northwest-southeast immediately to the north of the proposed development site, the north side of which is bounded by the tow path. The course of the River Lea has been modified significantly over time; the earliest map of the river from 1576 shows it meandering gently and flowing into two or more channels at several locations. The modern course of the river results from the construction of several large reservoirs on the marshes, the straightening of meanders, and the cutting of new channels for navigation and industry from the medieval period onwards.

5.3.2 The study site is located at the base of a significant slope down from the high ground of Stoke Newington and Stamford Hill located to the north and east.

5.3.3 The land to the east across the River Lea comprises the Walthamstow Marsh, which historically would have comprised a more extensive open marshland.

5.3.4 The land immediately to the west of the study site is a densely vegetated embankment that leads up to the raised Overground Train line (approximately 4.5-5.0m above ground level).

6 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

6.1 Introduction

6.1.1 The archaeological and historical background is taken from the Written Scheme of Investigation prepared by PCA (Hawkins 2017).

6.2 Prehistoric

6.2.1 The topography of the study site is dominated by the River Lea to the northeast, which would have influenced the access to and use of the surrounding landscape during the prehistoric period. The current course of the river is the result of straightening schemes, and the original valley floor would have comprised stream channels, wetland areas and islands of higher drier ground during the prehistoric period.

6.2.2 Archaeology of this period typically lies below deposits recorded as made ground, within the alluvium/colluviums across the valley floor and on the weathered pre-Holocene surface on the valley sides and river terraces. The underlying geology of the study site – i.e. that it is located on the border of the river terracing and the alluvial deposition – means that the proposed development area is considered to have the potential for Palaeolithic environmental and artefactual remains.

6.2.3 This archaeology may comprise sediments and inclusions that have been transported downslope from the higher river terraces to the west. This action has resulted in the significant number of worked flint artefacts recorded in the GLHER within the search radius, most of which comprise ex situ findspots of worked flint found within the underlying gravels. A further set of lithic finds were recorded from Upper Clapton Road; this is listed as a lithic working site, however, the information was gathered in 1883 and the reliability of this record may be questioned.

6.2.4 Further geo-archaeological evidence has been recorded in the area during the excavation of an archaeological trial pit at the Tayyibah Girls School, almost 750m to the northwest of the study site which recorded a possible Palaeolithic temporary land surface. This was taken to represent a short-lived episode when the site was located within a fast flowing braided river, with freeze-thaw activity causing periglacial features.

6.2.5 With regards to later prehistoric periods, no evidence has been recorded within the search radius for the Mesolithic, Neolithic, Bronze Age or Iron Age.

6.3 Roman

6.3.1 The western extent of Hackney is broadly defined by the Roman road, Ermine Street, the main road connecting London with Lincoln. The line and location of Ermine Street is roughly reflected by the line of modern Kingsland Road, which runs north–south approximately 1.5km west of the study site. A further Roman Road has been proposed as running along Lea Bridge Road which is supported through works which revealed gravel metalling. The presence of a road would suggest a river crossing was located here during the Roman period, potentially the western extent of a road leading to Dunmow in Essex.

6.3.2 Despite the presence of these Roman roads, there is little to suggest that the general area was being intensively settled. It is thought possible that a small settlement was located in the Homerton and Lower Clapton areas due to the propensity of finds recorded within this area. A small number of residual finds, namely pot sherds, have also been recorded as originating from within the search radius. The possibility of a small settlement nearby is further supported by the relatively high number of Roman burials recorded within the search radius, which are typically located on the outskirts of Roman occupation.

6.4 Saxon/Early Medieval

6.4.1 The name of Clapton, originally written as ‘Clopton’, has Saxon origins; originating from the Old English clop meaning ‘lump’ or ‘hill’ combined with tun meaning ‘farm’ combining to form ‘the farm on the hill’. However, it is not referred to within the 11th century Domesday Book, meaning that concerted settlement in the immediate area prior to the 14th century is uncertain. The Domesday Book does however refer to a number of

manors that were located within the general vicinity prior to the medieval period; including Toteham (Tottenham) and Neutone (Stoke Newington) on the west bank and Wilcumestu (Walthamstow), Leyton, and Hechem (Higham) to the east. The manor of Wilcumestu is noted as having both a mill and a fishery, presumably utilising the Lea River for the operation of these industries.

