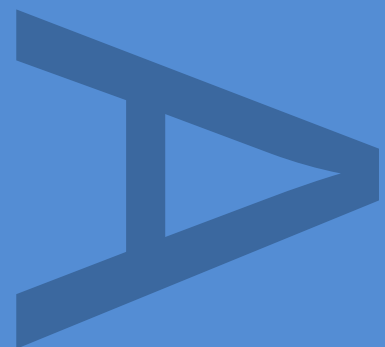


**HISTORIC BUILDING
RECORDING OF THE
FORMER TIDAL BASIN
TAVERN AND TIDAL BASIN
ROAD POST AND SORTING
OFFICE, NOS 29 AND 31
TIDAL BASIN ROAD,
SILVERTOWN, LONDON
BOROUGH OF NEWHAM,
E16 1AD**

PCA REPORT NO. R11550

**OCTOBER 2013, UPDATED
MAY 2014**



Historic Building Recording of the former Tidal Basin Tavern and Tidal Basin Road Post and Sorting Office, Nos. 29 and 31 Tidal Basin Road, Silvertown, London Borough of Newham, E16 1AD

Researched and written by Guy Thompson and Adam Garwood

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PCA Report Number: R11550

DOCUMENT VERIFICATION

FORMER TIDAL BASIN TAVERN AND TIDAL
BASIN ROAD POST AND SORTING OFFICE,
NOS 29 AND 31 TIDAL BASIN ROAD,
SILVERTOWN, LONDON BOROUGH OF NEWHAM,
E16 1AD

HISTORIC BUILDING RECORDING

Quality Control

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CONTENTS

1	NON TECHNICAL SUMMARY	5
2	INTRODUCTION	6
3	PLANNING BACKGROUND	7
4	METHODOLOGY	8
5	HISTORICAL BACKGROUND	10
6	BUILDING DESCRIPTIONS	18
7	DISCUSSION AND CONCLUSIONS	29
8	ACKNOWLEDGEMENTS	31
9	BIBLIOGRAPHY	32

APPENDICES

- 1 PHOTOGRAPHIC REGISTER
- 2 OASIS FORM

FIGURES

- Figure 1 Site Location
Figure 2 Detailed Site Location
Figure 3 John Cary's map, 1786
Figure 4 Map of the Parish of West Ham, 1861
Figure 5 First Edition Ordnance Survey map, 1869
Figure 6 Second Edition Ordnance Survey map, 1894-96
Figure 7 Third Edition Ordnance Survey map, 1919
Figure 8 New Victoria Docks Post and Sorting Office site plan, 1931
Figure 9 New Victoria Docks Post and Sorting Office floor plans, 1931
Figure 10 New Victoria Docks Post and Sorting Office sections and elevations, 1931
Figure 11 New Victoria Docks Post and Sorting Office as-built plan, 1935
Figure 12 Ordnance Survey map, 1953
Figure 13 Ordnance Survey map, 1969
Figure 14 Ordnance Survey map, 1975
Figure 15 Post Office, Ground and First Floor Plans with plate locations
Figure 16 External Plate Locations
Figure 17 Tidal Basin Tavern ground floor sketch plan and direction of plates

PLATES

- Plate 1 Tidal Basin Tavern east and north elevation, looking south-west
Plate 2 Tidal Basin Tavern east elevation, looking west
Plate 3 Tidal Basin Tavern south end of the east elevation at ground floor level, looking west
Plate 4 Tidal Basin Tavern south end of the east elevation at first floor level, looking west
Plate 5 Access ramp to Silvertown Flyover (left) with Tidal Basin Tavern (right), looking west
Plate 6 North elevation of Tidal Basin Tavern, looking south
Plate 7 North portico entrance bay of Tidal Basin Tavern, looking south-east
Plate 8 Terracotta name plaque with Truman's eagle inset on the north elevation of Tidal Basin Tavern, looking south
Plate 9 Tidal Basin Tavern south elevation, looking north
Plate 10 Rear (west) elevations of Tidal Basin Tavern, looking east
Plate 11 Rear (west) elevations and toilet block of Tidal Basin Tavern, looking north-east
Plate 12 Roofscape and chimney stacks above rear (west) elevation of Tidal Basin Tavern, looking east

- Plate 13 Front (north) elevation of Tidal Basin Road Post and Sorting Office, looking south
Plate 14 Side (east) elevation of Tidal Basin Road Post and Sorting Office, looking north-west
Plate 15 Side (east) elevation and rear (south) toilet and stair bays of Tidal Basin Road Post and Sorting Office, looking north-west
Plate 16 East (side) elevation of the former sorting office part of Tidal Basin Road Post and Sorting Office and rear (south) stairwell (left), looking west
Plate 17 Western (side) elevations of Tidal Basin Road Post and Sorting Office, looking east
Plate 18 Western (side) elevations of Tidal Basin Road Post and Sorting Office, looking north-east
Plate 19 Western boundary wall of Tidal Basin Road Post and Sorting Office, looking south-east
Plate 20 Southern yard area of Tidal Basin Road Post and Sorting Office, looking west
Plate 21 Western bays of GF1 in Tidal Basin Road Post and Sorting Office, looking north
Plate 22 Collapsed mezzanine in Tidal Basin Road Post and Sorting Office, looking north from GF7
Plate 23 Western wall showing half round windows in GF7 of Tidal Basin Road Post and Sorting Office, looking north-west
Plate 24 GF7 in Tidal Basin Road Post and Sorting Office, looking south
Plate 25 Detail of trusses in GF7 in Tidal Basin Road Post and Sorting Office, looking south
Plate 26 Hydraulic press and collapsed mezzanine in Tidal Basin Road Post and Sorting Office, looking south from GF1 to GF7
Plate 27 GF2 (former Public Office) in Tidal Basin Road Post and Sorting Office, looking north-east
Plate 28 Ceiling cornice and downstand in GF2 in Tidal Basin Road Post and Sorting Office, looking north-east towards the north wall
Plate 29 GF4 in Tidal Basin Road Post and Sorting Office, looking south
Plate 30 FF1 in Tidal Basin Road Post and Sorting Office, looking east
Plate 31 FF1 in Tidal Basin Road Post and Sorting Office, looking west
Plate 32 First floor window in the north wall of FF1 in Tidal Basin Road Post and Sorting Office, looking north
Plate 33 FF2 in Tidal Basin Road Post and Sorting Office, looking south
Plate 34 Toilets FF4 in Tidal Basin Road Post and Sorting Office, looking south
Plate 35 Mezzanine floor in Tidal Basin Road Post and Sorting Office, looking south
Plate 36 Detail of roof structure above GF7 in Tidal Basin Road Post and Sorting Office, looking south
Plate 37 Northern end of the front (eastern) bar of Tidal Basin Tavern, looking south-west
Plate 38 Narrow space at the northern end of the front (eastern) bar of Tidal Basin Tavern, looking west
Plate 39 Central and southern part of the front (eastern) bar of Tidal Basin Tavern, looking south-west
Plate 40 Detail of steel bridging joists over the central part of the front (eastern) bar of Tidal Basin Tavern, looking south-west
Plate 41 Southern part of the front (eastern) bar of Tidal Basin Tavern, looking west
Plate 42 Central part of the front (eastern) bar of Tidal Basin Tavern, looking north-west
Plate 43 Concrete bridging beams over basement storey in the southern part of the front (eastern) bar of Tidal Basin Tavern, looking west
Plate 44 Concrete filled cavity within terracotta wall tiles at the south-east corner of the Tidal Basin Tavern, looking north-west
Plate 45 Typical wall section of the Tidal Basin Tavern with NORI facing brick and Fletton brick inner skin
Plate 46 Hollow concrete filled terracotta facing blocks with internal Fletton brickwork from the Tidal Basin Tavern
Plate 47 Terracotta block with batch ID mark within window jamb of principal (eastern) elevation of Tidal Basin Tavern, looking west
Plate 48 Rear Lounge Bar of the Tidal Basin Tavern, looking east
Plate 49 Detail of frieze in Lounge Bar of the Tidal Basin Tavern, looking east
Plate 50 North and east walls of the Lounge Bar in the Tidal Basin Tavern, looking north-east
Plate 51 General view during demolition of the Tidal Basin Tavern looking east
Plate 52 General view during demolition the Tidal Basin Tavern, looking north-east
Plate 53 The South West Ham Cricket Club's Second XI team of 1914, showing the club pavilion

that stood at the northern end of the ground behind nos. 28 and 29 Tidal Basin Road
(©London Borough of Newham)

Plate 54 Photograph taken in 1934 of the recently opened Tidal Basin Road Post and Sorting
Office showing its front (north) elevation, looking south-west (©British Postal Museum
and Archive)

1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by HUB Residential to carry out historic building recording of the former Tidal Basin Tavern and Tidal Basin Road Post and Sorting Office prior to their demolition. Planning permission has been granted for their replacement with two high-rise blocks comprising a 25 storey residential building and a 17 storey hotel, providing 170 residential units and 250 hotel rooms. The Tavern and Post Office have been redundant for some time; the former has remained mainly watertight and has consequently become the focus of illegal occupation (vagrancy). The Tidal Basin Tavern, however, has fared less well and due to the loss of most of its roof covering, presumably through architectural theft, was in a very poor and unsafe structural condition at the time of the recording.
- 1.1.2 The work was carried out in response to a planning condition (21) imposed by the Local Planning Authority (Newham Council) on the planning permission 09/02013/FUL and on the advice of the Greater London Archaeological Advisor, Adam Single.
- 1.1.3 The present Tidal Basin Tavern was built to replace a predecessor of the same name, first recorded in 1862 at North Woolwich Road, Plaistow Marshes. This establishment stood east of the present site and continued to trade as a public house until c.1930-31. Following the passing of the Royal Victoria and Other Docks Approaches (Improvement) Act of 1929, the majority of properties in Tidal Basin Road and the immediate area, including the previous Tidal Basin Tavern, were demolished to make way for the construction of the Silvertown Way and its spur roads.
- 1.1.4 Towards the end of January 1931 the Corporation of West Ham sanctioned an application by Truman, Hanbury Buxton & Co Ltd to rebuild the Tidal Basin Tavern. The new Tidal Basin Tavern public house was constructed between July 1931 and January 1932 to the designs of the brewery's resident architect Mr A. E. Sewell LRIBA, a respected architect specialising in public houses and responsible for the listed Railway Hotel, Station Road, Edgware and the Royal George, Eversholt Street, Euston, to name but two. Despite wartime damage and the post-war decline of the Royal Docks, the Tidal Basin Tavern remained open even after the closure of the docks to shipping in 1980. The pub was acquired by the Chiswick-based brewer Fuller's in 1990, however notwithstanding the transformation of the Royal Victoria Dock in recent decades, the Tidal Basin Tavern finally closed its doors in 1997.
- 1.1.5 The Tidal Basin Road Post and Sorting Office was built between 1932-1934 and as a consequence of the same redevelopment scheme that led to the rebuilding of the Tidal Basin Tavern. The new Post Office replaced an earlier Post Office established in Tidal Basin Road (then Victoria Dock Road) in 1872. Much of the new establishment was built on the site of the former West Ham Cricket Club.
- 1.1.6 Drawings of the new Post and Sorting Office were prepared in March 1931 by the HM Office of Works architect Frederick Allen Llewellyn (b. 1883). Llewellyn was a prolific architect for the Office of Works, who was jointly responsible for the designs of many of the post offices built in London and the South-East during the 1920s and 1930s. The new Tidal Basin Road office adopted a Neo-Georgian architectural style, an idiom which became emblematic of post office buildings of the interwar period. It was not possible to establish the date which the post office closed, although the vacated property was acquired c.1997 by the Britannia Wiper Company, a subsidiary of a local textile recycling company.

2 INTRODUCTION

2.1 Background

- 2.1.1 Pre-Construct Archaeology Limited was commissioned by HUB Residential to carry out historic building recording at the former Tidal Basin Tavern and the Tidal Basin Road Post and Sorting Office, Tidal Basin Road, Silvertown E16 1AD prior to and during their demolition. Planning permission has been granted for their replacement with two modern high-rise residential and hotel developments. The work was carried out in response to a planning condition (21) imposed by the Local Planning Authority (LPA) on planning permission (09/02013/FUL).
- 2.1.2 The building recording was undertaken in accordance with a Written Scheme of Investigation (WSI) agreed in advance of the work with the Local Planning Authority (Matthews, 2013). The works are in accordance with National Planning Policy Guidance, specifically National Planning Policy Framework (NPPF) (2012) and the Local Planning Authority's policy towards built heritage and archaeology.

