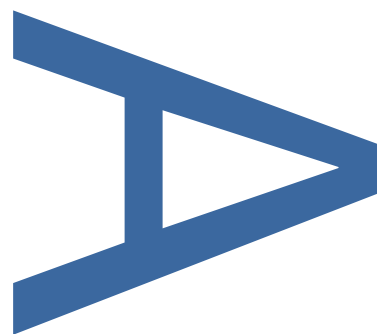
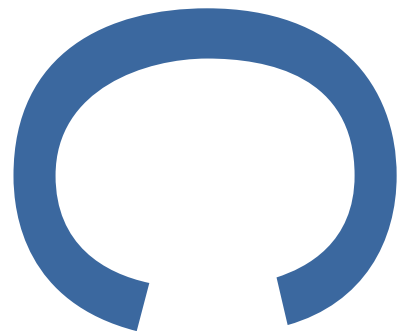


**NEW UNION WHARF, STEWART
STREET, CUBITT TOWN LONDON
BOROUGH OF TOWER HAMLETS
E14 3JU
AN ARCHAEOLOGICAL
EVALUATION: PHASE 4**

SITE CODE: NUW13

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

MARCH 2019



**NEW UNION WHARF, STEWART STREET, CUBITT TOWN LONDON BOROUGH
OF TOWER HAMLETS E14 3JU
AN ARCHAEOLOGICAL EVALUATION: PHASE 4**

Site Code: NUW13

Central NGR: TQ 38420 79494

Local Planning Authority: London Borough of Tower Hamlets

Planning Reference: PA/12/00360

Commissioning Client: Hill Partnerships

Written/Researched by: Tanya Jones
Pre-Construct Archaeology Limited

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March 2019

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DOCUMENT VERIFICATION

Site Name

**NEW UNION WHARF, STEWART STREET, CUBITT TOWN LONDON
BOROUGH OF TOWER HAMLETS E14 3JU**

Type of project

An Archaeological Evaluation

Quality Control

Pre-Construct Archaeology Limited Project Code		K6020	
	Name	Signature	Date
Text Prepared by:	T Jones		22.3.19
Graphics Prepared by:	D Valk		25.3.19
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1 ABSTRACT

- 1.1 This report details the results of an archaeological evaluation on land at Phase 4, New Union Wharf, Stewart Street, Cubitt Town, London Borough of Tower Hamlets E14 3JU. The work was undertaken by Pre-Construct Archaeology Limited and was commissioned by Hill Partnerships. Three previous phases of archaeological work had taken place on the site as part of the rolling development programme. This phase of evaluation forms the final phase of archaeological work on the site. The evaluation consisted of five archaeological trenches.
- 1.2 Natural alluvium was seen encountered in Trenches 4 and 5 at an approximate height of 3.80m OD. Sondages through the alluvium were carried out to depths of 1.73m OD and 2.33m OD but no finds or features were identified within the deposit.
- 1.3 A possible brick floor surface was identified in Trench 3 and a concrete surface in Trench 4 which may have been part of the 19th century shipping yard which was formerly on the site or represent a later use of the site.
- 1.4 It was clear from the paucity of 18th and 19th century remains and the large amounts of disturbance seen in the trenches that extensive truncation of potential archaeological deposits had taken place during the construction of the current 1980s estate.
- 1.5 Each of the trenches had layers of demolition rubble and made ground used to create the modern ground surface.

2 INTRODUCTION

- 2.1 Pre-Construct Archaeology Limited was commissioned by Hill Partnerships to carry out an archaeological evaluation on land at New Union Wharf, Stewart Street, Cubitt Town, London Borough of Tower Hamlets E14 3JU (Figure 1). The work was carried out in accordance with a Written Scheme of Investigation (Hawkins 2018).
- 2.2 The site was located on the north bank of the River Thames and was bounded to the west by Stewart Street, to the north by Ovex Close and to the south by New Union Close. The whole site covered an area of c. 1.7 hectares and was centred at NGR TQ 38420 79494. Phase 4 was situated in the south of the site.
- 2.3 The site comprised five phases of construction work, for which an over-arching archaeological planning condition was applied for archaeological evaluation. Archaeological trial trench investigations for Phases 1, 2 and 3 have been completed. An archaeological watching brief was also carried out during the excavation of a service run in River Barge Close during the Phase 2 works. The Phase 4 evaluation detailed below comprised the final stage of the archaeological works on the site.
- 2.4 The Phase 4 evaluation work was carried out between 4th and 8th March 2019. The fieldwork was supervised by Tanya Jones and the project was managed by Helen Hawkins, both of Pre-Construct Archaeology Limited.
- 2.5 The completed archive comprising written, drawn and photographic records will be deposited with the London Archaeological Archive (LAA).
- 2.6 This archaeological evaluation continued to utilise the site code NUW 13 which was used for the other phases of archaeological work on the site.

3 AIMS AND OBJECTIVES

3.1 The Phase 4 trenches were targeted to try and identify the remains of the 19th Century Hope Yard, used for ship building and shown on the 1869 Ordnance Survey map. Hope Yard later become Yarrow's Yard.