- 6.4.2 The main indicator of human activity from the GLHER search comprises a late Saxon log boat that was found by chance during the construction of a playground at Springfield Park, approximately 300m along the riverbank to the north of the study site. Tree-ring dating has suggested that the boat was constructed between AD 950 and AD 1000, at which point the main settlement of Saxon London had retreated to within the protection of the earlier Roman city walls. It is thought that the boat may have operated as a ferry, and likely sunk in a channel of the River Lea which subsequently silted up and became landlocked.

6.5 Medieval

- 6.5.1 Although the area of Clapton is thought to have been lightly occupied during the Roman and Saxon periods, it is only referred to in texts during the medieval period from the 14th century onwards. The proposed development site lies to the east of the main historic centre, which grew up along Hackney Lane (what is now Upper Clapton Road and Urswick Road). The Parish of Hackney itself is also not included in the Domesday Book and was first recorded in 1198.

- 6.5.2 The human manipulation of the River Lea began on a large scale during the medieval period; for example, the multiple channels seen in the Waltham area is likely linked to the need for water as a source of power for riverside mills. The presence of a number of mills is already attested in the Domesday survey, indicating that river exploitation dates back to the early medieval period. Whilst the cutting of channels related to industry did have an impact, the more significant changes to the river course were undertaken for navigational purposes. By 1190, the abbot of Waltham had acquired a licence to alter the course of the Lea in order to improve navigation.

- 6.5.3 The GLHER records a number of roads dating to this period, including present day Northwold Road, Upper Clapton Road, Urswick Road, and Lea Bridge Road. The Lea Bridge itself is also known to have been built by AD 1486 and was noted as being in a state of disrepair by AD 1551. A wooden causeway comprising of twelve footbridges leading from Blackbridge over the marshes to Lockbridge is also known to date to the 15th century.

6.6 Post-Medieval

- 6.6.1 The settlement of Clapton continued to grow and develop during the post-medieval period, though there remained a distinctly agricultural character to the area. Even by the mid-18th century development was largely restricted to the main road of Hackney Lane (now Upper Clapton Road, etc.), down towards Homerton and the centre of Hackney.

- 6.6.2 The intensive use and manipulation of the River Lea itself continued into the post-medieval period and significant modifications to the course of the river can be identified. For example, the River Lea Act of 1766 authorised extensive improvement works and the construction of locks and new sections of canals; the most significant of which was the Lee Navigation Canal which ran for 3km starting just south of the Lea Bridge south to Old Ford in order to bypass the significant meander in this area.

- 6.6.3 The post-medieval remains listed with the GLHER are indicative of the industrial focus of the area, such as the 19th century industrial buildings associated with a former dock and the glass works, both located south of the study site on Lea Bridge Road. An evaluation at Latham's Yard recorded the brickworks and associated canal known to be in operation until the 1930s. The GLHER search radius also includes two landfill sites located within the marshy ground north of the river, presumably related to land reclamation strategies though this is uncertain.

- 6.6.4 Cartographic evidence further illustrates land-use on and around the study site. Rocque's map of 1745 shows that the area of the study site was within an open, undeveloped area with a footpath potentially crossing the site, though it may be that this is the same

towpath that currently borders the site along the northern edge. The site is located near to Morriss's Ferry upstream to the northwest, with Jeremy's Ferry and the Lee Bridge located to downstream to the southeast.