2.2 Site Location

- 2.2.1 The development site is situated to the south of Canning Town and within the London Borough of Newham. It lies adjacent to and immediately north-west of the Royal Victoria Docks and just east of the A1011 Silvertown Way flyover. The site comprises two extant buildings, Tidal Basin Tavern and Tidal Basin Road Sorting and Post Office, which occupy an 'island' bound to the north and south by Tidal Basin Road. This is in turn situated just to the east of a large traffic roundabout built below the Silvertown Way flyover and the Lower Lea Crossing and to the west of the road junction (former roundabout) to the Western Gateway. The Dock Light Railway (DLR) and Royal Victoria station lie immediately north and east of the site (**Figure 1**).
- 2.2.2 The area around the Royal Docks has been extensively redeveloped in recent years for residential, commercial and retail purposes and is no longer a working dockyard. Consequently this shift from an industrial zone has resulted in the redevelopment of the area and the closure of many existing industrial/commercial enterprises, the Post Office and the Tavern being two examples. They both occupy a 'pear-shaped' site that is also bounded to the south by the elevated road access ramp leading to and from the Silvertown Way flyover. The Tidal Basin Tavern is situated towards the eastern end of the site overlooking the docks to the east, while the Post and Sorting Office is positioned to the rear of public house (west) and fronts Tidal Basin Road (North) at NGR TQ 39964 80759 (**Figure 2**).

3 PLANNING BACKGROUND

3.1 Introduction

3.1.1 National legislation and guidance relating to the protection of historic buildings and structures within planning regulations is defined by the provisions of the *Town and Country Planning Act 1990*. In addition, local planning authorities are responsible for the protection of the historic environment within the planning system and policies for the historic environment are included in relevant regional and local plans.

3.2 Legislation and Planning Guidance

3.2.1 Statutory protection for historically important buildings and structures is derived from the *Planning (Listed and Conservation Areas) Act 1990*. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012 and supersedes the Planning Policy Statements (PPSs).

3.2.2 Historic buildings are protected through the statutory systems for listing historic buildings and designating conservation areas. Listing is undertaken by the Secretary of State; designation of conservation areas and locally listed buildings or local heritage assets are the responsibility of the local planning authorities. The historic environment is protected through the development control system and, in the case of listed buildings and conservation areas, through the complementary systems of listed building and conservation area control.

3.2.3 Planning permission (09/02013/FUL) was granted by the London Borough of Newham for the demolition of the existing public house and Post Office and their replacement with a 25 storey residential tower and 17 storey hotel tower with a mix of uses proposed in the lower levels (retail, management office, health club, community facilities) and two levels of basement car parking (total 192 spaces including 42 disabled spaces).

3.2.4 Two archaeological conditions (20 and 21) were attached to the consented scheme. These require that a programme of archaeological investigation (20) and a programme of historic building recording and analysis (21) are carried out prior to and during construction works.

3.2.5 The wording of condition 21 reads:

3.2.6 'No works shall take place until the applicant has secured the implementation of a programme of historic building recording and analysis, which considers building structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local authority.

3.2.7 Reason: Important structural remains are present on site. Accordingly the local planning authority wishes to secure the provision of historic building recording prior to commencement of development, in accordance with PPS5 and EQ43 of the London Borough of Newham Unitary Development Plan (adopted by the Core Strategy January 2012) and the London Plan (adopted July 2011).'

4 METHODOLOGY

4.1 Aims and Objectives

4.1.1 The aim of the building recording as set out in the Written Scheme of Investigation was to provide a record of the former Tidal Basin Tavern and Tidal Basin Road Post and Sorting Office and, which will be demolished as part of the redevelopment. The purpose of the project was to clarify the historic and structural development of the buildings and to analyse both buildings' social and cultural value. This record was to be in accordance with that defined by English Heritage's Level 3. The aim was to provide a better understanding of the buildings and to compile a lasting record, to analyse the results and to disseminate these results.

4.2 Documentary Research

4.2.1 A search of relevant primary sources was carried out at the Newham Archives and Local Studies Library, the British Postal Museum and Archive (BPMA) and the National Archives. This information was supplemented by that gathered from trade directories, cartographic sources and secondary and published sources (see bibliography). The results of historical research are provided in Section 5 of this report.

4.3 On-Site Recording

4.3.1 The historic building recording was initially carried out on 1st and 2nd July 2013. Ground floor and first floor plans of the Post Office were completed on site and used as a basis for the illustrations in this report. On safety grounds no internal survey was carried out within the Tidal Basin Tavern due to asbestos particles and collapse of the building and it was agreed with Adam Single, the English Heritage Greater London Archaeological Advisor, that a photographic survey and monitoring of this building would be carried out during its demolition and added as an update to this report. A photographic survey comprising high quality colour digital images was carried out to record the buildings in context, recording the external elevations of both buildings, key architectural features and interior spaces (where accessible). A selection of photographs has been included in this report and **Figures 15 to 17** show the location and direction of these photographs.

4.3.2 Due to the dangerous condition of the Tidal Basin Tavern, safe internal access was not possible. All internal recording was undertaken either through window or door openings, unblocked prior to demolition or during the demolition phase. The former was carried out during a site visit on the 28th March 2014 and the latter on the 7th April 2014. Despite these restrictions a sketch ground floor plan was drawn and an impression of its current internal layout and some evidence of its earlier layout was gained. The results of this second phase of recording have been added to this report (**Figure 17**).

4.4 Project Archive

4.4.1 The project archive is currently held at the offices of Pre-Construct Archaeology Limited in Brockley, London, under the site code TDL13. It is anticipated that the archive (copies of the report, drawings and photographs) will be lodged with the LAARC (London Archaeological Archive and Research Centre) in due course. The report will be submitted to the Client, English Heritage, GLHER (Greater London Historic Environment Record) and the London Borough of Newham.

4.5 Guidance

4.5.1 All works were undertaken in accordance with standards set out in:

- Association of Local Government Archaeological Officers (1997) *Analysis and Recording for the Conservation and control of works to historic buildings*

- British Archaeologists and Developers Liaison Group (1986) *Code of Practice*
- British Standards Institution (1998) *Guide to the Principles of the Conservation of Historic Buildings (BS 7913)*
- English Heritage (Clark, K.) (2001) *Informed Conservation: Understanding historic buildings and their landscapes for conservation,*
- English Heritage (2000) *The presentation of historic building survey in CAD*
- English Heritage (2006) *Understanding Historic Buildings: A Guide to Good Recording Practice*
- English Heritage Greater London Archaeological Advisory Service (2009) *Standards for Archaeological Work. External Consultation Draft*
- IfA (1996, revised 2001 and 2008) *Standard and guidance for the archaeological investigation and recording of standing buildings or structures*

5 HISTORICAL BACKGROUND

5.1 Plaistow Marsh during the first half of the 19th century

- 5.1.1 By the middle of the 18th century the village of Plaistow had grown to be the largest settlement in the ancient parish of West Ham (Powell, 1973: 43-50). To the south of the settlement lay Plaistow Marsh, a low-lying expanse of alluvial marshland bisected by a number of ancient lanes that led from the settlement towards the north bank of the Thames (**Figure 3**). Around 1812 the New (Barking) Road was laid out from the East India Docks across the Marsh to East Ham and Barking by the Commercial Road turnpike trust (*ibid*). The road became the principal thoroughfare in the southern half of the parish, although its impact upon settlement in that area was initially limited.
- 5.1.2 Development of the district began to take off in the early 1840s, following the purchase of much of the marsh between the Barking Road and the Thames by the North Woolwich Land Company. Shortly afterwards the Eastern Counties and Thames Junction Railway was built between North Woolwich and Stratford, in order to capitalise on the transport of coal from the Thames. Having opened to traffic in April 1846, the railway stimulated the growth of new manufacturing industries along Bow Creek, most notably the shipyard of C.J. Mare and Co, known subsequently as the Thames Ironworks and Shipbuilding Company. The workforce was housed in two new townships that sprung up near Barking Road Station, an intermediate stop on the Thames Junction line. The first of these was Canning Town, which grew up on the north side of Barking Road between the river Lea and the railway line. The second settlement emerged to the south and east of the road, close to the shipyard. Known originally as Plaistow New Town, in the mid-1850s it became known briefly as Hallsville, before becoming subsumed by the expanding Canning Town. In the 1840s the North Woolwich Land Company laid out a new road from North Woolwich to the settlement at Canning Town, known as North Woolwich Road.

5.2 The Development of the Victoria Dock Road District, c.1851-c.1861

- 5.2.1 Shortly after the completion of the railway, work began on the development of the Victoria Dock, which was designed and promoted by George Bidder, who also happened to have been the chief promoter of the Eastern Counties and Thames Junction Railway. The entrance to the new dock cut across both the North Woolwich Road and the railway, necessitating the construction of a new loop line to north Woolwich that ran along the north side of the dock. Parallel to the railway along the north side of the dock, the North Woolwich Land Company laid out Lilliput Road, which ran from the recently completed Victoria Dock Road (also built by the company) to Custom House station. Both Victoria Dock Road and North Woolwich Road were maintained by tolls raised by the company on vehicles travelling to and from the dock (Powell, 1973: 96-112).
- 5.2.2 A map of the parish of West Ham surveyed in 1861 showed the extent of development in the district between Victoria Dock Road and Lilliput Road (**Figure 4**). In addition to the main roads, a number of residential streets had also been laid out, including Alfred Road, Peto Street (named after Sir Samuel Morton Peto, principal contractor during the construction of the Victoria Dock), and Bell and Anchor Cottages. The latter was a densely-packed development of more than 50 cottages, many of which were occupied by the families of dock labourers (TNA RG 9/1059/4: 22). Peto Street was lined on both sides by a terraced development known as Model Cottages, which in 1861 comprised more than 60 separate properties (*ibid*). In addition to the named streets, the map also showed a number of roadways that had been laid out but had yet to be given names. These included the future Usk/Union Street, Princes Street and Tidal Basin Road. While the majority of these streets remained undeveloped, the map showed a handful of properties standing on the south side of the future Tidal Basin Road. Interestingly the three largest structures were all public houses, including an establishment located at the extreme south-east

end of the street known subsequently as the Tidal Basin Tavern. These establishments were built to serve local residents, workers at the docks and the crews of the ships that moored there. None of the properties on the future Tidal Basin Road were listed in the surviving census returns for the district taken in 1861, although they may have been recorded as part of West Ham enumeration district 12, records of which appear to have been lost or destroyed.

5.3 The Tidal Basin Tavern and its Licensees, c.1862-c.1930

- 5.3.1 The earliest reference to the Tidal Basin Tavern was published in a directory of 1862, which listed a certain W. Shaw as the licensee of the 'Tidal Basin', the address of which was given as North Woolwich Road, Plaistow Marshes (*Post Office Directory of Essex, Herts, Kent, Middlesex, Surrey and Sussex*, 1862: 291). Whilst a total of ten adults named Shaw were recorded by the 1861 census as resident in West Ham, neither of the two Williams listed are likely to have been the same individual as the landlord of the Tidal Basin, although his details may have been included in the lost records of enumeration district 12.
- 5.3.2 A directory of 1870 was the earliest to list a certain J. Morsley as the licensee of the Tidal Basin Tavern (*Post Office Directory of Essex*, 1870: 166). A census return taken the following year revealed that the new licensee was John Morsley, a 41 year-old native of Woolwich, who lived at the pub with his Bexleyheath-born wife Eliza (39), their children Arthur and Ernest (both aged 9 and born in Woolwich), a barmaid, a waiter and a cook, together with a housemaid and a 36 year-old boarder named Thomas Taylor who worked as an engineer (TNA RG 10/1630/104: 62).
- 5.3.3 The property boundaries depicted on the First Edition Ordnance Survey map of 1869 suggested that the pub had by that date acquired the narrow rectangular outbuilding immediately to the south-east (first shown on the 1861 map), which may have been used as a service range for what was evidently a fairly substantial establishment (**Figure 5**). The map also revealed that two new properties had been built adjacent to the Tidal Basin Tavern during the eight years since the parish map was surveyed. The 1871 census return indicated that the westernmost of the two was a beer house known as the Caledonian Tavern, whilst the other was a coffee shop managed by one Mary A Greenall (TNA RG 10/1630/104: 62).
- 5.3.4 John Morsley was listed as the licensee of the Tidal Basin Tavern in directories published throughout the 1870s, although by 1881 he had retired from the licensed trade and moved with Eliza to an address in Romford Road, Upton, a comparatively prosperous district favoured by retirees (*Post Office Directory of Essex*, 1874: 47; *Post Office Directory of Essex*, 1878: 53; TNA RG 11/1721/76: 1).
- 5.3.5 Morsley was succeeded as licensee of the Tidal Basin Tavern c.1881 by Edward Wrainch Walter, a 36 year-old Londoner, who lived with his wife Louisa (33), their children Louisa (5), Agnes (3) and one year-old Marion (TNA RG 11/1716/113: 30). The family shared their accommodation with a number of live-in staff, which included two barmen, a barmaid, a potman, two housemaids and a cook (*ibid*). Listed as licensee in a directory of 1882, Walter was presumably still landlord of the Tidal Basin Tavern at the time of his death in 1888 aged 43 (*Post Office Directory of Essex, Herts and Middlesex*, 1882: 60).
- 5.3.6 Walter was succeeded by Charles Richard Short, who was first listed as licensee in a directory of 1890 (*Post Office Directory of Essex*, 1890: 74). The census of the following year revealed that Short was a 37 year-old native of Bermondsey, who lived at the pub with his wife Mary Ann (also 37), their sons Charles (14), Reuben (10) and William (7) and their 12 year-old daughter Jessie (TNA RG 12/1317/8: 13). Short was a former Thames lighterman, whose father Henry had also worked in the trade, but by 1891 was working for his son as a barman and was living on the premises (*ibid*). Other residents of the Tidal Basin Tavern at that time included a barmaid and a general domestic servant, a considerably smaller live-in staff than in earlier decades.
- 5.3.7 The Second Edition Ordnance Survey map of 1894-6 showed that the footprint of the pub had not changed in the preceding 25 years (**Figure 6**). The map also revealed

that much of Princes Street, Alfred Street, Bell and Anchor Cottages and Model Cottages had been demolished by this date, their place taken by the South West Ham Cricket Ground. The ground, bounded to the west by the Dagenham Ditch, the south by North Woolwich/Victoria Dock Road, and the east by a handful of surviving Model Cottages and the north end of the former Princes Street was the home of the South West Ham Cricket Club, an amateur club founded in 1874 that was affiliated to the London and Southern Cricket Conference (<http://www.newhamstory.com/node/1844>). A club pavilion that stood at the northern end of the ground behind nos. 28 and 29 Tidal Basin Road is shown in a photograph of the club's Second XI team of 1914, reproduced here as **Plate 53**.