3.2 The general aims and objectives of the evaluation trenches are as follows:

- What is the nature, depth, survival and date of any archaeological deposits on the site?
- Is there any evidence for the Hope Yard (ship building) marked on historic maps?
- What has been the impact on the site by previous development?

4 GEOGRAPHY AND TOPOGRAPHY

4.1 The site background given below is taken from the Written Scheme of Investigation (Hawkins 2018).

4.2 Geology

4.2.1 The solid geology of the site is of the Lambeth Group, a complex of vertically and laterally varying gravels, sands, silts and clays. The superficial geology is comprised of alluvial deposits.

4.3 Topography

4.3.1 The current topography of the site is generally flat with a raised section along the frontage of the River Thames. The topography of the site is mostly artificial, and the result of the area being covered in a significant depth of made-ground in order to make it suitable for development as the site is directly adjacent to the River Thames.

5 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

5.1 Introduction

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

5.2 Prehistoric

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

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

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

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

5.3 Roman

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

5.3.2 No archaeological assets dating to this period are recorded within the site and little Roman evidence is recorded from the Isle of Dogs, except for one site recorded at Westferry Road.

This site was occupied from the 1st century AD on with the main period of use being the 2nd and 3rd centuries AD. No structures were recorded at this site, but the presence of gullies and pits suggested occupation and there was evidence that the site extended further outside the area of excavation to the east. It is likely that rising water levels led to the abandonment of the site.

5.4 Early Medieval

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

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

5.5 Medieval

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

5.6 Post-Medieval

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

5.6.2 The construction of the West India Docks in 1802, to the north of the site, meant that the area became an important centre for trade. The East India Docks were subsequently opened in 1806, followed by Millwall Dock in 1868. A range of warehouses associated with the Millwall Docks are recorded within the study area. In 1812 the Poplar and Greenwich Ferry Roads Company was set up to supply a horse-ferry between Greenwich and the Isle of Dogs, and to make toll-roads to the ferry on each part of the river, including two on the north side (now Westferry and East Ferry Roads). The ferry roads opened up the Isle of Dogs for further development.

5.6.3 William Cubitt saw potential in the eastern area of the Isle of Dogs in the early 1840s, which is how the eastern area of the Isle of Dogs got its name, Cubitt Town. Cubitt was responsible for the development of the housing and amenities of the area from the 1840s to the 1850s. Development consisted, mainly of houses to support the growing population of workers in the local docks, shipbuilding yards and factories.

- 5.6.4 The presence of the docks made the area an important centre for trade, and shipbuilding (including docks and wharves) became prominent within the study area during this period. This is demonstrated through cartographic and documentary evidence as well as a number of archaeological evaluations carried out at the Pier Head Site at the South West India Dock Entrance. These evaluations identified a backfilled dock full of debris from ship repair and breaking. By the 1860s large shipyards were flourishing in Millwall and Cubitt Town.
- 5.6.5 Cartographic analysis shows that in 1869 two ship building yards were located within the site. The Yarrow shipbuilding yard was first established in 1865 on the southern part of the site, and flourished after surviving the financial crash of 1866, appearing on the 1898 OS map. The Blackwall Iron Works occupied the rest of the site at this time, with the Hope Yard located between the two, on the Phase 4 area. The Yarrow yard later extended onto the Hope Yard. The history of Yarrow ship building yard is of some significance in the context of 19th century ship building.
- 5.6.6 Between 1868 and 1875, 350 steam launches were built there. The yard produced important boats such as the *Llala*, built in 1870 for Captain Young of the Royal Navy to sail on Lake Nyassa in Africa. This boat was instrumental in ending the slave trade in East Africa. Towards the end of the 19th century the yard developed a specialty for building fast torpedo boats for a number of navies. In 1906, Yarrow moved their yard from London to Scotstoun on the River Clyde, influenced by the cheaper coal and steel available there. After this time the Yarrow Company became one of the world's leading builders of destroyers.

5.7 Modern

- 5.7.1 In the Modern period the area around the site continued to grow. Cartographic evidence shows New Union Wharf and Ovex Wharf were built on the site by 1950. However, generally industry on the Isle of Dogs in the 20th century had been characterised by the deterioration of premises from prestige manufacturing to nondescript light industry, wharfage and warehousing, down to scrap dealing and use as depots. A common feature had been multiple occupations of premises originally used by a single concern.
- 5.7.2 The shipbuilding yards to the south of the site which had been called London Yard changed to a jam factory shown on early 20th century OS maps. This was evidence of the area shifting from shipbuilding to trade in the early 20th century.
- 5.7.3 The site was developed into a housing estate in the 1980s. The area around the site is now characterised by large modern buildings and industrial works.