- 6.6.5 Little change took place within the immediate vicinity of the study site by the time of Cary's map of London in 1786. Morris's Ferry is still in operation, but Jeremy's Ferry is no longer listed. By 1828, more significant development has occurred. Mount Pleasant Hill and Mount Pleasant Lane have both been laid out, as have a number of side streets that now cross over towards the river. The development in the area appears to be solely industrial, with the study site laying on an area of brickfields, and located amongst dye houses. At the northern edge of the site lies a cottage, the name of which is unfortunately unclear. A brewery is also located in the area, just west of the study site.
- 6.6.6 Starling's Plan of 1831 shows a slightly different picture, and does not include quite the same delineation of streets as in Cruchley's map. It includes Warwick Road (now Warwick Grove) leading to Wrens Park, which is located on the former brickfields. The study site itself appears to be located just southeast of the main development, likely still Dye Works, located along the current Bakers Hill. The Sewer Map of 1843 again shows only a slow development in the area, with no further changes to the study site itself.
- 6.6.7 The extension of the Dye Works onto the study site is not seen until the Ordnance Survey map of 1870. This building was not long lasting, and the proposed route for the railway had already been put forward by the mid 1860s, suggesting that it was not intended to be permanent. This structure is believed to be the living quarters of Dye Works staff and a further rise in the residential use of the neighbourhood is indicated through a significant increase in terraced housing to the north and west of the site, alongside new amenities such as an Infants School.
- 6.6.8 The Clapton rail station was opened in 1872 with tramways arriving at Lower Clapton and extending to Clapton Common by 1875. The railway line ran directly through the Dye Works, as shown in the Stanford map of Hackney from 1875 and which remains relatively unchanged between then and 1883. These maps indicate that, despite the segregation caused by the introduction of the train line, a 'T' shaped buildings was located at the northern edge of the study site during this period.
- 6.6.9 The Ordnance Survey map of 1896 shows that at the end of the 19th century, the study site was empty, but that the current shape and size of the plot was defined by the Riverside Works to the east. A long rectangular building running roughly north-south created the eastern boundary of the study site and the grassy embankment is indicated along the western edge. The previous building shown in the 1875 and 1883 maps was situated immediately along the bank of the River Lea, cutting off the extension of the tow path; the 1896 OS map indicates that this situation has been remedied through setting the plot back from the river, allowing the path to continue beneath the railway line. The Lea Valley Bleaching and Dyeing Works are still located to the west of the study site, just across the railway line.

6.7 Modern

- 6.7.1 By 1920, the study site remains open and undeveloped, though a number of further roads, including Leaside Road, have been laid out. Other general changes seen by this time include the Dye Works being replaced by a Laundry facility, the area south of the development site along the train line being developed as a goods and coal depot, and further residential properties being built on the west side of the train line. One of the heritage assets recorded in the GLHER is the Saw Mill, or Leaside Wharf Timber Mills, at Latham's Yard which can be seen in the maps dating from this point onwards to the south east of the study site.
- 6.7.2 Flooding in 1928 caused the entire area northwest of the study site to be redeveloped, resulting in the more formalised layout of terraced houses and the creation of a number of multi-storey housing blocks as shown in the Ordnance Survey map of 1939. A light industrial premises was developed on the northern half of the study site fronting the river tow path, under the name of Hunts Wharf.
- 6.7.3 During the Second World War, the site directly to the east at the Riverside Works was hit by a V-1 flying bomb, causing significant damage to the Riverside Works and the study

site. The Ordnance Survey map of 1954 indicates that rebuilding or repairs at Hunts Wharf, the Riverside Works, and the Lea Valley Works Laundry had all been undertaken, though the footprints of each have not been significantly altered. The increasing development of light industry in the area is shown through the creation of a Cardboard Box Factory along Theydon Road, and more residential properties are built to the west of the train line. This post war building configuration remains unchanged until the late 20th century and no changes are indicated on the Ordnance Survey map of 1966–71.

7 METHODOLOGY

7.1 The purpose of the archaeological evaluation (Hawkins 2017) was to determine the presence or absence of surviving archaeological deposits at the site and, if present, to assist in formulating an appropriate archaeological mitigation strategy. All works were undertaken in accordance with the guidelines set out by Historic England and the Chartered Institute of Field Archaeology.

7.2 The evaluation consisted of the excavation of one trench (Trench 1) which was excavated to the top of the natural alluvium. The table below details the trench dimensions including orientation:

Trench Number	Length	Width	Highest Level	Lowest level	Trench Orientation
1	14.30m	2.00m	7.42m OD	5.42m OD	N-S

7.3 The excavation of the evaluation trench was undertaken using a 360 mechanical excavator. After clearing broken concrete, the mechanical excavator used a toothless ditching bucket to remove modern overburden under constant archaeological supervision. Spoil was mounded at a safe distance from the edges of the trenches.