- 5.3.8 Following the death of his wife Mary Ann in 1892, Charles Short appears to have left the licensed trade. In 1901 he was living with his brother-in-law Ethelbert Ellis and his family in Poplar, where he worked as a ship's clerk (TNA RG 13/358/39: 7).
- 5.3.9 Short was succeeded by a 32 year-old native of West Ham named Ernest Thomas Payne, who lived at the pub with his widowed mother Ellen (70), his sister Alice (26) and one house maid (TNA RG 13/1579/44: 26). The absence of any live-in bar staff suggests that Payne probably recruited his workforce from the local population. It is not known precisely how long Payne remained at the Tidal Basin Tavern, although he had moved on by 1911, by which date he was the licensee of the Elder Tree public house in Chrisp Street, Poplar (TNA RG 14/1701).
- 5.3.10 Payne's successor at the Tidal Basin in 1911 was 41 year-old Francis John Brooks, who managed the pub jointly with his wife Katherine (TNA RG 14/9492). Like Ernest Payne, Brooks was a local man, having been raised a short distance from the pub in Platt's Building Model Lodging House (TNA RG 10/1630/105: 64). Brooks appears to have chosen a career in the licensed trade, having previously worked as the licensee of an unnamed pub in nearby Hoy Street (TNA RG 13/1582/94: 35). By 1911 the majority of his family lived and worked at the Tidal Basin, including daughters Ella Elizabeth (17, who worked as a barmaid) and Jane Kathleen (19, also a barmaid), although the couple's 15 year-old son Francis John worked as an errand boy, presumably for a different employer. Others living at the pub in 1911 included a potman, a housemaid and a cook. The eight residents occupied a total of eight rooms, which excluded the bar area, office and ancillary rooms on the ground floor (TNA RG 14/9492).
- 5.3.11 A directory published a year later listed Sarah Ann Cundy as licensee of the Tidal Basin (*Kelly's Post Office Directory of Essex*, cited by <http://pubshistory.com/EssexPubs/CanningTown/tbasin.shtml>). Census returns indicate that there were two individuals of that name, mother and daughter, living in the vicinity around this time. The elder Sarah Ann Cundy was the widow of John G. Cundy, former licensee of the Prince of Wales public house in nearby Prince Regent's Lane, where the couple were living with their four children in 1901 (TNA RG 13/1566/72: 42). Ten years later, while the 58 year-old widow was living on 'private means' in Forest Gate with her youngest son Wright Cundy and a domestic servant, the whereabouts of her eldest daughter Sarah Ann are unknown (TNA RG 14/9401). Whichever of the two was managing the Tidal Basin in 1912, the pub remained in family hands until at least 1925, when it was managed by the younger (Miss) Sarah Ann Cundy, who would have been aged around 40 at that time (*Post Office London Directory County Suburbs*, 1925: 623).
- 5.3.12 The Third Edition Ordnance Survey map of 1919 indicated that the freestanding outbuilding to the south-east of the pub had been demolished by this date, which may explain why the pub appears to have expanded westwards to incorporate the adjacent coffee shop.

5.4 The Royal Victoria and Other Docks Approaches Improvement Act 1929 and the rebuilding of the Tidal Basin Tavern, 1931-1932

- 5.4.1 The uncoordinated development of the local rail and road networks and the Victoria and Royal Albert Docks (completed in 1880), meant that traffic carrying goods between the docks, the factories of Silvertown, and the capital was obliged to

negotiate a succession of swing bridges and level crossings. Until the 1880s, this traffic remained subject to the tolls levied by the North Woolwich Land Company. Despite the lifting of the tolls following the acquisition of the roads by the West Ham local board, congestion remained a serious inconvenience. The problem was worst in the vicinity of the notorious White Gates Level Crossing which stood at the junction of the railway line, Victoria Dock Road and Hoy Street (McDougall, 1936: 175; Powell, 1973: 43-50). By the 1920s the worsening congestion had been brought to the attention of the Ministry of Transport, which finally resolved to ease the problem in the second half of the decade. In 1928 the London County Council and the Corporation of West Ham promoted a bill in Parliament for the execution of the scheme, which passed into law as the Royal Victoria and Other Docks Approaches (Improvement) Act, 1929 (McDougall, 1936: 178). The cost of the works, and of the property that was to be acquired to facilitate them, was estimated at £2,500,000.

- 5.4.2 In addition to the construction of new crossings over the River Lea, the widening of Barking and Beckton Roads and the construction of the Silvertown Bypass, the scheme necessitated the construction of Silvertown Way, a new road carried on a viaduct over the railway, Tidal Basin and Victoria Dock Roads by a steel girder three-span bridge (*ibid*). A new spur road was constructed on the east side of the viaduct, leading down to the entrance of the Royal Victoria Dock, and forming the south-eastern end of the realigned Tidal Basin Road. Construction of Silvertown Way and its spur roads necessitated the demolition of the majority of the existing properties in Tidal Basin Road, Peto Street, Alfred Street and Usk Street, and the destruction of the South West Ham Cricket Ground (**Figure 12**). All of the properties on the south side of Tidal Basin Road between Usk Street and the entrance to the Royal Victoria Dock were earmarked for demolition, including the Tidal Basin Tavern. The works were co-ordinated by W. Lionel Jenkins, Borough Engineer of West Ham and Messrs Rendel, Palmer and Tritton, Chartered Civil Engineers, while construction was undertaken by Dorman Long and Co between 1932 and 1934 (Cherry *et al*, 2005: 298).
- 5.4.3 Towards the end of January 1931 the Corporation of West Ham sanctioned an application by Truman Hanbury Buxton & Co Ltd (the brewery that owned the pub) to rebuild the Tidal Basin Tavern (LBN Register of Building Applications West Ham Volume 22, 1930-33 No. 20352, 28/01/1931). Council records noted that the application was approved “with the exception of the basement” (*ibid*). Construction of the new pub commenced in July of that year and had been completed by the end of January 1932 (*ibid*). Historical maps indicate that the rebuilt Tidal Basin Tavern stood a short distance to the west of its predecessor, its east elevation straddling the site of the former Caledonian Tavern (**Figures 7 and 12**).
- 5.4.4 The newly-rebuilt Tidal Basin Tavern was the work of A.E. Sewell LRIBA, Truman’s in-house architect who was responsible for the design of many public houses built by the brewery during the 1920s and 1930s (Cherry *et al*, 2005: 88). Other notable examples of Sewell’s work in the capital include three Grade II listed examples: the Railway Hotel, Station Road, Edgware (also 1931; list entry number 1096066), the Ivy House, Stuart Road, Nunhead (formerly the Newlands Tavern; list entry number 1408530) and the Royal George, Eversholt Street, Euston (1939-40; list entry number 1342046).

5.5 The History of the Tidal Basin Tavern since 1934

- 5.5.1 The earliest known licensee of the rebuilt Tidal Basin Tavern was one Thomas Mercer, who was listed in directories published in 1934 and 1935 (<http://pubshistory.com/EssexPubs/CanningTown/tbasin.shtml>). Mercer was succeeded by Caedric D. Manning and Reginald S. Kidd, who managed the pub in 1938 (*Post Office London Directory*, 1938: 935). It is likely that the former was Caedric Dixon Manning, the Leytonstone-born son of a clergyman whose occupation was recorded as a ‘Brewery Clerk’ in the 1911 census, when he was living in Chipping Barnet, Hertfordshire with his family (TNA RG 14/7142). Born c.1888, Caedric Manning was approaching fifty years of age when he became joint licensee of the Tidal Basin Tavern. Manning

appears to have acquired a number of licenses of Dockland pubs during this period, and a directory of 1944 listed him as the licensee of the Tidal Basin Tavern, the Central Buffet and the Gallions Hotel, both at the Royal Albert Dock, the Connaught Tavern in Connaught Road and the Ram Tavern in North Woolwich Road (<http://pubshistory.com/London1944/London1944E16.shtml>). It appears that the latter directory went to press sometime before Manning died in Buckhurst Hill, Essex in December 1943, at the age of 55 (<http://search.ancestry.co.uk/cgi-bin/sse.dll?h=30327732&db=ONSDdeath93&indiv=try>).

- 5.5.2 Although the London Docks were heavily bombed during the London Blitz of September 1940 to May 1941, the impact of these raids upon the Tidal Basin Tavern is uncertain. The bombsight.org web archive suggests that the immediate vicinity of the pub was unaffected, although it has been stated elsewhere that the pub was extensively damaged by bombing (<http://www.derelictlondon.com/east-london.html>). Nearby Tidal Basin Station was severely damaged by fire caused by incendiary bombs dropped on the night of 10th September 1940, and again by high explosive bombs that fell on 19th March 1940 (Brooksbank, 2007: 16, 75). The station was closed to passenger traffic in August 1943, following which the platforms and buildings were demolished (http://www.disused-stations.org.uk/t/tidal_basin/; Powell, 1973: 61-63). The docks were once again a target during the 'Little Blitz' of January-March 1944 and the V-weapon offensive that began in June 1944, during which a number of V2 Long Range Rockets fell on sheds and structures surrounding Royal Victoria Dock (TNA HO 192/344; TNA HO 192/651).
- 5.5.3 The 1944 directory entry for the Tidal Basin Tavern listed Philip Phillips as joint licensee with Caedric Manning. Following Manning's death, Phillips appears to have acquired the license in his own name and he was listed as sole licensee in a directory of 1949 (*Post Office London Directory*, 1949: 732).
- 5.5.4 Philips had been succeeded as licensee by the following January, when *The Black Eagle* (the quarterly trade journal of Truman's brewery) recorded the unveiling of a new double-sided pub sign, which bore paintings of the *RMS Highland Brigade* and a mid-19th century paddle steamer named the *Teviot* on either side (<http://pubshistory.com/EssexPubs/CanningTown/tbasin.shtml>). Present at the unveiling were the new licensees, Jim and Alice Church, who *The Black Eagle* reported were "well known to the crews of the Royal Mail Line Ships which berth at the Royal Victoria Docks" (*ibid*). Mr and Mrs Church remained at the Tidal Basin Tavern throughout the first half of the 1950s, although it is uncertain how long they remained after the middle of the decade (*Post Office London Directory*, 1952: 742; *Post Office London Directory*, 1954: 706). The pub was listed in directories published during the early 1960s, although the publisher no longer provided the licensee's details (*Post Office London Directory*, 1960: 1122; *Post Office London Directory*, 1964: 1059). In 1964 the Tidal Basin was used as a location for the closing scenes of the Sidney J. Furie directed 'kitchen-sink drama' film, *The Leather Boys* (Talling, 2008: 78; <http://www.urban75.org/blog/tidal-basin-tavern-east-london-shootings-siouxie-and-the-leather-boys/>).
- 5.5.5 The pub continued to be listed in directories published throughout the 1970s, during the second half of which it gained a reputation as venue for hosting punk and new wave acts, including the then-upcoming Siouxsie and the Banshees in 1977 (*Kelly's Post Office London Directory*, 1971: 774; *Kelly's Post Office London Directory*, 1976: 692; Talling, 2008: *ibid*). By the latter date the fortunes of this traditional docklands pub reflected those of the docks themselves, which had been in a state of decline since the late 1960s. Despite the closure of the Royal Docks to shipping in 1980, the Tidal Basin Tavern continued to serve customers throughout the decade that followed (*Kelly's Post Office London Directory*, 1980: 705; *Kelly's Post Office London Directory*, 1984: 816).
- 5.5.6 Although not listed in directories published in 1988 and 1991, at the turn of the 1990s the pub was acquired by the Chiswick-based brewer Fuller's, which attempted to take the pub upmarket at around the same time that the first effects of the redevelopment of the docks by the London Docklands Development Corporation were beginning to

be felt. Despite the transformation of the Royal Docks during the decade that followed, the Tidal Basin Tavern did not survive the 1990s, closing in 1997.