6 ARCHAEOLOGICAL METHODOLOGY

- 6.1 The purpose of this fourth phase of archaeological investigation was to determine the presence or absence of various buildings related to the Hope and Yarrow shipbuilding yards, marked on historic Ordnance Survey maps. All works were undertaken in accordance with guidelines set out by Historic England and the Chartered Institute for Archaeologists.
- 6.2 The evaluation consisted of five trenches within the open car park area of the estate, pre-demolition of the current buildings. Trench locations were constrained by live services.
- 6.3 Trenches 1 and 4 measured 15m x 1.8m. Trench 3 measured 4m x 3m and Trench 5 measured 10m x 1.8m, Trench 2 was partially excavated but immediately backfilled due to unstable ground conditions.
- 6.4 A sondage was carried out in Trenches 4 and 5 to assess the deposits below the 19th century made ground and concrete. The sondage in Trench 4 was excavated to a depth of 3.4m below ground level and the sondage in Trench 5 was excavated to a depth of 2.9m below ground level.
- 6.5 Removal of the modern made ground and overburden was carried out under archaeological supervision by a HYMAC-type excavator with a toothless ditching bucket. When natural, or archaeological horizons were exposed, the trenches were cleaned and recorded by hand.
- 6.6 Any archaeological features (stratigraphical layers, cuts, fills, structures) were excavated by hand tools and recorded in plan at 1:20 or in section at 1:10 using standard single context recording methods. Features was evaluated to characterize their form, function and date.
- 6.7 The recording system adopted during the investigation were fully compatible with those developed out of the Department of Urban Archaeology Site Manual, now presented with PCA's Site Manual (Taylor 2009). The site was organized to be compatible with other archaeological archives produced in the London Borough of Tower Hamlets.
- 6.8 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.
- 6.9 The complete archive produced during the evaluation, comprising written, drawn and photographic records, will eventually be deposited with LAA identified with the site code NUW13.

7 ARCHAEOLOGICAL SEQUENCE

7.1 Natural

7.1.1 The earliest deposit seen was clay alluvium [213], the top of which was seen at an approximate height of 3.80m OD in Trenches 4 and 5. The alluvium was excavated in a sondage in each trench to a depth of 1.73m OD in Trench 4 and 2.33m OD in Trench 5. No finds or features were identified within the alluvial deposit.

7.2 Post-Medieval

7.2.1 In Trench 4 the clay alluvium deposit [213] was overlain by a concrete slab [212] which was likely part of the 19th century use of the site. The slab extended for much of the trench and was not broken out as it was located at 1.2m BGL. The sondage was carried out at the end of the trench where the slab did not extend. Trench 3 also contained a possible concrete and brick floor or the brick rubble of a demolished wall [208] which was used to create the current ground surface.

7.3 Modern

7.3.1 Trenches 2, 4 and 5 appear to have been backfilled with a demolition rubble [201], [204], [205], [209] and [211] which likely came from the demolition from the previous buildings on site. This material was used to build up and level the site for development. In places it was clear that the ground had been dug into and then backfilled with modern material, removing the archaeological levels.

7.3.2 Trench 1 was heavily truncated by concrete foundations [206] and [207] which appeared to be part of the existing housing development.

7.3.3 The area was overlain with a levelling layer [200], [203] and [210] for the modern surface [+].

7.3.4 The whole area was overlain with the modern surface [+] which was made up of tarmac and grass. The modern ground surface was recorded at between 5.13m OD and 5.23m OD.

8 CONCLUSIONS

- 8.1 Natural alluvium was encountered in Trenches 4 and 5 to depths of 1.73m OD and 2.33m OD. The base of this deposit was not reached.
- 8.2 There was a concrete slab in the base of Trench 4 which was possibly part of the 19th century buildings which were present on site. Trench 3 contained a possible brick floor which may also have been part of the 19th century ship yard, although it had been badly affected by later development.
- 8.3 The natural ground and 19th century material had been overlain with a number of deposits which built up the ground and likely came from the demolition of the previous building.
- 8.4 There were a number of truncations from the 1980s housing development present on site which had caused a high impact on remaining 19th century ship building yard remains.