7.4 Machine excavation continued in spits of 100mm at a time until either significant archaeological strata were found or undisturbed natural ground exposed. Where modern concrete obstructions were encountered the breaker was used to break the concrete.

7.5 The trench was CAT scanned after each spit was removed in order to check for any buried services which were not marked on the service plan.

7.6 Following machine excavation, relevant faces of the trench that required examination or recording were cleaned using appropriate hand tools. The investigation of archaeological levels was carried out by hand, with cleaning, examining and recording both in plan and in section.

7.7 All archaeological features (stratigraphic layers, cuts, fills, structures) were excavated with hand tools and recorded in plan at 1:50 or in section at 1:10 using standard single context recording methods. Archaeological features and deposits were recorded as to characterise their form, function and date.

7.8 The recording system adopted during the evaluation was fully compatible with those widely used elsewhere in London that is those developed out of the Department of Urban Archaeology Site Manual, now published by the Museum of London Archaeological Service (MoLAS 1994) and with PCA Site Manual (Taylor and Brown, 2009). The site archive was organised to be compatible with the archaeological archives produced in the Local Authority area.

7.9 A full photographic record was made during the archaeological investigation consisting of a digital photographic archive that was maintained during the course of the archaeological investigation.

7.10 The complete archive produced during the evaluation and watching brief, comprising written, drawn and photographic records, will be deposited with the Museum of London site code LSD17.

7.11 One temporary benchmark was established with a GPS at a height of 7.88m OD in the southern part of the site.

7.12 Upon completion of recording, the trench was backfilled and compacted.

8 ARCHAEOLOGICAL PHASE DISCUSSION

8.1 Three phases of activity were recorded during the evaluation:

- Phase 1 represents the natural geology
- Phase 2 represents the post-medieval activity
- Phase 3 represents the modern activity across the site

8.2 **Trench 1** (Section 1 and Plan, Figure 2 and 3)

8.3 Phase 1

8.3.1 The earliest deposit observed in Trench 1 was firm dark grey silty clay [3] found at 5.75m OD. This deposit, exposed across the northern half on Trench 1, had occasional to moderate flint pebbles inclusions but did not contain dating evidence, and was interpreted as natural alluvium. The deposit was excavated to a depth of 4.50m OD, although the base of the deposit was not reached.

8.3.2 To the south of the trench overlying [3] was another layer of natural alluvium. This layer [2] was firm orangey brown with grey patches of slightly silty clay. This layer was found at 5.95m OD. This layer was also interpreted as natural alluvium and was up to 0.90m thick.

8.4 Phase 2

8.4.1 Natural alluvium [2] was overlaid at 6.25m OD by dark greyish brown silty clay [1] with occasional CBM and charcoal flecks inclusions. Context [1] was interpreted as a late post-medieval layer associated with the mid 17th early 19th century development of the site as shown on the historic Ordnance Survey maps. The layer was 0.60m thick.

8.5 Phase 3

8.5.1 The Phase 2 layer [1] was sealed by a layer of modern made-ground, up to 1.2m thick.

8.5.2 This layer was truncated along the eastern edge of the trench by a north-south orientated construction cut for a concrete foundation and drain. This concrete was part of a 20th century structure located across the site.

9 CONCLUSIONS

9.1 The evaluation answered the following aims and objectives

9.2 The nature of the alluvium and the height which it survives

9.2.1 The archaeological work encountered alluvial deposits in the northern area of Trench 1. The alluvial deposits were encountered at 6.03m OD in the southern part of the trench and 5.42m OD in the northern part. This height variation was as suggested from previous work with a natural slope down towards the River Lea.

9.2.2 The difference in character of the alluvium across the trench is probably due to its proximity to the river, with material closest to the river probably formed by overbank flooding and material away from the river towards the south being much drier.

9.3 Prehistoric activity at the site

9.3.1 No prehistoric activity was recorded at the site during the archaeological evaluation. The top of the natural alluvium showed no evidence for activity of this date.