5.6 The Victoria Docks Branch Post, Telegraph and Telephone Call Office, c.1893-1931

5.6.1 In 1848 there were four post offices in the parish of West Ham. When the London postal area was subdivided in 1856, the parish became part of the eastern district (Powell, 1973: 61-63). Divided into two sub-districts (Stratford and Canning Town), the parish contained a total of nine post offices in 1856. Three of these offices were located in the Canning Town sub-district, one each at Canning Town, Victoria Docks, and North Woolwich. In 1872 the Victoria Docks sub-district was formed, following which a Post and Money Order Office branch was established in Tidal Basin Road (then still known as part of Victoria Dock Road) under the supervision of John Terrell, with a second branch being set up in North Woolwich Road, Canning Town under the supervision of William H. Moxon (*ibid*; *Post Office Directory of Essex*, 1874: 47). By the early 1880s following the amalgamation of North Woolwich Road into Victoria Dock Road, the two offices were managed by Joseph Clement and J.H. Wheeler respectively (*Kelly's Directory of Essex*, 1882: 54).

5.6.2 In 1881 a second branch office was opened in the Victoria Docks sub-district at the Royal Albert Dock (Powell, 1973: 61-63). Within two years it had been decided to enlarge the original Victoria Docks sub-district office in Tidal Basin Road. At the beginning of November 1883 two adjoining properties at nos. 7 and 8 Tickford Terrace (subsequently nos. 18 and 19 Tidal Basin Road) were conveyed by a Mr John Chauntler to Her Majesty's Postmaster General for use by the Victoria Docks sub-district post office (BPMA POST 74/654: 'Conveyance of Victoria Docks, 7 and 8 Tickford Terrace', 2 November 1883). The existing post office and the adjacent properties recently acquired in Tickford Terrace can be seen on the Second Edition Ordnance Survey map of 1894-6 (**Figure 6**).

5.6.3 Towards the end of March 1893 Elizabeth Fuller Chauntler, widow of the late John Chauntler, together with the other trustees of the deceased's will conveyed the adjoining properties nos. 20 and 21 Tidal Basin Road, formerly known as nos. 5 and 6 Tickford Terrace, to HM Postmaster General in order to provide additional accommodation for the Victoria Docks sub-district post office (BPMA POST 74/654: 'Conveyance of 20 and 21 Tidal Basin Road', 28 March 1893). A census return from 1901 listed nos. 20-24 Tidal Basin Road as a Post Office, and the Third Edition Ordnance Survey map of 1919 revealed that the 1870s post office building had been enlarged over the site of the former 7 and 8 Tickford Terrace (TNA RG 13/1579/44: 23; **Figure 7**). A directory of 1925 indicated that the Victoria Docks Branch Post, Telegraph and Telephone Call Office was situated between 14 and 23 Tidal Basin Road (*Post Office London Directory County Suburbs*, 1925: 623).

5.7 The Royal Victoria and Other Docks Approaches Improvement Act 1929 and the rebuilding of the Victoria Docks Branch Post Office, 1931-1934

5.7.1 On the same day that approval was granted for the rebuilding of the Tidal Basin Tavern, the Corporation of West Ham also sanctioned an application for a "proposed new building line" in Tidal Basin Road, submitted by the Chief Architect's Division of HM Office of Works, the government department responsible for public sector building projects (LBN Register of Building Applications West Ham Volume 22, 1930-33 No. 20352, 28/01/1931). The application was made with respect to a new post and sorting office intended to replace the Tidal Basin Road branch, the demolition of which had been authorised under the Royal Victoria and Other Dock Approaches (Improvement) Act, 1929. The Act obliged the council to purchase the site of the existing buildings from the Post Office, and exchange it for alternative accommodation also acquired under the Act. The site earmarked for the new facility is shown in **Figure 8**, which indicates that it was to be built on the site of the former nos. 28 and 29 Tidal Basin Road, the curtilage of the new site incorporating much of the former pavilion of the South West Ham Cricket Club. The council conveyed the site of the new office to HM Postmaster General on 23rd August 1932 (BPMA 74/654,

'Conveyance of the site of the new post office and sorting office in Tidal Basin Road, Canning Town, West Ham', 23/08/1932).

- 5.7.2 Drawings of the new facility were prepared in March 1931, and are reproduced here as **Figures 9** and **10**. Although these drawings did not bear the signature of the HM Office of Works architect who designed the new building, a plan that accompanied a conveyance for an additional plot of land to the post office shortly after the works were completed had been signed-off by the architect Frederick Llewellyn (BPMA 74/654, 'Conveyance of a strip of land at the rear of the new post office and sorting office in Tidal Basin Road, Canning Town, West Ham', 24/04/1935). Frederick Allen Llewellyn (b. 1883) was a prolific architect for the Office of Works, who working alongside his contemporary David Dyke, designed many of the post offices built in London and the South-East in the 1920s and 1930s (Osley, 2010). Although Llewellyn worked mainly in the Neo-Georgian idiom that became emblematic of post office buildings of the interwar period, he was adept at working in a variety of styles, as revealed by the Arts and Crafts influenced design of Dagenham Post Office (1932-3) and the restrained modernist design of Beckenham Post Office (1939).
- 5.7.3 Llewellyn's drawings depicted a rectangular southeast–northwest aligned two-storey building facing Tidal Basin Road (with basement and a third storey tank room over the first floor lavatories at the rear of the range), to the rear of which stood the single-storey sorting office. This was connected via a cycle shelter to garages for cars, vans and trucks at the southern end of the plot (**Figures 9** and **10**). The principal range contained a public office and counter at the east end of the ground floor (accessed from Tidal Basin Road via an internal lobby), mirrored by a staff lobby (containing a memorial to the fallen of the First World War) and the sorting office at the west end. The first floor of the range contained a cloakroom, lavatories, kitchens and separate 'retiring rooms' for clerks and postmen.
- 5.7.4 A number of aspects of the design are of considerable interest. The majority of post offices designed by Llewellyn had hipped roofs (e.g. Hatfield and Stanmore), meaning that Tidal Basin Road was one of only three designed by the architect featuring flat roofs (the others being West Wickham and Beckenham). The fenestration was also somewhat unusual; the sorting office at the rear was lit by a combination of a glazed roof and large Diocletian windows, while the principal elevation featured seven semi-circular arched windows on the first floor set over two doorways and five large rectangular windows on the ground floor (**Plate 54**). This latter arrangement was an inversion of Llewellyn's usual practice of installing arched window openings on the ground floor and rectangular ones on the first (as at Didcot, Hatfield and Stanmore). The entrance lobbies at either end of the principal elevation were also lit by 'fanlights' that comprised three small rectangular windows set over plain stone cornices, a feature that the architect does not appear to have used in any of his other known commissions.
- 5.7.5 A photograph of the recently opened office held by the British Postal Museum and Archive reproduced here as **Plate 54** is dated 1934, suggesting that construction took place during the course of 1932-4. At the right-hand side of the photograph can be seen a sign that reads 'SOUTH WEST HAM CRICKET CLUB' over the former entrance gate to the club's ground, much of which lay underneath the new post and sorting office. Also visible at the right hand side of the photograph is no. 26 Tidal Basin Road, which was described as 'dining rooms' in a directory of 1925, to the rear of which can be seen the chimneys and parapet of the Marine Hotel public house, both of which were retained until at least 1938 but demolished shortly afterwards (*Post Office London Directory*, 1925: 623; *Post Office London Directory*, 1938: 935). A block plan of the completed post office dated April 1935 and signed by Frederick Llewellyn is reproduced here as **Figure 11**.

5.8 The Victoria Docks Branch Post Office, 1935 to present

- 5.8.1 The Victoria Dock Post Office was listed as an active concern in directories published as late as the 1980s, and was labelled 'Post Office' on Ordnance Survey maps published between the 1950s and 1980s (*Kelly's Post Office London Directory*, 1984:

29; **Figures 12 to 14**). It was not possible to ascertain the precise date upon which the post office ceased operating, although the vacated property was subsequently acquired c.1997 by the Britannia Wiper Company, a subsidiary of Lawrence M. Barry & Co, a local textile recycling company originally established in the 1980s. The Britannia Wiper Company Ltd was set up in order to process otherwise unusable textiles, which were cut up into industrial wiping cloths at the Tidal Basin Road site. In 2007 the business relocated to modern premises in Cody Road E16 and the company changed its name to LMB Supplies in July of that year (<http://www.lmb-supplies.co.uk/>). It is assumed that the former Post Office remained vacant following the departure of the Britannia Wiper Company.

6 BUILDING DESCRIPTIONS

6.1.1 The following descriptive text provides objective information about the former Tidal Basin Road Sorting and Post Office and the Tidal Basin Tavern at the time of the survey (2/07/2013 and 3/07/13). Interpretation of function and the phasing of the building is based on information gathered during the fieldwork, analysis of the building fabric and from documentary research.

6.2 General Description

6.2.1 The Tidal Basin Tavern and the Post Office occupy a 'pear-shaped' site bounded to the south by the elevated road access ramp leading to and from the Silvertown Way flyover and Tidal Basin Road to the north (**Figure 2**). The Tidal Basin Tavern is situated towards the eastern end of the site overlooking the Royal Docks to the east, while the Post Office building lies to the rear (west) of the public house and fronts directly onto Tidal Basin Road (North).

6.2.2 The Tidal Basin Tavern was built between July 1931 and January 1932 to the designs of A. E. Sewell LRIBA, resident architect of Truman, Hanbury Buxton & Co Ltd. It is a two storey (with basements) red brick public house built to a simple rectangular plan with long-elevations aligned north-south and in a Neo-Jacobean style with faience dressings to window openings, mouldings, string courses and copings (**Plates 1 and 2**). The eastern façade has a central forward set bay while a portico entrance bay projects from the northern elevation (**Plates 6 and 7**). The eaves are enclosed behind a brick parapet wall and the roofs, over the eastern front bays are in-line pitched and gable ended and flat over the rear (west) bays. Due to the gradual rise in the ground level up to the ramp to the Silvertown flyover, the eastern and southern elevations are part subterranean and set below street level and the boundary safety wall of the flyover; however the northern elevation is at present street level.

6.2.3 The Tidal Basin Road Sorting and Post Office was built between 1932-1934 to plans prepared by the HM Office of Works architect Frederick Llewellyn. The Post Office was laid out to an L-shaped plan and built in brick over two storeys with a basement within the southern bays (**Figures 9 and 10**). The front (northern) range, originally accommodating the public office, part of the sorting office with administrative offices above was built over two storeys, while the main (north-south) range to the rear (south) was a large full height single storey space, formerly used as the main sorting office (**Plate 13**). The present roofs across the front and rear ranges are flat and obscured behind a parapet wall. A later section of roof clad in corrugated steel panels lies to the rear (south) of the front bays and at the junction of the two ranges. The Post Office adopts a Neo-Georgian architectural style, a treatment emblematic of post office buildings of the interwar period. It is more in evidence across the visible road facing northern and western elevations but slightly less so within the less visible eastern and southern elevations (**Plates 13 to 18**).

6.3 Tidal Basin Tavern, External Descriptions

Eastern Elevation (Plates 1 to 5)

6.3.1 The eastern and northern elevations constituted the principal and most visible façades of the public house incorporating a 'stone-faced' ground floor storey along the entire length of the eastern elevation and a stylised portico entrance bay within the northern return.

6.3.2 The eastern elevation was laid out over 9 bays with a 3:3:3 window range and incorporated a forward-set 3 bay central two storey projection with a gable end and parapet wall to the roof line and a large cant-ended window bay at ground floor level. The central bay was flanked either side by three large window openings, each separated by 'stone' mullions. These windows had latterly been sealed up using modern blockwork. The mullions and the walls below the ground floor window openings were clad in large rectangular cream coloured glazed terracotta tiles

(faience), latterly over-painted, but laid, using half lap, to resemble ashlar stone. An entablature (lintel) above the ground floor windows comprised similar cream coloured terracotta tiles and extended around the entire façade, continuing along the return walls to the north and south elevations. The lintel over the windows to the south of the central bays bore the inscription of BURTON BREWED BITTER (**Plate 3**). A projecting terracotta cornice formed a string course or first floor band, above which a further course of terracotta tiles, larger than those used across the ground floor, were laid above the floor band/cornice and below the sills of the first floor windows. This treatment was also repeated across the northern and southern end walls.

