

# C263 ARCHAEOLOGY LATE EAST SUMMARY REPORT

# Archaeological Evaluation and Watching Brief Victoria Dock Portal (XSX11)

#### **Document Number:**

#### **Document History:**

Revision:	Date:	Prepared by:	Checked by:	Approved by:	Reason for Issue:
1.0	23.02.15	Isca Howell (MOLA)	Nicholas Elsden	Elaine Eastbury	For Crossrail Review.
			(MOLA)	(MOLA)	
		3 Howell	NJ. Flan	E Eastbury	
		0 // 40	· D		

CROSSRAIL REVIEW AND ACCEPTANCE STATUS						
This decal is to be used for submitted documents requiring acceptance by CRL.						
	Code 1.	Accepted. Work May Proceed				
	Code 2.	Not Accepted. Revise and resubmit.  Work may proceed subject to incorporation of changes indicated				
	Code 3.	Not Accepted. Revise and resubmit. Work may not proceed				
	Code 4.	Received for information only. Receipt is confirmed				
Reviewed/Accepted by:(signature)						
Print Name:		Date:				
		leve the designer/supplier from full compliance with their contractual obligations and does not constitute CRL lations, analyses, test methods or materials developed or selected by the designer/supplier.				

This document contains proprietary information. No part of this document may be reproduced without prior written consent from the chief executive of Crossrail Ltd.

Document uncontrolled once printed. All controlled documents are saved on the CRL Document System

© Crossrail Limited RESTRICTED



### 1 Summary for London Archaeologist

London Borough of Newham

Crossrail: Victoria Dock Portal, Victoria Dock Road, Seagull Lane, E16 TQ 4021 8089 to TQ 4067 8094, TQ 4046 8091 MOLA (Matthew Ginnever, Robert Hartle, Rachel English, Greg Laban, Isca Howell, Portia Askew, Daniel Harrison, Jason Stewart) watching brief Jul 2011-Dec 2012, evaluation, and watching brief Jul 2013-Jan 2014 Crossrail XSX11

Two phases of work were carried out, the first being a watching brief on utility diversion trenches along Victoria Dock Road (between the junctions with Munday Road and Freemasons Road) and Seagull Lane. Natural terrace gravels were overlain by thick peat deposits of prehistoric marginal marshland. The surface of these peat deposits was sealed by an horizon of alluvial clay belonging to intertidal mud flats and salt marsh. No finds or features were found. The clay horizon was truncated and sealed by modern made ground and the concrete and tarmac of the current road and pavement surfaces. In the second phase of work, three trial trenches and a watching brief in the western half of the site revealed Pleistocene Thames gravels overlain by sandy or silty clay deposits suggesting that the site lay within an early Holocene river meander or tidal creek. These were overlain by woody peats formed during the Neolithic and Early Bronze Age periods, before rising sea levels in the Late Bronze Age and later periods inundated the area and formed the estuarine floodplain that existed until the development of the site in the 19th century. There was no evidence of human activity. Of interest was the evidence of scouring at the eastern end of the site that represented a sudden event, such as a huge quantity of water cutting through the deposits. Made ground associated with the 19th/20th-century railway which crossed the site completed the sequence.

### 2 Summary for Britannia

Not required

## 3 Summary for Medieval Archaeology

Not required

## 4 Summary for Post Medieval Archaeology

Not required