9.4 Roman, Saxon or medieval activity at the site.

9.4.1 No Roman, Saxon or medieval activity was recorded at the site. Cartographic evidence from the desk based assessment prepared by PCA in 2016 showed the site as agricultural/open ground until urban development took place in this part of Clapton during the late 19th and early 20th century.

9.5 Post-medieval activity at the site.

9.5.1 Post-medieval deposits were recorded in Trench 1. These deposits overlaid the natural alluvium and were in turn truncated by modern construction activity. These deposits probably represent part of the land surface that up until the mid-18th century was largely agricultural in this part of Clapton.

9.5.2 During the mid to late 18th century buildings associated with a dye works were standing on the site fronting onto the River Lea. No foundations or structures associated with these buildings were found during this excavation.

9.5.3 Archaeological evidence for the modern period was represented by the remains of foundation walls on concrete footings. The Ordnance Survey map of 1939 showed that light industrial premises were developed on the northern half of the study site fronting the river tow path, under the name Hunts Wharf. The structural remains seen in the trench provided evidence of the various phases of building and rebuilding of this structure through the 20th century.

9.6 The extent of all past post-depositional impacts on the archaeological resource.

9.6.1 The archaeological evaluation showed that the northern half of the site was affected by modern development with layers of made-ground and the construction of a light industrial building. Evidence of a large concrete slab was observed in the southern half of the site. However, an intact sequence of alluvial deposits was seen below the made-ground. Unfortunately, this alluvium seems to represent an area of marsh that had no evidence of human occupation or exploitation during the prehistoric period. There was no evidence of peat or preserved timbers that would suggest human activity during any archaeological period. It would appear that this land was marginal before the construction of buildings during the 19th century.

10 BIBLIOGRAPHY

10.1 Printed Sources:

Hawkins, H. 2017. *Hunts Wharf, Leaside Road, London Borough of Hackney, E5 9LU, London Borough of Hackney, Written Scheme of Investigation for an Archaeological Evaluation*. PCA Unpublished Report.

PCA 2012 *An Archaeological Desk Based Assessment: Hunts Wharf, Leaside Road, London Borough of Hackney* PCA unpublished client report

Taylor, J with Brown, G 2009, *Fieldwork Induction Manual: Operations Manual 1*, Pre-Construct Archaeology Limited

11 ACKNOWLEDGEMENTS

- 11.1 Pre-Construct Archaeology would like to thank David Duchin of Kempton Smith for commissioning the evaluation on behalf of Restoration Hunts Wharf.
- 11.2 Pre-Construct Archaeology would like to thank Adam Single of Historic England for monitoring the work.
- 11.3 The author would like to thank Tristan Murray for his work on site, Richard Archer for the surveying, Ray Murphy for the illustrations and John Joyce for the logistics.
- 11.4 Finally, special thanks are given to Helen Hawkins for her project management and the editing this report.

APPENDIX 1: CONTEXT INDEX

Site Code	Context No.	Trench	Plan	Section	Type	Description	Phase	Highest Level	Dimensions (N-S)	Dimensions (E-W)	Thickness /Depth	Photos
LSD 17	1	1	Tr. 1	1	Layer	Made-Ground	2	6.25m OD	14.30m	2.00m	0.30m	D1
LSD 17	2	1	Tr. 1	1	Layer	Alluvium	3	5.95m OD	8.00m	2.00m	0.46m	D1
LSD 17	3	1	Tr. 1	1	Layer	Alluvium	3	5.75m OD	6.00m	2.00m	0.17m	D1