- 6.3.3 The first floor windows were tall flat headed openings with terracotta stone dressings. The window jambs had a long and short quoining detail and the window heads used a moulded label with stopped ends. As the windows were boarded-over, detail of the fenestration was not possible, although the central window opening in the north of the central projection was built blind. This 'blindness' is also replicated in the faux attic lights, position above each of the first floor windows and within the parapet wall (**Plates 1 and 2**). These blind windows also lay directly above a terracotta eaves cornice which ran along the base of the parapet wall and typically continuing along the northern and southern returns.
- 6.3.4 The parapet used a terracotta coping and terracotta corbel blocks within the gable parapet of the central bay. The latter appeared by a slight change in the brickwork to have been completely rebuilt. The pitched roofline was covered in modern red clay plain tiles with a plain ridge detail.
- 6.3.5 Unusually there was no hierarchy to the brickwork, which used the same type of bricks and the same Flemish bonding throughout. The bricks measured 220mm x 65mm x 105mm and were a hard red brick with sharp arrises and an almost glazed finished similar to an engineering brick. They were evidently machine-made and showed no signs of kiss or squish marks. The recovery of a brick sample demonstrated that the bricks were frogged and stamped with NORI. These bricks were manufactured in Accrington, Lancashire, using heavy coal measure Etruria Marl clays and were exported worldwide. They were famously used in the construction of the Empire State Building and can be securely dated from the very end of the 19th century to WWII (c.1890-1940). NORI is not an acronym but an inverted stamp for Iron.

Northern Elevation (Plates 6 to 8)

- 6.3.6 The northern end wall elevation fronted onto the Tidal Basin Road. It replicates many of the architectural treatments used across the eastern façade, using extensive terracotta 'stone' facing to the ground floor storey, the same style of first floor windows set below a contrasting decorative eaves band and a parapet wall with copings (**Plates 6 and 7**). The most notable feature of the roofline is a large terracotta panel central to the gable wall which reads THE TIDAL BASIN TAVERN (**Plate 8**). A circular inset in the head of the panel has an embossed eagle, the insignia of the Truman (Black Eagle) Brewery.
- 6.3.7 The ground floor storey comprised a building wide entrance bay set forward from the wall line (**Plate 7**). The two western bays were open sided as a portico and recessed to provide a covered entrance to the bars. The eastern bays were enclosed and comprised a single door opening and a large window opening. Although all the openings were latterly blocked, they are original openings set into walls decorated to replicate ashlar stone using glazed terracotta tiles. These cream coloured tiles were slightly larger than those used on the façade, measuring 23 inches x 12 inches and laid half lap. The ceiling of the two bay entrance portico was lined with timber panelling with applied beads and bosses and a floor covered in red clay quarry tiles. This included a barrel drop in the eastern bay built with a pair of heavy oak doors with large wrought iron strap hinges. The entablature and cornice broadly replicated the form and materials used along the façade. An ovolo bead was used along the top of the openings in the portico, a similar beading used along the soffit of the entablature and a cavetto moulding to the top of the tile frieze. The entrance bay was abutted to

the west by a red brick boundary wall enclosing the rear yard area.

Southern Elevation (Plate 9)

- 6.3.8 The eastern bays of the southern elevation adopt the same treatment and are a continuation of the terracotta tiling present along the ground floor storey of the facade. The tiling (measuring 15 x 12 inches) is laid as ashlar stone up to a first floor band which coincides with the heads of two ground floor openings within the front range. These openings are set either side of a strip pilaster (similarly faced) which also rises up to the first floor band. The tiling also wraps around the easternmost angle of the out-set rear bays (forming a stylised pilaster) which project out from the wall line to the south. This rear bay also includes a blocked window with a stone sill and soldier head at ground floor. The remnants of a ceramic floor of 4 inch quarry tiles, located just east of the out-set rear bays and a series of empty sockets (for roofing joists) in the wall above the tiling, demonstrate the presence of a small former room which given its small size and probable flat roof was likely an entrance porch or similar.
- 6.3.9 In common with the northern elevation, the southern gable parapet wall included the same terracotta panel with the pubs name and Truman's Eagle insignia (**Plate 9**). The southern elevation more clearly shows the flat roofed bays. Whilst it would be tempting to suggest that these flat roofed rear bays were later additions, the brickwork and continuity in materials and the eaves band show that not to be the case.

Western Rear Elevation (Plates 10 to 12)

- 6.3.10 The less visible western rear bays were, unlike the rest of the building, plainly built and without decorative treatment. The rear elevation was constructed over two storeys (**Plate 10**) and incorporated a contemporary but extensively rebuilt single storey toilet block toward the north-west angle which butted up against the boundary wall (**Plate 11**). The roofs over the rear bays were flat and in part incorporated a plain parapet wall with an oversailing and on-edge brick coping. The original windows were built with soldier heads and had fake stone sills. A three bay projection at the northern end (and above the toilet block) was separated via a narrow open courtyard from the 6 bays to the south. This area was likely to have been the private quarters of the resident landlord. A door opening central to the rear elevation gave access to a rear stairwell, lit by a stair light built at a lower level than the first floor windows. Five narrow toilet windows were sited to the south of the door and an arched headed opening to the basement at ground floor.
- 6.3.11 The rear elevation more than the others elevations showed the layout of the roofscape and particularly the chimney stacks (**Plate 12**). These were all tall stacks with plain undecorated brickwork, simple over-sailing courses and chimney pots. One stack was through-ridge, the southern was in-gable and the rest were located at the pitched and flat roof junction along the rear wall.

6.4 Tidal Basin Tavern Internal Descriptions

- 6.4.1 The front bar or bars (eastern side of the building) was latterly opened out into a single bar space, although the structural evidence of a former bar counter, suggested that the northern space, north of the forward set central area, was originally separate, possibly another bar or function room distinct from the larger bar to the south (**Figure 17; Plates 37 and 38**). The southern space was recessed back and deeper than the central and northern parts and incorporated a (blocked) door opening into an external lean-to/conservatory built along the south wall shown on the 1953, 1969 and 1975 Ordnance Survey maps (**Figures 12 to 14; Plate 39**). The rear part of the building included a lounge bar or snug and lay to the west of the northern bay, a bank of toilets to the rear (west) of the southern front bar and a rear stairwell to the first floor and a flight of stairs to the basement within the central area.

Front (Eastern) Bar

- 6.4.2 It was clear that the loss of parts of the roof covering had had a considerable impact

upon the integrity of the internal floor structures and ceilings over the bar areas.

Front (eastern) bar: north end

- 6.4.3 Observation through the northernmost window opening (**Plates 37 and 38**) of the east elevation showed both the extent of this collapse and a general indication of the internal layout of the front bar area. This was laid out over three principal spaces (south, central and north) delineated at ceiling level, by heavy H section steel joists (as downstands) supporting the first floor structures, either side of the central forward set space (**Plate 40**). It appears that the front bar space latterly formed one single large bar area with no internal walls sub-dividing the space into smaller bar areas (public and saloon etc). However, the structural remains of a wall and bar counter at the junction of the northern space and the central canted area, suggests that the northern space once formed a separate bar (**Plate 37**). The southern space also appears to have once been a separate room. A wide door opening in the rear (western) wall of the northern space (i.e. the rear wall of the pitched roof front (east) bar area; **Plates 1, 2, 6 and 9**) opened into the lounge bar area occupying the rear (north-western) part of the building. A narrow space was present along the northern wall (**Plate 38**), which was part of the single storey portico (**Plates 6 and 7**).
- 6.4.4 Most of the internal lower walls were latterly bare brickwork (in stretcher bond) exposed following the removal of sections of the original timber dado. Where the dado did survive (northern area) it was built up to the level of the window sills and was plain timber board or alternatively merely painted plaster (**Plate 38**). A more decorative panelled treatment was given to the wall pilasters above and below the dado line. Skirting boards were either modern replacements or short stretches of original examples with an ogee mould. A picture rail cum frieze was present running along the north wall. This wall treatment continued into the rear lounge bar.
- 6.4.5 The fenestration to the bars was relatively uniform, built with frames using hollow chamfers to both inside and outside. The smaller windows of the northern space were divided horizontally into three glazed lights, the upper section incorporating bottom hung pivoting hoppers. This pattern of fenestration was repeated across the east facade, although the larger central window to the canted bay also incorporated a central mullion.

Front (eastern) bar: central space

- 6.4.6 Observation through the northern window of the central space (**Plates 39 and 40**) depicted the same level of collapse as present to the north. Details of the first floor construction were seen, with three steel bridging beams crossing the central area (**Figure 17**). The easternmost pair bridged the forward set bay at its junction with the main elevations and at the junction with the canted window bay. Another steel beam extended between and was central to the two east-west aligned binding joists which delineated the central space.
- 6.4.7 The rear (west) wall of the central area was the location of the bar counter, although very little evidence of it survived. The rear wall comprised un-plastered brickwork, suggesting that the timber boarded/wainscot panelling seen to the north, and the bar back had been removed after its closure. A door opening lay central to the rear wall and a hatch opening to the south of the door (**Figure 17; Plates 39 and 42**).
- 6.4.8 The first floor joists, though very decayed, were aligned east to west crossing the shortest span of the front bar area. The joists appeared to be softwood laid deep section and for additional strength used tiers of scissor bracing between each joist. Observation also noted that some of the first floor walls were constructed, for lightness, with hollow ceramic pot brickwork.

Front (eastern) bar: south-end

- 6.4.9 Observation through the northernmost window opening of the southern space (**Plates 41 and 42**) recorded the presence of a small modern stage area situated within the south-east corner of the area. The lower part of the southern wall was clad with vertical match-boarding dado up to window sill level. This boarding was a later

addition as it covered the blocked in fireplace (removed) and chimney breast central to the southern wall. Two door openings were present in the west wall, which was recessed back from the wall line to the north, both providing access to toilet provision to the rear (west; **Figure 17**).

- 6.4.10 The floor had collapsed across the southern space, revealing the concrete foundation walls below the principal load bearing walls, plus a series of three concrete deep section bridging beams supporting the floors and structure of the basement below (**Plate 43**).
- 6.4.11 Other interesting structural details included the use of concrete poured into the hollow cavities of the terracotta tiles and blocks used to face the lower principal elevations (**Plates 44 and 46**). This effectively consolidated and structurally tied together the terracotta work. Analysis of the brickwork after demolition, particularly that faced with the hard-faced red engineering bricks, showed that many of the external walls were nine inch brickwork comprising an inner skin of Fletton bricks and an outer facing of more expensive and harder wearing NORI bricks (**Plate 45**). Opposite set single terracotta blocks were also incorporated into the window jambs. Whilst none of these or any other of the cream coloured terracotta blocks showed any evidence of a manufactures mark, many examples were hand inscribed with batch or identification marks, two examples recorded being 'FA 148' and 'FA 149' (**Plate 47**).

Rear Lounge Bar in the north-west corner

- 6.4.12 External access to the rear lounge bar was via the door opening within the portico along the north wall (**Plates 6, 7 and 50**). Internal access to the north-eastern bar area was available via a wide opening in the east wall and a pair of double doors to the south (**Plates 48 and 50**). The lounge bar adopted the same style of three quarter height timber panelling as used in the bar area to east. The panelling incorporated rectangular recessed panels above and below sill level, the lower forming a dado with rail that coincided with the internal window sills (**Plate 50**). The panelling was topped by a frieze band cum picture rail which survived along the eastern and northern walls. The latter, above and each side of the central fireplace in the east wall, incorporated, in Times Roman script, 'TRUMAN'S EAGLE ALE' to the south and 'TRUMAN'S BURTON BREWED BITTER' over the fireplace (**Plate 49**). The fireplace had a plain timber surround with a roulette decoration along the soffit of the mantelpiece. Ceramic tiles to the fireplace and tiles or a mirror to the overmantel had been latterly removed (**Plate 48**). The upper walls were plastered.
- 6.4.13 The north wall of the lounge bar was lit by three tall narrow windows of similar dimension and form (**Plate 50**). Each included the remains of a three light casement, built with two horizontal transoms dividing the window into three equal sized panels. The lower two were fixed while the upper included a pair of bottom hung ventilating windows. This design was seen throughout the bar areas. The door opening into the bar used part glazed two leaf timber doors, set below a large rectangular over light. Two door openings within the west wall provided access to the lounge bar toilets, which projected beyond the rear wall line in the north-western corner (**Figure 17**; **Plate 11**). The lounge was crossed by two steel RSJ downstand beams, extending north-south and east-west. These rested on brick piers and converged on a corner formed by a recess in the rear (east) wall line (**Figure 17**).

Other rooms in the eastern part of the building

- 6.4.14 The toilets to the southern bar were located along the western external wall (**Figure 17**; **Plate 10**). These could be reached directly from the bar area via two gender specific door openings (**Plate 41**). A staircase to the first floor rooms and a flight of concrete steps down to the basement lay to the west of the central eastern bar space (**Figure 17**).

Basement

- 6.4.15 As the basement was flooded and the building was structurally unsafe, there was no access to the basement floor. However, as a consequence of the partial collapse of

the timber joisted floors in the areas of the bars, the basement was seen to be extensive, encompassing the majority of the building footprint.