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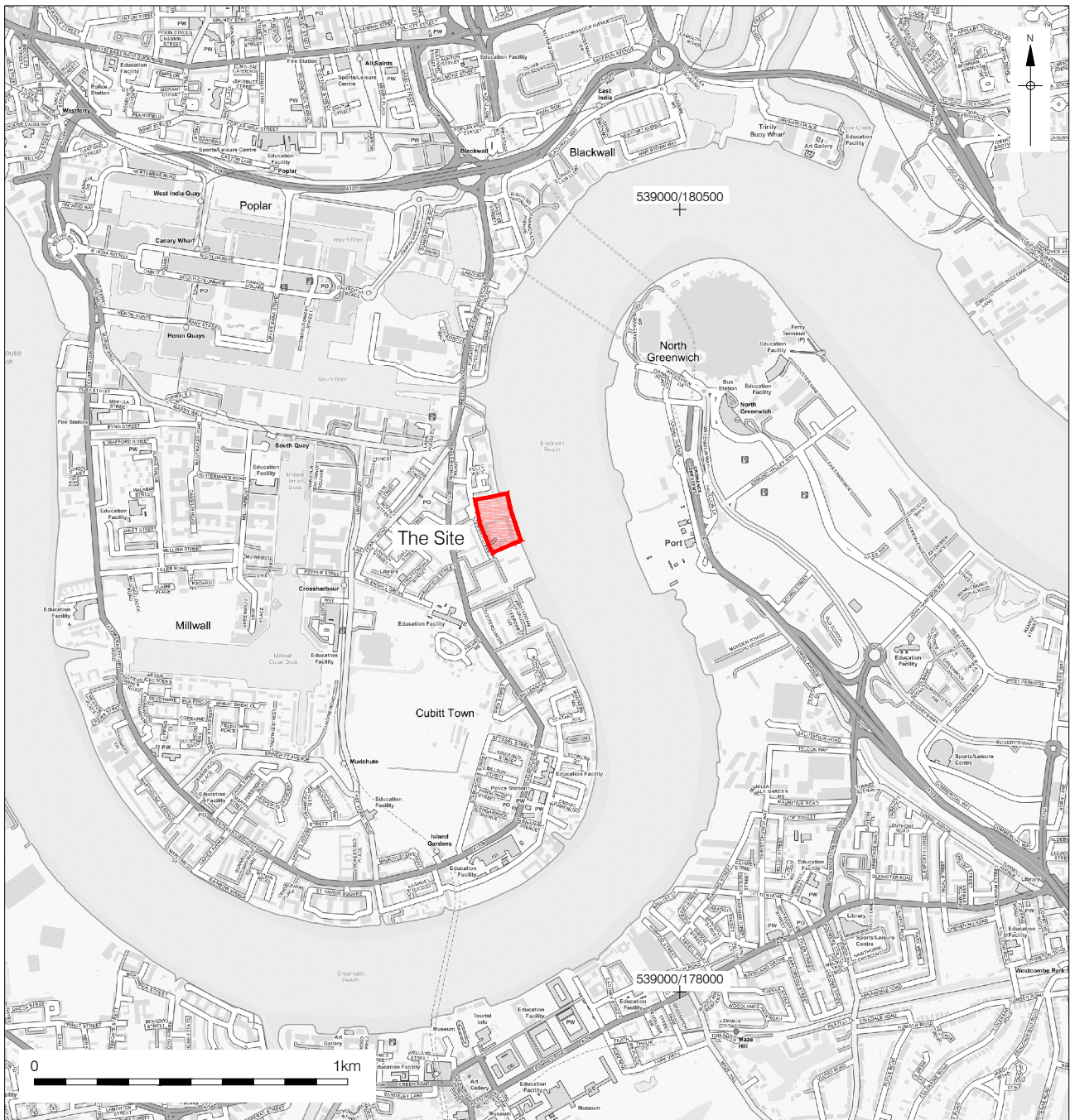
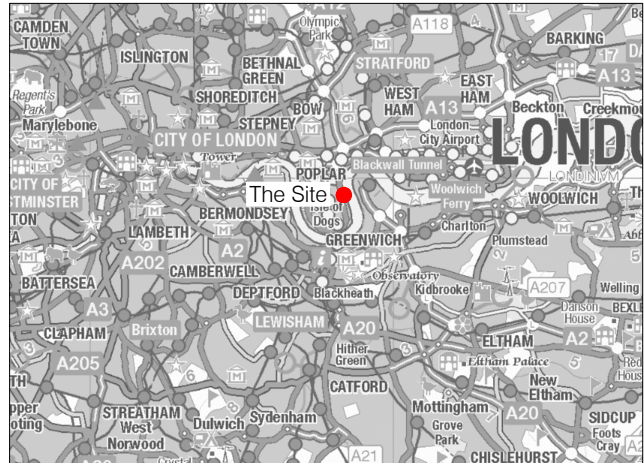
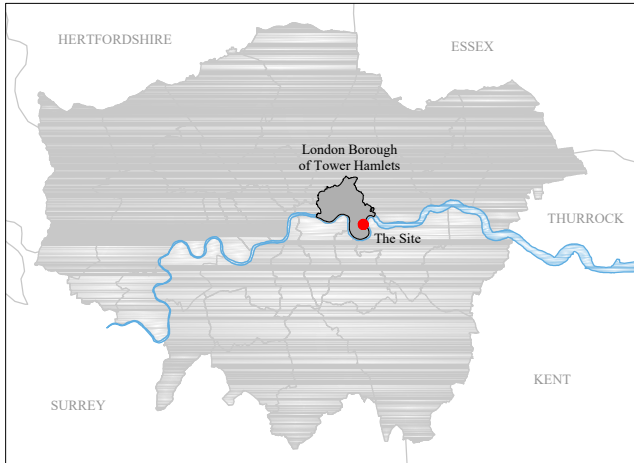
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10 ACKNOWLEDGEMENTS

10.1 Pre-Construct Archaeology Limited would like to express their thanks to Darren Mulhare and Dean Miller on behalf of Hill Partnerships for commissioning this archaeological investigation, and to Dean Miller and Dean Revel for their on-site assistance.

10.2 The author would like to Helen Hawkins for her project management and editing of this report. Thanks to Diana Valk for the illustrations and to Phil Frickers and Alex Belvir for their hard work on site.