APPENDIX 2: OASIS REPORT FORM

OASIS ID: preconst1-289598	
Project details	
Project name	Hunts Wharf, Leaside Road, Hackney, London, E5 9LU
Short description of the project	An archaeological evaluation was undertaken by Pre-Construct Archaeology Limited on land at Hunts Wharf, Leaside Road, Hackney, London, E5 9LU. The fieldwork was undertaken between 3rd and 4th of July 2017 for Restoration Hunts Wharf Ltd. One evaluation trench was excavated on the site. Natural alluvium was encountered in the trench at between 5.95m OD and 5.42m OD. Above the alluvium a post-medieval sub-soil was noted. This in turn was capped by modern made-ground and the remains of foundations from a previous 20th century building.
Project dates	Start: 03-07-2017 End: 04-07-2017
Previous/future work	No / Not known
Any associated project reference codes	LSD17 - Sitecode
Type of project	Field evaluation
Site status	Local Authority Designated Archaeological Area
Current Land use	Industry and Commerce 4 - Storage and warehousing
Monument type	NONE None
Significant Finds	NONE None
Methods & techniques	'Sample Trenches'
Development type	Urban residential (e.g. flats, houses, etc.)
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)
Project location	
Country	England
Site location	GREATER LONDON HACKNEY HACKNEY Hunts Wharf, Leaside Road, Hackney
Postcode	E5 9LU
Study area	800 Square metres
Site coordinates	TQ 35178 87167 51.56665939566 -0.049427358164 51 33 59 N 000 02 57 W Point
Height OD / Depth	Min: 5.42m Max: 5.95m
Project creators	
Name of Organisation	Pre-Construct Archaeology Ltd.
Project brief originator	GLAAS

Project design originator	Helen Hawkins
Project director/manager	Helen Hawkins
Project supervisor	Matt Edmonds
Type of sponsor/funding body	House builder
Name of sponsor/funding body	Restoration Hunts Wharf Ltd.
Project archives	
Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	LSD17
Digital Contents	'Survey'
Digital Media available	'Database',"Images raster / digital photography", "Spreadsheets", "Survey", "Text"
Paper Archive recipient	LAARC
Paper Archive ID	LSD17
Paper Contents	'none'
Paper Media available	'Context sheet', "Drawing", "Map", "Plan", "Report", "Section"
Project bibliography 1	
	Grey literature (unpublished document/manuscript)
Publication type	
Title	Hunts Wharf, Leaside Road, Hackney, E5 9LU: An Archaeological Evaluation
Author(s)/Editor(s)	Edmonds, M
Date	2017
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London
Entered by	archive (archive@pre-construct.com)
Entered on	10-Jul-17