Tidal Basin Road Post and Sorting Office, External Descriptions

Northern Principal Elevation (Plate 13)

- 6.4.16 The northern or Tidal Basin Road facing elevation was the principal elevation of the building and accordingly was the most ornate (**Plates 13** and **38**). However whilst the architect clearly employed a Neo-Georgian/Moderne style the architectural treatment was reserved and befitted the building: functional and not frivolous.
- 6.4.17 The whole facade was symmetrical in form. The front range was laid out over seven equal bays and over two storeys. Each bay at ground and first floors included corresponding openings with seven half round arched headed windows at first floor and five larger flat headed windows at ground floor and a pair of door openings built into the outermost bays. An out-set wall plinth of blue and red engineering bricks, built below the level of the ground floor sills and capped with a soldier coping course extended the length of the front and formed the brick surrounds for the two door openings in the end bays. Both of the surrounds were capped with a stone coping and included a flat segmental arched opening built with gauged brick voussoirs. Each door originally opened into lobby areas, the western doorway into a lobby adjacent to the overseer office and the eastern into the main public office of the post office (**Figure 9**). Plain strip pilasters capped by simple stone copings and extending to the height of the mid-point of the first floor windows formed the divisions to each bay. The window bays were recessed back from the line of the pilasters and the plinth and were full height, two-storey. Whilst the window openings were boarded-over, they plainly comprised large flat headed openings on ground floor and half round arched windows at first floor (**Plate 38**). The latter were built in brick and of three on-edge header courses. A parapet wall with a plain stone coping course lay above the first floor windows and enclosed the flat roof of the front range. The façade remained relatively unaltered apart from below the central ground floor window where the former post box had been replaced with brickwork (compare **Plates 13** and **38**).
- 6.4.18 The brickwork of the façade and the front range was consistent throughout the building. The brickwork was laid in Flemish bond and comprised hard red and paler brown (discoloured yellow?) stock bricks with sharp arrises that measured 220mm x 65mm x 100mm. A few examples showed signs of kiss marks, many had burnt out debris in the face and some were over fired. The pointing was abraded and recessed and used a sandy cementitious mortar. Queen closers were used where original openings occurred and bull nose engineering bricks to protect some angles (particularly to the rear working bays). The main structural flank walls were built in 14 inch (1½ brick thick) brickwork.
- 6.4.19 The western end of the front (north) range is abutted by a modern pale yellow and red brick boundary wall which enclosed the rear area to the west. It was clearly a modern construction, butting up to the Post Office end wall using a straight mastic joint.

Eastern Elevation (Plates 14 to 16)

- 6.4.20 The eastern elevation shows the functional division of the building with the post office counters, administration and workers' rooms accommodated within the two storey front (north) range and the main sorting office within the lower single storey block to the rear (south) (**Figure 9**). The brickwork in the latter matched that used in the front (north) range and accordingly the front (north) and rear (south) ranges were clearly contemporary builds.
- 6.4.21 The treatment of the east (side) elevation of the front two-storey (north) range was plainer than that of the (north) facade, using soldier heads for the ground and first floor windows. This treatment continued in the smaller window of the return wall (south facing) although a tall arched headed window opening with a gauged brick head, central to the ground floor, was included to light the former Instrument Room (**Figures 9** and **10**; **Plates 14** and **15**). The two door openings within the south facing return wall were built with rough-brick flat arched heads, the western one was flanked by a pair of narrow lights. It was noticeable that the wall thickness around south-eastern corner was bolstered by the use of an extra half brick width (18 inch

brickwork), rising up to just below the first floor windows. This strengthening replicates the use of pilasters along the (north) façade, where the easternmost pilaster wraps around the north-eastern corner to similar affect (**Plates 13 and 38**).

- 6.4.22 The rear (south) flat roofed single storey range was laid out over five bays (north-south) (**Figure 10; Plates 14 and 16**). It incorporated a wide central door opening set below a cantilever canopy which extended across the central three bays and at the height of a single storey stair bay projecting from the southernmost bay (**Figures 9, 10 and 15; Plate 16**). The slab roof of the stair bay formed a continuation of the canopy. The loading bay area to the front (east) of the opening and below the canopy was elevated from the level of the yard, to aid loading/unloading of the postal vehicles. It was latterly accessed by modern ramps. The openings to the southern stair bay, which gave sole access to the basement, had soldier heads and stone sills.
- 6.4.23 A series of three half round arched clerestory lights with simple rough brick voussoirs were built across the central three bays of the rear (south) range and above the cantilevered canopy (**Figure 10**). The flat roof above was not visible, being hidden by a parapet wall with stone coping, which enclosed the entire rear (south) range.

Western Elevation (Plates 17 to 19)

- 6.4.24 The western (side) elevation incorporated the same brickwork and style of half round arch 'fanlight' type clerestory windows present within the opposite eastern (side) elevation, although the western wall included six openings (**Figure 10; Plate 17**). The western end wall of the front (north) range was built blind and without openings (**Figure 9; Plates 17 and 18**), although an original door with a soldier head and a small window above, were located within the short length of south facing return wall by the south-western corner (**Plate 18**).
- 6.4.25 Two blocked window openings located just north of the chimney stack and within a rendered area at the base of the wall, were former basement lights (the basement constructed across the southern bays only) (**Figure 10; Plate 17**). The chimney stack, extending up from the boiler room (heating chamber) in the basement was rendered and located in the angle between the main western elevation and a small projection at the southern end (**Figures 9 and 10; Plate 17**). The latter had a doorway built into its northern wall (**Figure 9**) and a fixed iron ladder rising to a blocked door opening in its eastern internal wall. This ladder was presumably built to access a watching gallery (see **Figure 9**) formerly located along the southern wall of the sorting office.
- 6.4.26 A small arched opening along the base of the parapet provided the conduit through which rainwater was discharged from the flat roof into the rainwater goods (**Figure 10; Plate 18**). A modern section of flat roof clad in corrugated steel panelling was located to the rear of the higher two storey front (north) range, extending c.2 bays to the south. Its addition and the height it gained is presumably associated with the later re-use of the building by the Britannia Wiper Company (see Section 5.8).
- 6.4.27 The yard wall and rear wall to a series of sheds to the east is contemporary with and a structural continuation of the western elevation (**Figure 10**). A small section of the wall at the southern end and at the junction with the Silvertown Flyover ramp, has however, been rebuilt (**Plate 19**). The original wall was built using the same brickwork and incorporated an on-edge coping course above a tile drip course.

Southern Elevations (Plate 20)

- 6.4.28 Access to the southern elevations and the open-sheds to the rear (south) yard was not possible at the time of the survey (**Plate 20**). The visible southern elevation, above the roofline of the sheds and mainly comprising the parapet wall, was built without openings.
- 6.4.29 The open-fronted sheds, originally areas reserved for garaging and bicycle sheds, were built off the western boundary wall and the southern end wall of the main building. The present sheds were clad with modern corrugated sheeting, similar in appearance to that used for the roof heightening in the main building and were

presumably also constructed by the Britannia Wiper Company (see Section 5.8).

6.5 Tidal Basin Road Post and Sorting Office, Internal Descriptions

6.5.1 For ease of description the rooms surveyed on each floor have been given an identifying number prefixed with GF for Ground Floor and FF for First Floor and shown on **Figure 15**. Also the original function of each room (if known) is given in italics.

Ground Floor GF1 and GF7 (Sorting Office) (Plates 21 to 26)

6.5.2 The bulk of the ground floor space including approximately half of the two storey front (north) range and the entire single storey rear (south) range originally functioned as the sorting office (**Figure 9**). This comprised the $3\frac{3}{4}$ bays within the western half of the front (north) range and the six (formerly seven) bays of the rear range.

6.5.3 GF1 comprised an open area of four north-south aligned equal sized bays (**Figure 15**). These were divided by concrete downstand bridging beams within the ceiling structure (**Plate 21**). Very little remained of the original internal spatial arrangement or architectural fittings and treatments due to the buildings later industrial re-use.

6.5.4 GF1 was accessed from the west via the main western entrance from the roadside and a smaller doorway in the south-western corner (**Figure 15**). Both originally opened into small internal rooms, the former into a foyer and the latter the Overseers Office (**Figure 9**). The original internal wall/partitions for these two spaces no longer remained (**Figure 15**). An arch headed alcove finished in orange/brown glazed ceramic bricks and recessed into the western wall of the former foyer survived as did an area of quarry tiling formerly within the foyer. The upper section of the original door architrave to the western door remained but the present door was a modern replacement. The door opening in the south-western angle had lost both its architrave and door.

6.5.5 The windows along the northern wall of GF1 (same as in GF2 to the east) were tall pre-fabricated iron-framed windows of 30 (10 x 13 inch) small fixed lights. The glazing bars were plain and unmoulded, each light puttied internally with a chamfered edge. The windows were fixed and did not include an opening panel, though individual lights appear to have been adapted for ventilation. The internal sills were bull-nosed and an out-set wall plinth with a rounded-off upper edge extended along the length of the north wall and up to sill level. The easternmost window was slightly different in that it incorporated a central circular pane. This originally held an external clock above the post box, a standard feature of post offices built during the period (**Plate 54**).

6.5.6 A large full height opening built with an east-west concrete bridging beam supported on heavy concrete piers, united the two-storey and single storey ranges along the south of GF1 (**Plates 22 and 26**), while an original internal north-south wall to the east of GF1 separated the former sorting office from the public areas to the east (GF2).

6.5.7 GF7 to the south of GF1 was a single-storey full height space originally laid out over seven equal sized bays (**Figure 9**). The northern two bays, at the junction of the single and two-storey builds, had latterly been rebuilt and heightened to incorporate a large industrial hydraulic press (**Figure 15; Plate 26**). This rebuilding involved the removal of the original roof structure in this area (one truss) and the heightening of the corresponding flank walls with new brickwork built directly onto the top of the existing walls. The insertion of two rows of three RSJ stanchions supporting a pair of RSJ binding joists (east-west), together formed framework for the heightened bay and new flat roof. The upper section of the bay and the southern end elevation were clad in iron sheeting. This new bay also incorporated an inserted mezzanine floor (part collapsed) built level with the first floor and around the head of the hydraulic press, and a modern steel stair providing access to the first floor and to the mezzanine (**Plate 22**). The hydraulic press was manufactured by PRATO Italiana Presse SPA and appears to have been used for textile preparation by the Britannia Wiper

Company (see Section 5.8).

- 6.5.8 The western wall of GF7 included six half-round arched head windows built as lights high in the wall and above head height (**Plates 23 and 24**). Three corresponding lights were also present in the opposite eastern wall, the central light above the door opening (**Figure 10**). Whilst none of the window fenestration survived, it is likely they were iron framed windows which adopted a similar multi-light design as that used for the ground floor façade (north) windows and that depicted on the original elevations (**Figure 10**). The western windows were set within bays although the southernmost bay was built blind. No evidence of original features or decorative finishes survived in this area. The door opening to the basement stairwell GF6 was original as was the wide opening to the loading bay. The latter retaining its bull nose jambs.
- 6.5.9 GF 7 was crossed (east-west) by six equally spaced roof trusses (**Figure 15; Plates 22 to 26 and 36**). The trusses were original to the building but following the removal of the original central ridge lantern (**Figures 9 and 10**), had latterly been adapted to form a simple flat or slightly cambered roof. The steel roof trusses were set directly into the fabric of the flank walls and fabricated from L-section components including a composite tie and braces arranged in a triangulating pattern with alternate vertical and raking struts. The bracing was bolted or hot riveted together at each junction and used plate gussets to further strengthen the joint. The uppermost section gradually fell away from the centre of the truss to the edges, showing the fall needed to displace rainwater from the flat roof. No evidence of the central lantern remains. The trusses were overlain by timber (sarking) boards above a modern ceiling covering.
- 6.5.10 The sole stairwell to the basement GF6 was located in the south-eastern corner (**Figure 15**). It was an open well stair of concrete construction with a plain balustrade using stick balusters. A blocked external door was present in the northern wall and an internal door within the western wall. Access to the basement was not possible.

Ground Floor GF2 (Public Office and Superintendents Office) (Plates 27 and 28)

- 6.5.11 GF2 comprised the eastern 3¼ bays of the front (north) range and originally contained the public office, the post office counter area, Superintendents Office and foyer adjacent to the eastern entrance (**Figures 9 and 15**). Subsequent industrial use of this area had removed all original evidence of these former divisions and all fittings associated with the offices and the foyer (**Plate 27**). The windows to the front (northern) wall were the same multi-light iron framed windows as described in GF1. The bay divisions were the same, although each downstand, due to public access and visibility, also incorporated a plain cornice decoration at ceiling level (**Plate 28**). The recess for the post office safe still remained within the south wall of GF2 between doorways to GF 5 and GF4 (**Figure 15**) as did the original oak, panelled, two leaf eastern door and rectangular glazed door light. A large rising water main was situated to the east of the door opening and within a modern blockwork enclosure. A blocked door in the south wall and opposite GF3 formerly opened into a cupboard, latterly converted into a toilet serving GF3 (**Figure 9 and 15**).

