



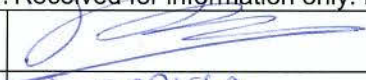


C263 ARCHAEOLOGY LATE EAST Connaught Tunnel Evaluation: XSY11 Summary report

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1.0	10-09-12	Virgil Yendell	Craig Halsey	David Divers	First issue
					

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Summary for London Archaeologist

NEWHAM

Crossrail Connaught Tunnel West, Central and East sites between Prince Regent Station and Victoria Dock Road in the north and Silvertown Station and Connaught Road/Factory Road in the South. TQ 41050 80945 and 42060 and 80110. MOLA (Virgil Yendell) Field evaluation, August 2012 Crossrail Limited XSY11.

The field evaluation comprising four trenches revealed basal sands grading up from the underlying gravels, overlain by peats and sealed by alluvial clays. The elevation of the surface of the Pleistocene / Early Holocene sands to the base of the sequence indicates that Trenches 1 and 4 are likely to be on the margins of discrete landscape features such as floodplain islands previously indicated around Custom House and others suggested around London City Airport. Trenches 2 and 3 appear to be within lower areas of migrating channels. The peat deposits contained discrete bands of organic clays; the thickness, position and number of which varied between the trenches and indicates different landscape positions or hydrology, with prehistoric and potentially historic channels evident in Trench 3. The top of the upper alluvial clays were likely to have been truncated in the past within some of the trenches and the thickness of the overlying made ground varied between the trenches. Trenches 1, 3 and 4 appeared to have been truncated but showed later possibly medieval to historic soil development before the addition of made ground. The alluvial clay in Trench 2 appears to have been least truncated with the survival of upper weathered alluvial deposits and very little made ground.

Summary for Britannia

Not required

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