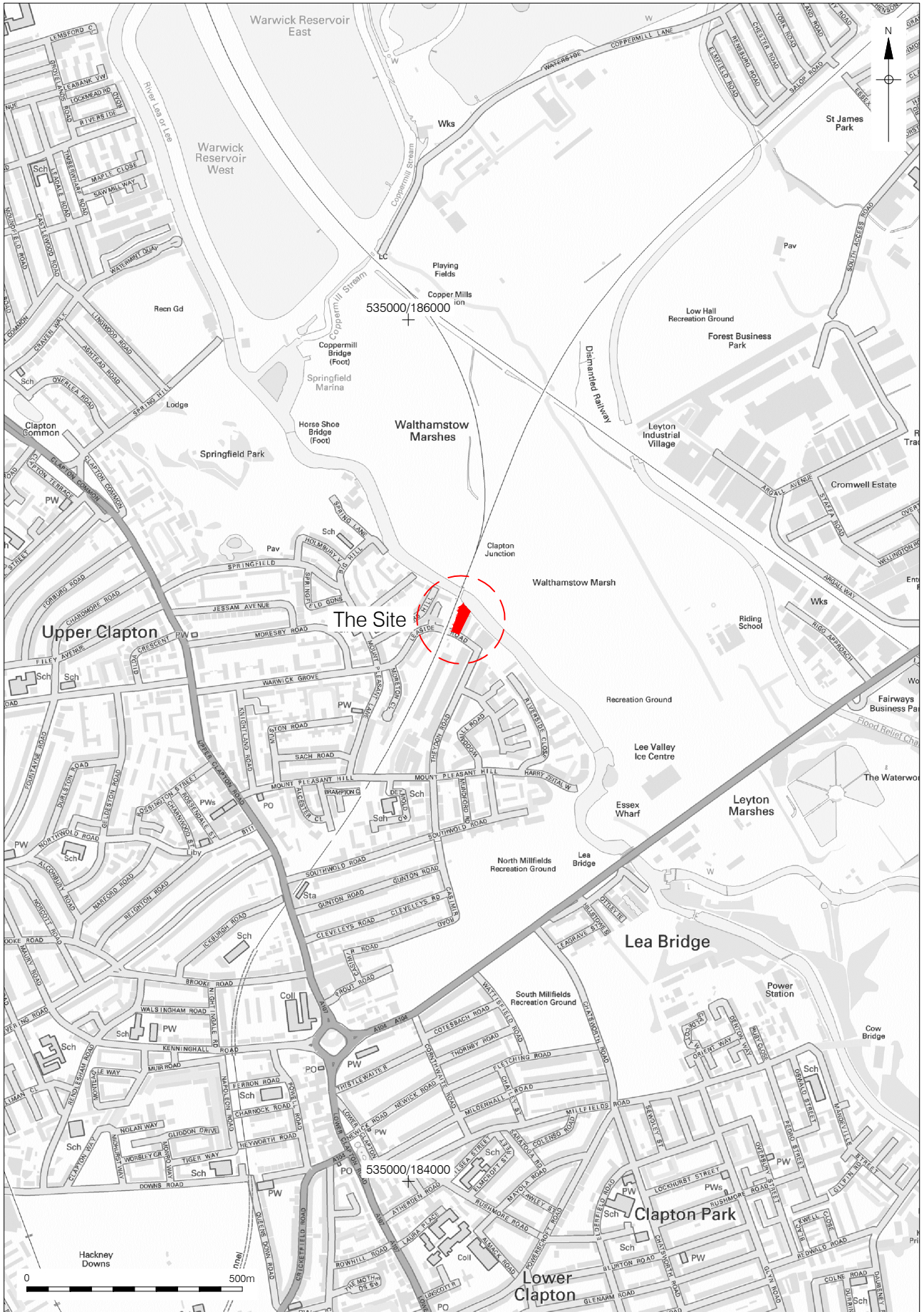
APPENDIX 3: PLATES



Plate 1: Trench 1, looking south showing natural alluvium [3] and [2].



Plate 2: Trench 1, looking north showing alluvial deposits [2] and [3].