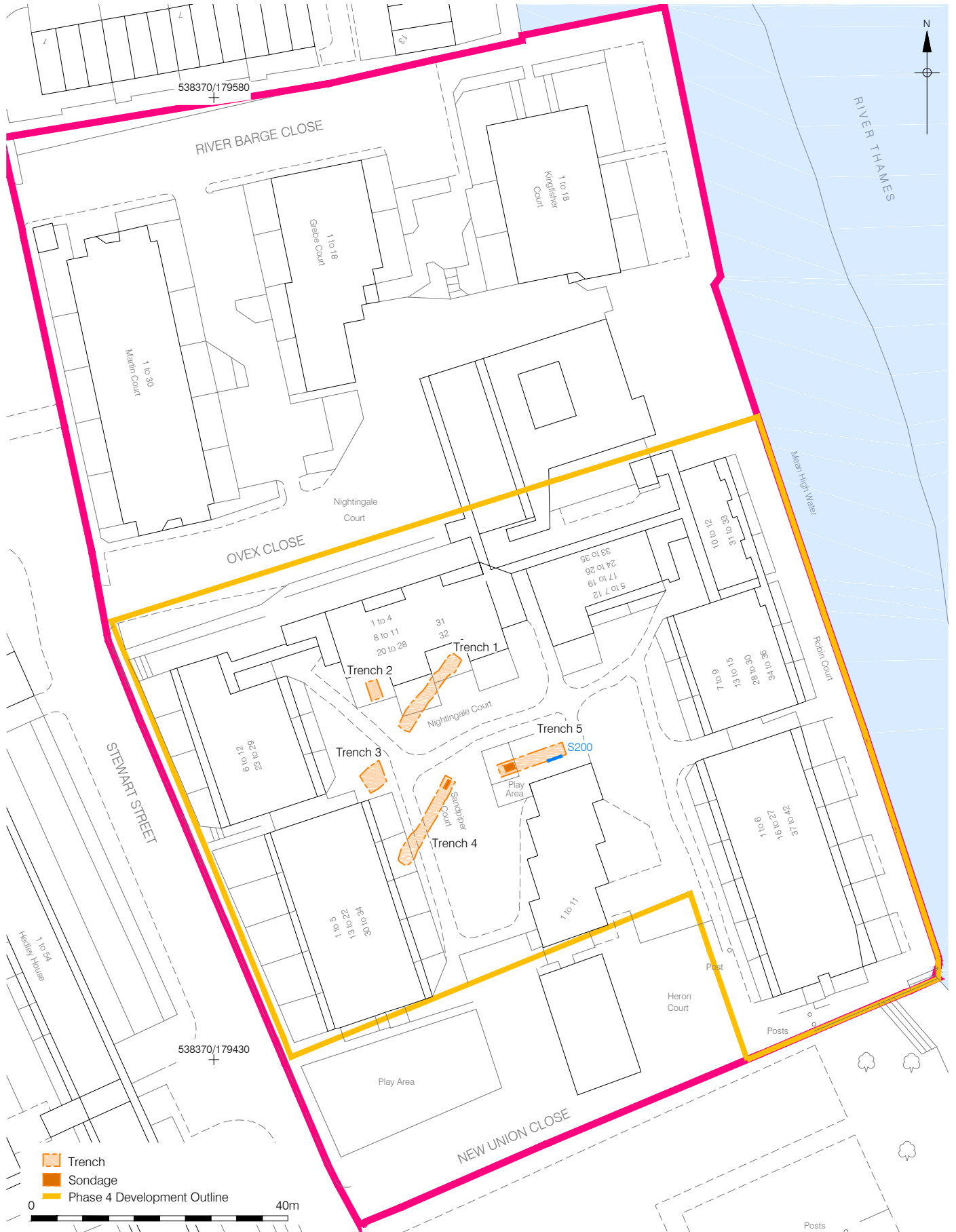
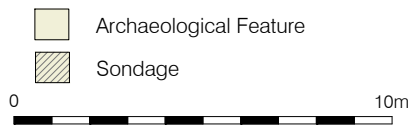
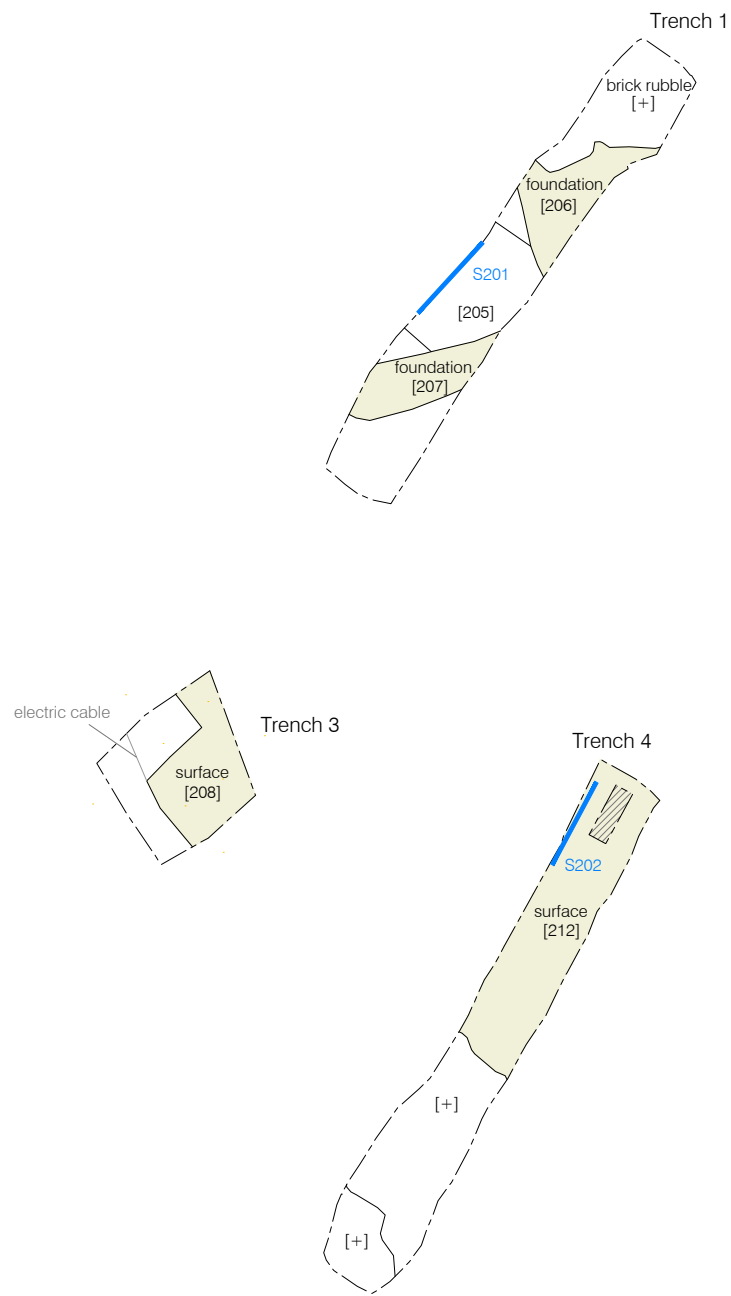