Ground Floor GF3 to 5 (Boys Room, Instrument Room and Stairwell) (Plate 29)

- 6.5.12 GF3 was the easternmost room of a series of three ground floor rooms located within a smaller two-storey stair and toilet bay to the rear (south) of the main two-storey front (north) range (**Figure 15**). These rooms retained their original spatial integrity but were much altered internally. GF3 was originally the 'Boys Room' with external access via a door in the southern wall. This opening with bull nosed jambs had latterly been boarded up and two windows in the east wall blocked. Decoration was plain with simple skirtings and no cornice to the ceiling. An original moulded (cavetto style) architrave around the internal door between GF3 and GF4 survived. GF4 was originally used as the Instrument Room. Given the presence of the large arched window (fenestration lost) in the south wall (**Plate 29**) this room may have had a higher status than that to the east. It retained its door architraves and an original oak door opening to GF2 (to the rear of the Post Office counter; **Figure 9**). The stairwell GF5 was an open-well stair of fireproof concrete construction which could be

accessed from GF2 and GF7 (**Figure 15**). Similar to stair GF6, it was built with a plain iron balustrade with stick balusters. The stair provided access to a small first floor landing to the rear of the first floor rooms and adjacent to a first floor toilet block (later converted) (**Figures 9 and 15**).

First Floor Rooms FF1 (Retiring Rooms, Cloaks and Cooks Rooms) (Plates 30 to 32)

- 6.5.13 The entire first floor of the front (north) range was originally subdivided into a series of smaller offices or rooms including the Postman's Retiring Room, Postman's Cloaks, Postman's Cooking, Female Cooking and Clerks' Retiring Rooms. No evidence of these sub-divisions remains; consequently FF1 was an open seven bay room without internal division (**Plates 30 and 31**). The bay divisions were marked by concrete downstands (0.26m wide) crossing the ceiling north-south (**Figure 15; Plates 30 and 31**). Two modern skylights had been inserted into the western and central bays (**Figure 15**). The northern wall was interrupted by seven equally spaced arched headed window openings, each retaining an original metal framed casement window. Each window was built with a central six-light ventilating panel which opened (in the horizontal) on an off-centre pivot (**Plate 32**). The rest of the glazed lights were fixed, the arch head using radiating glazing bars. Smaller mullioned windows were present in the eastern wall. The walls were plain and plastered and although unaltered a section of the southern wall across the western bays had been removed when the mezzanine floor was built. The floor was concrete screed.

First Floor Rooms FF2 to 5 (Postmen's Lavatories) (Plates 33 to 36)

- 6.5.14 These first floor rooms originally served as the postmen's lavatories, which had subsequently been removed and replaced with three rooms divided by stud walls, which formed two offices (FF2 and FF3) and a toilet (FF4) (**Figure 15**). Room FF2 was a narrow room which incorporated a sky light adjacent to the door from FF1 and included two small former toilet windows along its south wall and a pair of larger window opening along the eastern wall (**Plate 33**). All decoration was modern. FF3 was created using lightweight partitioning and retained no features worth noting. FF4 had remained as sanitary provision. The decoration to the walls and floor was modern. Three original toilet windows lit the space from the south wall (**Plate 34**) (amounting to five in total) while a small square skylight provided additional lighting from above. To the west of the toilet was the first floor landing (FF5).
- 6.5.15 Following the insertion of the heightened bay and industrial press, mezzanine FF6 was constructed around the head of the press. It was accessed from the north via openings in the south wall of FF1. Whilst the mezzanine floor had partly collapsed it was a recent addition (**Figure 15; Plate 35**).

7 DISCUSSION AND CONCLUSIONS

- 7.1.1 Documentary research has revealed that the Tidal Basin Tavern was built between the two world wars to replace a predecessor of the same name, first recorded in 1862. This public house lay just east of the present site and was one of a number built around the middle of the 19th century to serve local residents, workers at the Royal Docks and the crews of the ships that loaded and unloaded their cargoes there. The original Tidal Basin Tavern continued to trade as a public house until c.1930-31, when it was demolished along with the majority of the properties in Tidal Basin Road to make way for the construction of the new Silvertown Way and approach roads to the docks.
- 7.1.2 Towards the end of January 1931 the Corporation of West Ham sanctioned an application by Truman, Hanbury Buxton & Co Ltd to rebuild the Tidal Basin Tavern. The new Tidal Basin Tavern was constructed between July 1931 and January 1932 in a neo-Jacobean style to the designs of their resident architect Mr A. E. Sewell LRIBA, a specialist in public houses and hotels and whose portfolio included the (now listed) Railway Hotel, Station Road, Edgware and the Royal George, Eversholt Street, Euston.
- 7.1.3 Despite wartime damage and the post-war decline of London's docks, the Tidal Basin Tavern continued to trade until the 1990s. Ten years after the closure of the Royal Docks to shipping, in 1990 the pub was acquired by the Chiswick-based brewer Fuller's. Despite the gentrification of the Royal Victoria Dock and the brewery's efforts to modernise the pub, the Tidal Basin Tavern finally closed its doors to business in 1997.
- 7.1.4 The interwar origins of the public house were manifest in the building's architecture, which rejected the ostentatious use of classical ornament so prevalent among the capital's public houses of the previous century. In its place, Sewell had substituted a cleaner neo-Jacobean style. His designs for the Railway Hotel and the Royal George both followed this trend, the former employing a mock-Tudor architectural idiom and the latter, an overall neo-Georgian treatment. The new Tidal Basin Tavern was built using materials that reflected its immediate environment, in particular the industrial character of the docks and their hinterland. Accordingly it was constructed using NORI bricks (IRON bricks), a hard sub-glazed engineering brick and glazed 'faience' terracotta tiling (for mouldings and dressings), both of which were much more resistant to discolouration from local pollution than standard stock bricks or masonry. The terracotta faience tiles and mouldings were also considerably lighter than equivalent masonry, a consideration perhaps given the use of heavier brickwork. The tavern was built using non local materials, using brickwork imported from Lancashire (Accrington) and the Fletton brickworks in Peterborough. This probably reflects the loss of many small brickworks following the First World War, the emergence of larger more industrialised works and an improved transport infrastructure. The building used structural concrete and steel, which represents a move away from more traditional construction of supporting brick walls and timber beams.
- 7.1.5 The Tidal Basin Road Post and Sorting Office was built between 1932-1934 as a consequence of the same redevelopment scheme that led to the rebuilding of the Tidal Basin Tavern. The new Post and Sorting Office was built within the grounds of the former West Ham Cricket Club, a replacement of an earlier post office established in Tidal Basin Road (then Victoria Dock Road) in 1872.
- 7.1.6 Drawings of the new Sorting and Post Office were prepared in March 1931 by the HM Office of Works architect Frederick Allen Llewellyn (b. 1883). Llewellyn was a prolific architect for the Office of Works, who was jointly responsible for the designs of many of the post offices built in London and the South-East during the 1920s and 1930s. The new Tidal Basin Road office adopted a Neo-Georgian architectural style, an idiom which became emblematic of post office and many municipal buildings of the

interwar period. Llewellyn was equally adept at working in a variety of styles, as seen by the Arts and Crafts influenced design of his Dagenham Post Office (1932-3) and the restrained modernist design of Beckenham Post Office (1939).

- 7.1.7 Whilst it was not possible to establish the date which the Tidal Basin Road Post Office closed, the vacated property was acquired in c.1997 by the Britannia Wiper Company, a subsidiary of Lawrence M. Barry & Co, a local textile recycling company.
- 7.1.8 The survey of the Post Office showed that the building's subsequent industrial re-use greatly impacted upon its original spatial integrity and on the survival of original features. These alterations mainly involved the opening up and loss of internal divisions to rooms formerly located within the northern two-storey range at both ground and first floor. This included the removal of the public office (counters), foyers and administrative offices at ground floor and the Postmen's and Post Office Clerks' retiring room and cloaks at first floor. The original floor plan showed that the two main entrances opening onto Tidal Basin Road provided access into two functionally distinct areas, the eastern door to the public side of the building, the public office and counters and the western door to the Overseers Office and the front and rear Sorting Offices. The first floor was set aside for employees' cloaks, social rooms and sanitary provision.
- 7.1.9 Very few original architectural features remained, the distinctive arched windows to the rear sorting office (GF7) having been removed, as had the large raised ridge lantern (though the trusses remained) which originally top-lit the sorting office. The low levels of light in this area were clearly a consequence of this alteration. The rather functional but pleasant ground and first floor iron framed windows of the facade, the eastern door (formerly to the public office) and vestiges of ceiling and skirting treatments did survive, but were generally in a poor or degraded condition. Their condition was in part due to commercial re-use and latterly the building's redundancy and occupation by the homeless.
- 7.1.10 Externally the building remained little altered, with no evidence of significant accretions or rebuilding events to the principal elevations. The main alterations were apparent at roof level, with the removal of the aforementioned lantern and the construction of a new elevated flat-roofed section to the rear (south) of the front (north) range. This roof heightening was undertaken post-1997, to enable the introduction of a tall industrial hydraulic press, used for textile preparation by the Britannia Wiper Company.
- 7.1.11 Whilst these two buildings were broadly contemporaneous with one another, their condition differed considerably. The Post and Sorting Office had clearly suffered latterly from redundancy, theft and vagrancy, but had remained watertight and in reasonable structural order, owing to its sound heavy-weight industrial construction. The same could not be said for the Tidal Basin Tavern, where internal structural instability and collapse caused by the loss of areas of roof covering, particularly over the rear bays was all too apparent.

8 ACKNOWLEDGEMENTS

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- 8.1.2 The project was managed for Pre-Construct Archaeology Limited by Charlotte Matthews; the historical background was researched and written by Guy Thompson and the building recording report was completed by Adam Garwood. The report was edited by Charlotte Matthews and the illustrations were prepared by Mark Roughley.

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RG 13/358/39 1901 Census Poplar, London

RG 13/1579/44 1901 Census West Ham, Essex

RG 14/1579 1911 Census Poplar, London

RG 10/1630/105 1871 Census West Ham, Essex

RG 13/1582/94 1901 Census West Ham, Essex

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APPENDIX 1: PHOTOGRAPHIC REGISTER

SITE CODE : TDL13		PHOTOGRAPHER : A Garwood		
DATE	DIRECTION	IDENTIFIER	BUILDING	COMMENTS
02/07/2013	S	D100-1	Tidal Tavern	N Facing Elevation
02/07/2013	S	D100-2	Post Office	N Facing Elevation
02/07/2013	SW	D100-3	Tidal Tavern	Facade
02/07/2013	W	D100-4	Tidal Tavern	Facade
02/07/2013	NW	D100-5	Tidal Tavern	Facade
02/07/2013	N	D100-6	Tidal Tavern	Gable end
02/07/2013	N	D100-7	Tidal Tavern	Gable end
02/07/2013	N	D100-8	Tidal Tavern	Sign
02/07/2013	W	D100-9	Tidal Tavern	S Bays Front
02/07/2013	W	D100-10	Tidal Tavern	First Floor Windows
02/07/2013	NW	D100-11	Tidal Tavern	Front gable
02/07/2013	NW	D100-12	Tidal Tavern	Steps to Front
02/07/2013	NE	D100-13	Tidal Tavern	Steps
02/07/2013	SW	D100-14	Tidal Tavern	Bridge Structure
02/07/2013	SW	D100-15	Tidal Tavern	Gable Detail
02/07/2013	S	D100-16	Tidal Tavern	North Gable
02/07/2013	S	D100-17	Tidal Tavern	Portico
02/07/2013	NE	D100-18	Tidal Tavern	Rear N Bays
02/07/2013	NW	D100-19	Post Office	East End Wall
02/07/2013	W	D100-20	Post Office	Rear Bays
02/07/2013	N	D100-21	Post Office	Rear Bays (E)
02/07/2013	SW	D100-22	Post Office	Rear Yard
02/07/2013	SW	D100-23	Post Office	Rear Yard
02/07/2013	NW	D100-24	Post Office	Rear Bays
02/07/2013	S	D100-25	Post Office	West Elevation (acute)
02/07/2013	E	D100-26	Post Office	West Elevation
02/07/2013	SE	D100-27	Post Office	West Elevation
02/07/2013	NE	D100-28	Post Office	West Elevation (acute)