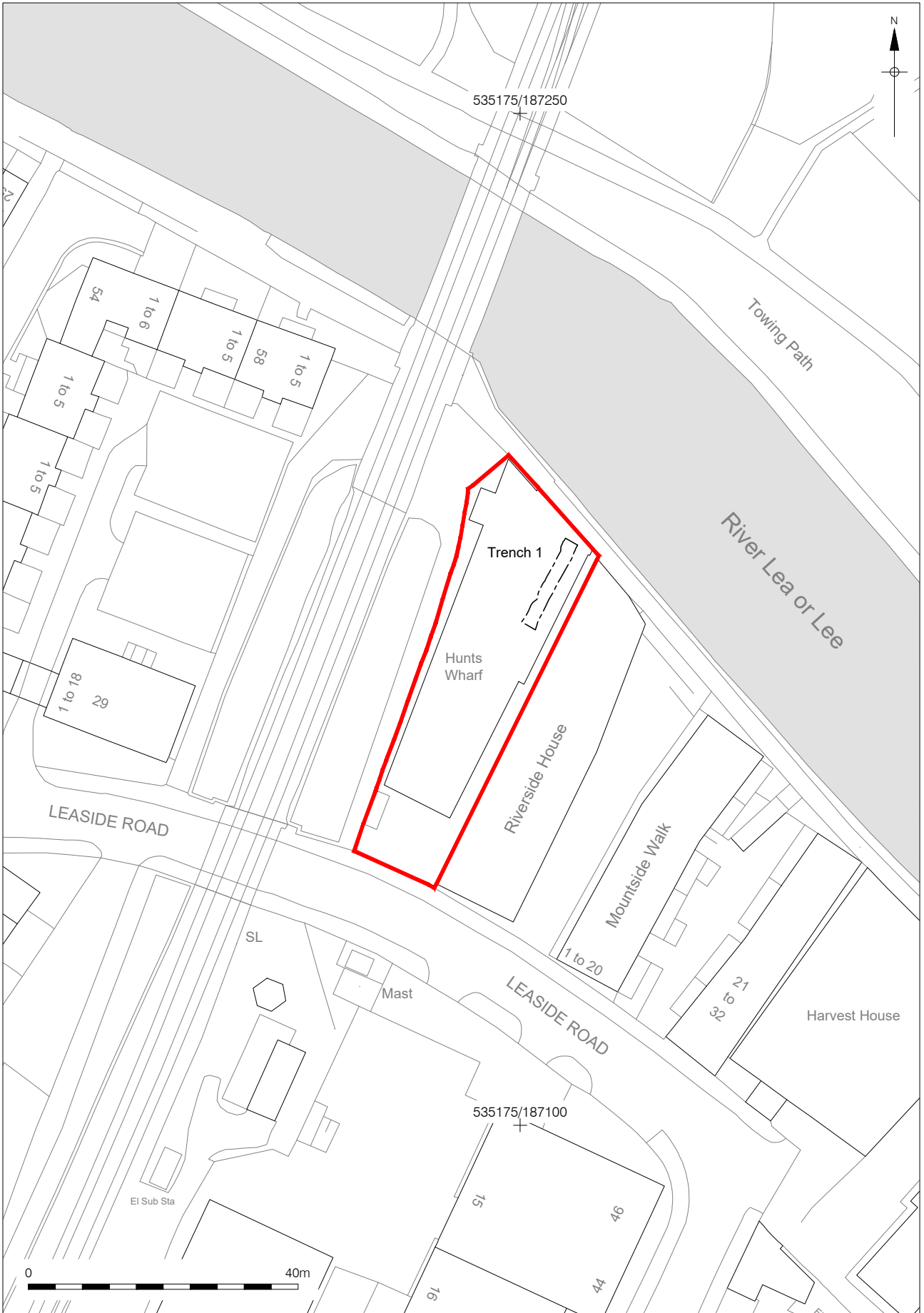


Contains Ordnance Survey data © Crown copyright and database right 2017

© Pre-Construct Archaeology Ltd 2017

11/07/17 RM

Figure 1
Site Location
1:12,500 at A4

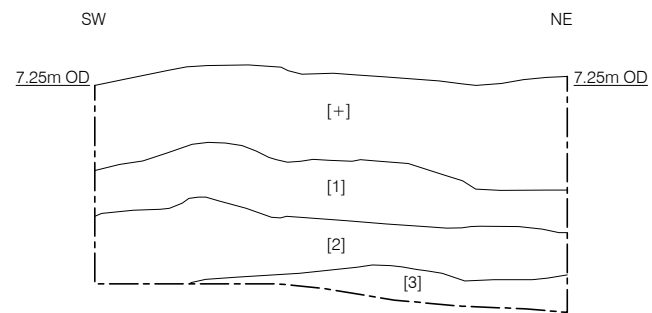


© Crown copyright 2016. All rights reserved. License number PMP36110309

© Pre-Construct Archaeology Ltd 2017

11/07/17 RM

Figure 2
Detailed Site Location
1:800 at A4



Section 1
Trench 1
Southeast Facing



PCA

PCA SOUTH

UNIT 54
BROCKLEY CROSS BUSINESS CENTRE
96 ENDWELL ROAD
BROCKLEY
LONDON SE4 2PD
TEL: 020 7732 3925 / 020 7639 9091
FAX: 020 7639 9588
EMAIL: info@pre-construct.com

PCA NORTH

UNIT 19A
TURSDALE BUSINESS PARK
DURHAM DH6 5PG
TEL: 0191 377 1111
FAX: 0191 377 0101
EMAIL: info.north@pre-construct.com

PCA CENTRAL

THE GRANARY, RECTORY FARM
BREWERY ROAD, PAMPISFORD
CAMBRIDGESHIRE CB22 3EN
TEL: 01223 845 522
FAX: 01223 845 522
EMAIL: info.central@pre-construct.com

PCA WEST

BLOCK 4
CHILCOMB HOUSE
CHILCOMB LANE
WINCHESTER
HAMPSHIRE SO23 8RB
TEL: 01962 849 549
EMAIL: info.west@pre-construct.com

PCA MIDLANDS

17-19 KETTERING RD
LITTLE BOWDEN
MARKET HARBOROUGH
LEICESTERSHIRE LE16 8AN
TEL: 01858 468 333
EMAIL: info.midlands@pre-construct.com

