





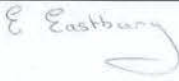
# C261 ARCHAEOLOGY EARLY EAST

## Summary Report

### Watching Briefs and Evaluation Limmo Peninsula Shaft

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## 1 Summary for London Archaeologist

### Newham

**Limmo Peninsula, Lower Lea Crossing (N of), E16** TQ 3952 8101 MOLA (Robert Hartle) evaluation and watching briefs Aug–Dec 2010 Crossrail XRW10

Four phases of archaeological investigation were carried out in the central area of the Crossrail Limmo Peninsula Shaft site. A watching brief on a gas main diversion revealed 19th-c dump layers overlain by 20th-c made-ground, whilst a second watching brief during ground reduction exposed only 20th-c deposits. Two large E–W aligned trial trenches were subsequently excavated, with window samples taken from the level of their bases. An extension to the southern trench was also monitored. The window samples revealed natural Pleistocene gravels overlain by possible late Upper Palaeolithic deposits. These deposits were sealed by early Holocene (Mesolithic) gravels and sands which were in turn overlain by prehistoric and historic alluvial deposits, many of which are thought to represent fills of the channel of the River Lea at its confluence with the Thames. The alluvial deposits were sealed by early 19th-c dump layers, identified as consolidation for the establishment of the Thames Ironworks and Ship Building Company in c.1846. Structural remains of the Thames Ironworks (1846–1912) overlay the dump deposits and a brick structure, possibly a small workshop or working platform, was recorded in the northern trench. The southern trench revealed a second brick structure, approximately rectangular in shape with possible flues and numerous sunken chambers. The exact function of these structures is unclear but both appear on the 1869 OS Map, and are therefore related to an early phase of the Thames Ironworks site. Both trenches revealed possible base-plates for machinery, walkways, and working surfaces, composed of wooden beams, planks and rammed clinker ground surfaces, all aligned SE–NW. These features may represent the floor of a large building seen on the 1869 OS map, or be from a later phase of building expansion as shown on the 1916 OS map. The sequence was completed by 20th-c deposits which had been partially removed during earlier ground reduction work.

## 2 Summary for Britannia

Not required

## 3 Summary for Medieval Archaeology

Not required



## 4 Summary for Post Medieval Archaeology

### NEWHAM

**LIMMO PENINSULA** (TQ 39522 81019) Watching briefs and an evaluation undertaken by R Hartle (MOLA) on behalf of Crossrail, in the central area of the site, N of the Lower Lea Crossing. Natural gravel and historic alluvial deposits were overlain by substantial early 19th-century dump layers, identified as consolidation for the establishment of the Thames Ironworks and Ship Building company, c 1846. Structural remains of the Thames Ironworks (1846–1912) were revealed above these dump layers, including a brick structure which may have been a small workshop or working platform, and another brick structure comprised of possible flues and numerous sunken chambers. Although the exact function of these structures is not currently understood, both brick structures appear on the 1869 OS Map, and are therefore related to an early phase of the Thames Ironworks site. Both evaluation trenches also revealed possible baseplates for machinery, walkways, and working surfaces, composed of wooden beams, planks and rammed clinker ground surfaces. These features may represent the floor of a large building on the Ironworks site, seen on the 1869 OS map, or be from a later phase when the building was expanded, as shown on the 1916 OS map. **OASIS ID: molas1-91040**