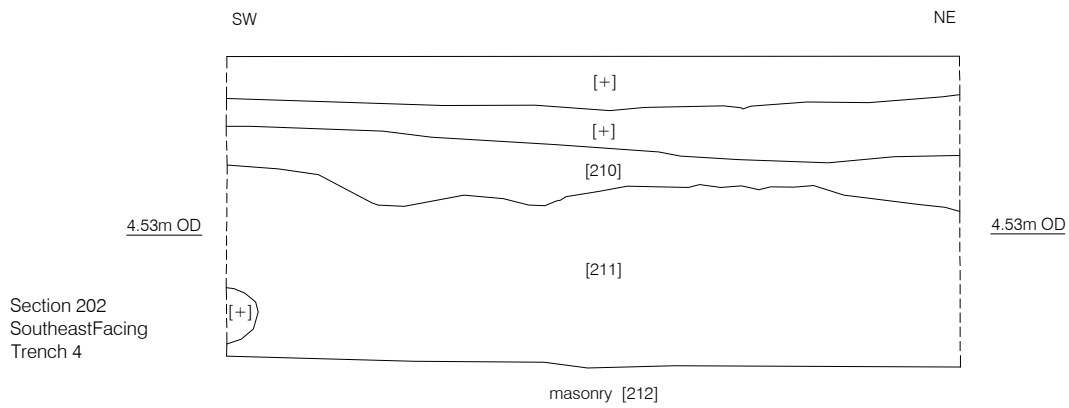
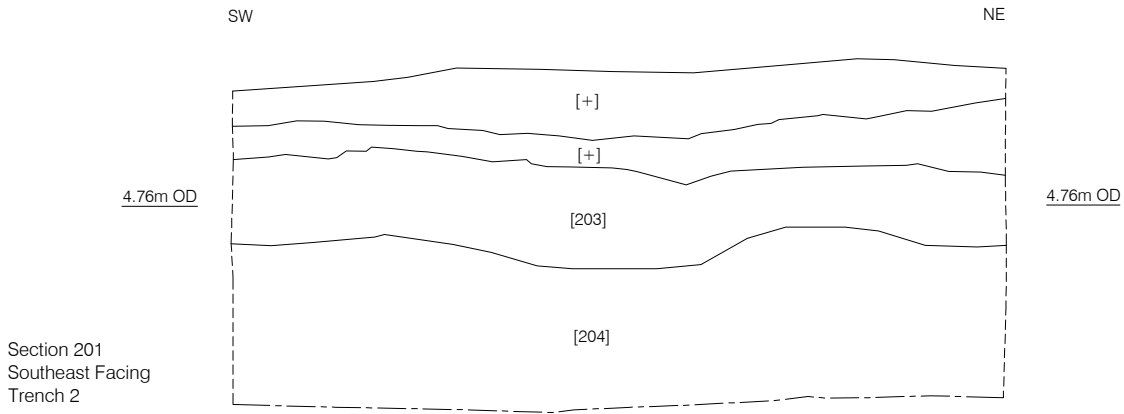
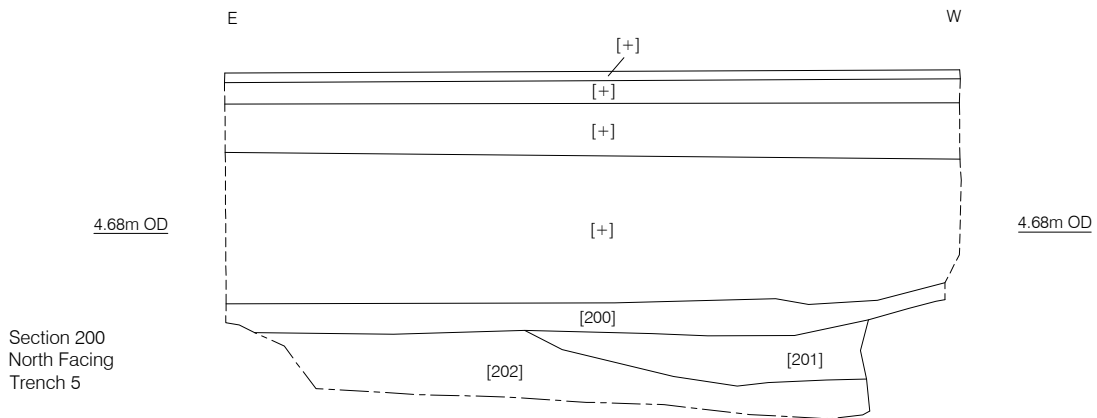


Figure 2
 Detailed Site Location
 1:800 at A4





PLATES



Plate 1: Trench 1



Plate 2: Section 201



Plate 3: Trench 2



Plate 4: Trench 3 including [208]



Plate 5: Trench 4 including concrete base [212]



Plate 6: Section 202



Plate 7: Sondage through alluvial deposit in Trench 4



Plate 8: Trench 5



Plate 9: Section 200

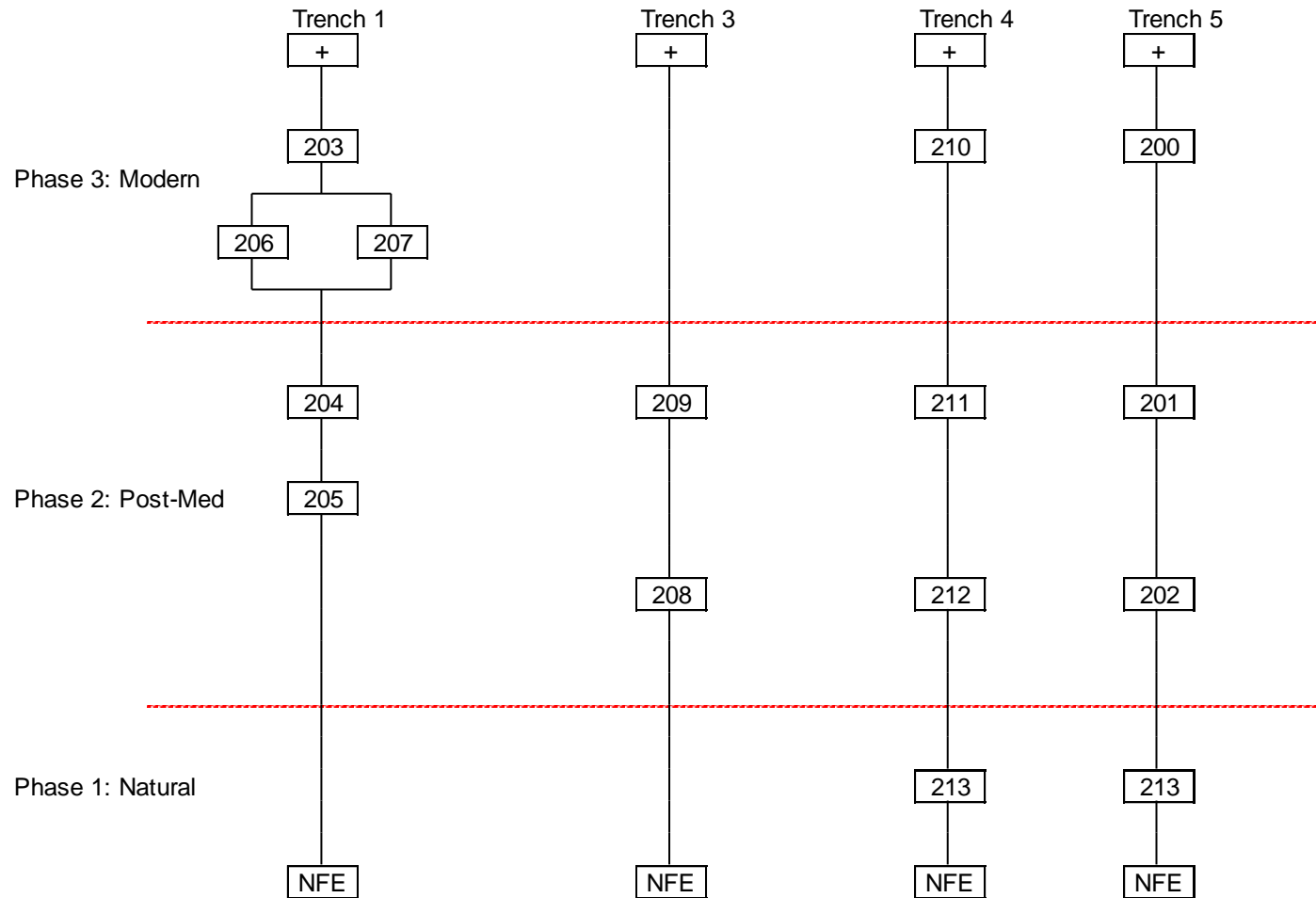


Plate 10: Sondage through alluvial deposit in Trench 5

APPENDIX 1: CONTEXT INDEX

Site_Code	Context	CTX_Type	Trench	CTX_ Interpretation	CTX_Category	CTX_Length	CTX_Width	CTX_Depth	CTX_Levels_high	CTX_Levels_low	Phase
NUW13	200	Layer	5	Levelling layer	Levelling	6.7		0.1	4.52	4.44	NUW13-PH3
NUW13	201	Layer	5	Brick debris	Dump	1.2		0.15	4.39	4.36	NUW13-PH2
NUW13	202	Layer	5	Silt layer	Alluvial	2	2	0.15	4.36	4.34	NUW13-PH2
NUW13	203	Layer	1	Brick Rubble	Demolition	3.1	0.32	0.42	4.55		NUW13-PH3
NUW13	204	Layer	1	Demo Layer	Demolition	3.1	0.6	1.9	5.44	4.83	NUW13-PH2
NUW13	205	Layer	1	Mixed deposit	Dump	1.9	3		5.4		NUW13-PH2
NUW13	206	Masonry	1	Concrete slab	Foundation	3.9	2.3	0.6	4.73	4.7	NUW13-PH3
NUW13	207	Masonry	1	Concret foundation	Foundation	4.2	1.15	0.2	4.72	4.7	NUW13-PH3
NUW13	208	Masonry	3	Possible brick surface	Surface	3.3	2.8	0.3	4.6	4.53	NUW13-PH2
NUW13	209	Layer	3	Demo/levelling layer	Demolition	1.1	2				NUW13-PH2
NUW13	210	Layer	4	Brick Dump Layer	Demolition	2.42	0.26		4.89	4.63	NUW13-PH3
NUW13	211	Layer	4	Demo/levelling layer	Demolition	2.42		0.63	4.7	4.07	NUW13-PH2
NUW13	212	Masonry	4	Concrete slab	Surface	8.6	1.9	0.2	4.03	3.8	NUW13-PH2
NUW13	213	Natural	4, 5	Alluvial clay	Natural				3.8		NUW13-PH1

APPENDIX 2: MATRIX



APPENDIX 3: OASIS FORM

OASIS ID: preconst1-346608

Project details

Project name	New Union Wharf, Stewart Street, London Borough of Tower Hamlets E14 3JU: An Archaeological Evaluation Phase 4
Short description of the project	This report details the results of an archaeological evaluation on land a Phase 4, New Union Wharf, Stewart Street, Cubitt Town, London Borough of Tower Hamlets E14 3JU. The evaluation consisted of 5 evaluation trenches of different sizes. Natural alluvium was seen in Trench 4 and 5 at an approximate height of 3.80m OD. There was possible brick floor surface in Trench 3 and a concrete surface in Trench 4 which were likely part of the shipping yard or later use of the site. Each of the trenches had layers of demolition rubble and made ground used to create the modern ground surface
Project dates	Start: 04-03-2019 End: 08-03-2019
Previous/future work	Yes / Not known
Any associated project reference codes	NUW13 - Sitecode
Type of project	Field evaluation
Site status	Local Authority Designated Archaeological Area
Current Land use	Other 3 - Built over
Monument type	SURFACE Post Medieval
Significant Finds	NONE None
Methods & techniques	"Targeted Trenches"
Development type	Housing estate
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)

Project location

Country	England
Site location	GREATER LONDON TOWER HAMLETS TOWER HAMLETS New Union Wharf, Stewart Street, Tower Hamlets
Postcode	E14 3JU
Study area	1 Hectares
Site coordinates	TQ 38420 79494 51.496913968566 -0.005693154098 51 29 48 N 000 00 20 W Point
Height OD / Depth	Min: 3.8m Max: 3.8m

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
Project brief originator	Adam Single
Project design originator	Helen Hawkins
Project director/manager	Helen Hawkins
Project supervisor	Tanya Jones
Type of sponsor/funding body	House Builder
Name of sponsor/funding body	Hill Partnerships

Project archives

Physical Archive Exists?	No
Physical Archive recipient	LAA
Physical Archive ID	NUW13
Digital Archive recipient	LAA
Digital Archive ID	NUW13
Digital Contents	"none"
Digital Media available	"GIS","Images raster / digital photography","Images vector","Survey","Text"
Paper Archive recipient	LAA
Paper Archive ID	NUW13
Paper Contents	"none"
Paper Media available	"Context sheet","Photograph","Plan","Report","Section","Unpublished Text"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
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