02/07/2013	N	D100-29	Post Office	Ground Floor (1)
02/07/2013	NW	D100-30	Post Office	Ground Floor West Wall
02/07/2013	NE	D100-31	Post Office	Ground Floor Stair/W Bays
02/07/2013	NE	D100-32	Post Office	North Windows (GF1)
02/07/2013	S	D100-33	Post Office	Ground Floor S Bays
02/07/2013	SE	D10-34	Post Office	Trusses
02/07/2013	N	D100-35	Post Office	First Floor Arch Window
02/07/2013	W	D100-36	Post Office	First Floor General
02/07/2013	S	D100-37	Post Office	FF2
02/07/2013	S	D100-38	Post Office	Stairwell
02/07/2013	E	D100-39	Post Office	First Floor General
02/07/2013	NW	D100-40	Post Office	First Floor West bays
02/07/2013	S	D100-41	Post Office	Roof Truss
02/07/2013	S	D100-42	Post Office	Toilets FF4
02/07/2013	W	D100-43	Post Office	Hydraulic Press
02/07/2013	S	D100-44	Post Office	Ground Floor Room GF4
02/07/2013	S	D100-45	Post Office	Ground Floor Room GF3
02/07/2013	E	D100-46	Post Office	Ground Floor GF2
02/07/2013	N	D100-47	Post Office	Ground Floor Windows GF2
02/07/2013	N	D100-48	Post Office	Ground Floor GF2 Ceiling
02/07/2013	SE	D100-49	Post Office	Stairwell GF5
02/07/2013	E	D100-50	Tidal Tavern	Rear Elevations
02/07/2013	E	D100-51	Tidal Tavern	Roof
02/07/2013	SE	D100-52	Post Office	Loading Bay
02/07/2013	S	D100-53	Post Office	Tiled Alcove
02/07/2013	SE	D100-54	Post Office	Hydraulic Press
02/07/2013	S	D100-55	Post Office	General Shot
28/03/2014	W	D100-56	Tidal Tavern	Bar Northern Bay
28/03/2014	W	D100-57	Tidal Tavern	Bar Northern Bay
28/03/2014	W	D100-58	Tidal Tavern	Bar Narrow Northern Bay
28/03/2014	SW	D100-59	Tidal Tavern	Bar Northern Bay oblique
28/03/2014	SW	D100-60	Tidal Tavern	Bar Northern Bay oblique
28/03/2014	SW	D100-61	Tidal Tavern	Bar Northern Bay oblique
28/03/2014	S	D100-62	Tidal Tavern	Facade
28/03/2014	W	D100-63	Tidal Tavern	Signage

28/03/2014	W	D100-64	Tidal Tavern	1 st Floor windows
28/03/2014	SW	D100-65	Tidal Tavern	Facade oblique
28/03/2014	SE	D100-66	Tidal Tavern	Entry Steps
28/03/2014	SE	D100-67	Tidal Tavern	Retaining wall
28/03/2014	W	D100-68	Tidal Tavern	Bar Central Bays
28/03/2014	W	D100-69	Tidal Tavern	Bar Central Bays
28/03/2014	W	D100-70	Tidal Tavern	Bar Central Bays
28/03/2014	W	D100-71	Tidal Tavern	Bar Central Bays
28/03/2014	S	D100-72	Tidal Tavern	Front Bay
28/03/2014	S	D100-73	Tidal Tavern	Window Frame
28/03/2014	W	D100-74	Tidal Tavern	Dado
28/03/2014	SW	D100-75	Tidal Tavern	Facade
28/03/2014	NW	D100-76	Tidal Tavern	Angle Detail
28/03/2014	W	D100-77	Tidal Tavern	Bar Southern bays
28/03/2014	W	D100-78	Tidal Tavern	Bar Southern Bays
28/03/2014	NW	D100-79	Tidal Tavern	Bar Southern Bays Oblique
28/03/2014	W	D100-80	Tidal Tavern	Bar southern Bays basement structure
28/03/2014	W	D100-81	Tidal Tavern	1 st Floor Steel
28/03/2014	SE	D100-82	Tidal Tavern	Entry
28/03/2014	NW	D100-83	Tidal Tavern	Facade
28/03/2014	NW	D100-84	Tidal Tavern	1 st Floor external
28/03/2014	N	D100-85	Tidal Tavern	Brick marks
28/03/2014	SE	D100-86	Tidal Tavern	Steps
28/03/2014	NE	D100-87	Tidal Tavern	S Gable wall
28/03/2014	NE	D100-88	Tidal Tavern	S Gable wall
28/03/2014	N	D100-89	Tidal Tavern	S Gable wall 1 st floor window
28/03/2014	W	D100-90	Tidal Tavern	S Gable wall, base of removed extension
28/03/2014	NE	D100-91	Tidal Tavern	Rear West Elevation
28/03/2014	NE	D100-92	Tidal Tavern	Rear & Gable Elevation
28/03/2014	E	D100-93	Tidal Tavern	Rear Bays from rear entrance
28/03/2014	NE	D100-94	Tidal Tavern	Rear West Elevation
28/03/2014	E	D100-95	Tidal Tavern	Typical 1 st Floor window
28/03/2014	E	D100-96	Tidal Tavern	Typical rear wall treatment
28/03/2014	NE	D100-97	Tidal Tavern	General Shot
28/03/2014	NE	D100-98	Tidal Tavern	General Shot

07/04/2014	E	D100-99	Tidal Tavern	South bays
07/04/2014	E	D100-100	Tidal Tavern	Central bays
07/04/2014	/	D100-101	Tidal Tavern	Nori Brick
07/04/2014	NE	D100-102	Tidal Tavern	Northern Bays
07/04/2014	/	D100-103	Tidal Tavern	Structural detail
07/04/2014	NE	D100-104	Tidal Tavern	Lounge
07/04/2014	N	D100-105	Tidal Tavern	Lounge
07/04/2014	E	D100-106	Tidal Tavern	Lounge
07/04/2014	E	D100-107	Tidal Tavern	Lounge/basement
07/04/2014	E	D100-108	Tidal Tavern	Wall detail
07/04/2014	E	D100-109	Tidal Tavern	Wall detail
07/04/2014	NE	D100-110	Tidal Tavern	N wall
07/04/2014	SE	D100-111	Tidal Tavern	Lounge
07/04/2014	SE	D100-112	Tidal Tavern	Lounge
07/04/2014	N	D100-113	Tidal Tavern	Toilets
07/04/2014	NE	D100-114	Tidal Tavern	General
07/04/2014	N	D100-115	Tidal Tavern	General
07/04/2014	NE	D100-116	Tidal Tavern	North bays
07/04/2014	E	D100-117	Tidal Tavern	General
07/04/2014	/	D100-118	Tidal Tavern	Bricks
07/04/2014	/	D100-119	Tidal Tavern	Terracotta
07/04/2014	/	D100-120	Tidal Tavern	Terracotta
07/04/2014	N	D100-121	Tidal Tavern	Facade
07/04/2014	N	D100-122	Tidal Tavern	Facade
07/04/2014	/	D100-123	Tidal Tavern	Terracotta marks
07/04/2014	/	D100-124	Tidal Tavern	Brick
07/04/2014	W	D100-125	Tidal Tavern	General
07/04/2014	SE	D100-126	Tidal Tavern	General
07/04/2014	NE	D100-127	Tidal Tavern	General
07/04/2014	N	D100-128	Tidal Tavern	General

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-161806

Project details

Project name Historic Building Recording of the former Tidal Basin Tavern and Tidal Basin Road Post and Sorting Office

Short description of the project Pre-Construct Archaeology was commissioned to undertake a programme of historic building recording of the former Tidal Basin Road Post and Sorting Office and the Tidal Basin Tavern public house prior to their demolition. The work was carried out in response to a planning condition (21) imposed by Newham Council. The documentary research revealed that the Post and Sorting Office was built between 1932-1934 to the designs of the Office of Works Architect Frederick Allen Llewellyn and in a Neo-Georgian style, prevalent in Post Office design during the inter war period. The Tidal Basin Tavern replaced an earlier inn of the same name, demolished following the construction of the Silvertown Flyover and associated works. It was built between July 1931 and January 1932 by Truman, Hanbury, Buxton and Co Ltd to the designs of their resident architect Mr A. E. Sewell LRIBA a respected architect specialising in public house and hotels.

Project dates Start: 01-07-2013 End: 02-07-2013

Previous/future work Yes / Yes

Any associated project reference codes TDL13 - Sitecode

Type of project Building Recording

Site status None

Current Land use Community Service 2 - Leisure and recreational buildings

Monument type PUBLIC HOUSE Modern

Monument type POST OFFICE Modern

Significant Finds NONE None

Significant Finds NONE None

Methods techniques & ""Measured Survey"", ""Photographic Survey""

Prompt National Planning Policy Framework - NPPF

Project location

Country England

Site location GREATER LONDON NEWHAM CANNING TOWN Tidal Basin Road Sorting and Post Office and the Tidal Basin Tavern, Nos. 29 and 31 Tidal Basin Road, Silvertown, Newham.

Postcode E16 1AD

Study area 0 Square metres
Site coordinates TQ 3996 8075 51 0 51 30 28 N 000 01 01 E Point

Project creators

Name of Organisation Pre-Construct Archaeology Limited
Project brief originator GLAAS
Project design originator Charlotte Matthews
Project director/manager Charlotte Matthews
Project supervisor Adam Garwood
Type of sponsor/funding body Developer
Name of sponsor/funding body HUB Residential

Project archives

Physical Archive Exists? No
Digital Archive recipient LAARC
Digital Media available "Images raster / digital photography","Text"
Paper Archive recipient LAARC
Paper Media available "Plan"

Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)
Title Historic Building Recording of the former Tidal Basin Tavern and Tidal Basin Road Post and Sorting Office, Nos 29 and 31 Tidal Basin Road, Silvertown, London Borough of Newham, E16 1AD
Author(s)/Editor(s) Adam Garwood and Guy Thompson
Other bibliographic details PCA Report no. R11550
Date 2013

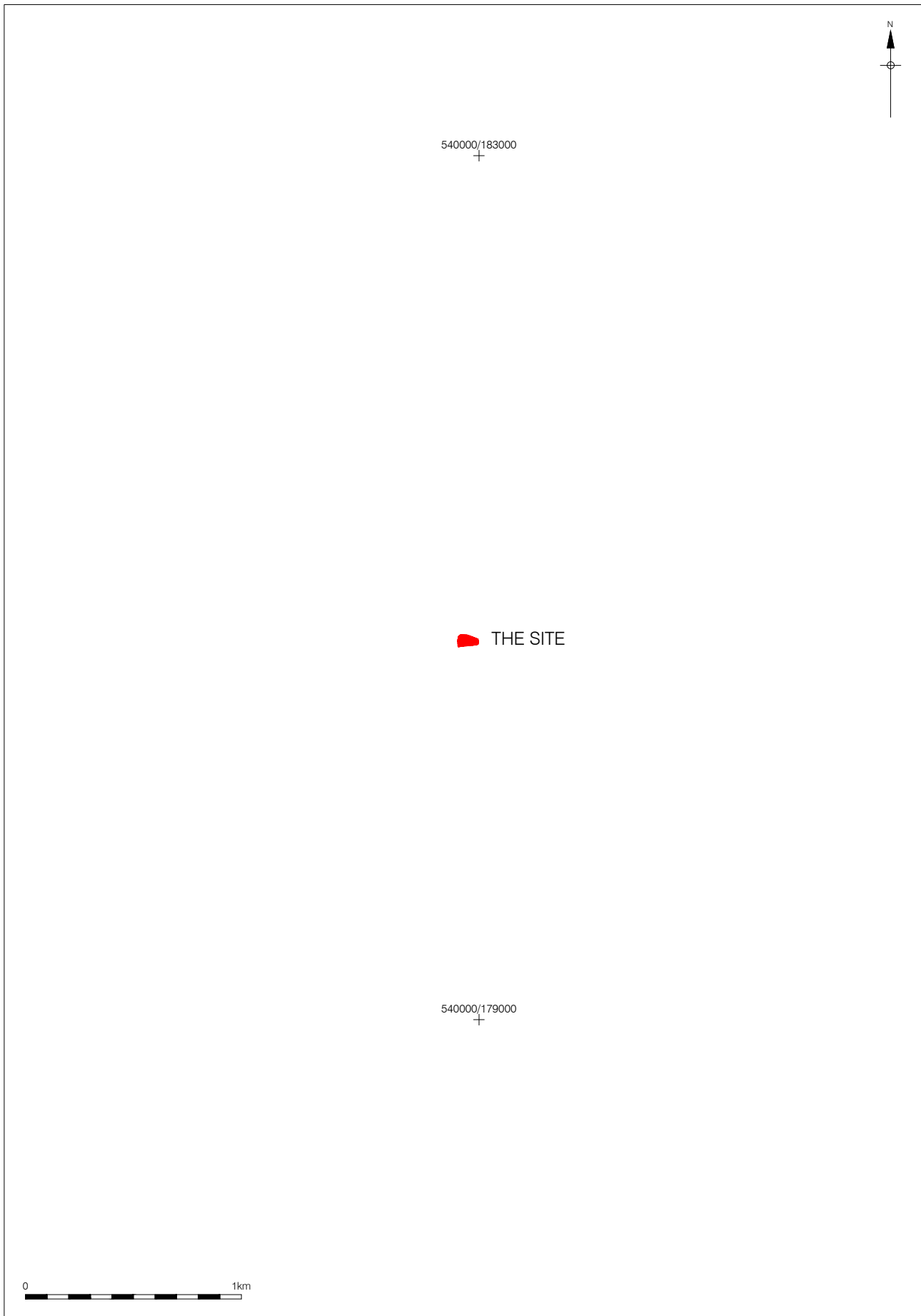
Issuer or publisher Pre-Construct Archaeology Limited

Place of issue or Brockley Office
publication

Description unpublished grey literature report

Entered by Charlotte Matthews (cmatthews@pre-construct.com)

Entered on 25 October 2013



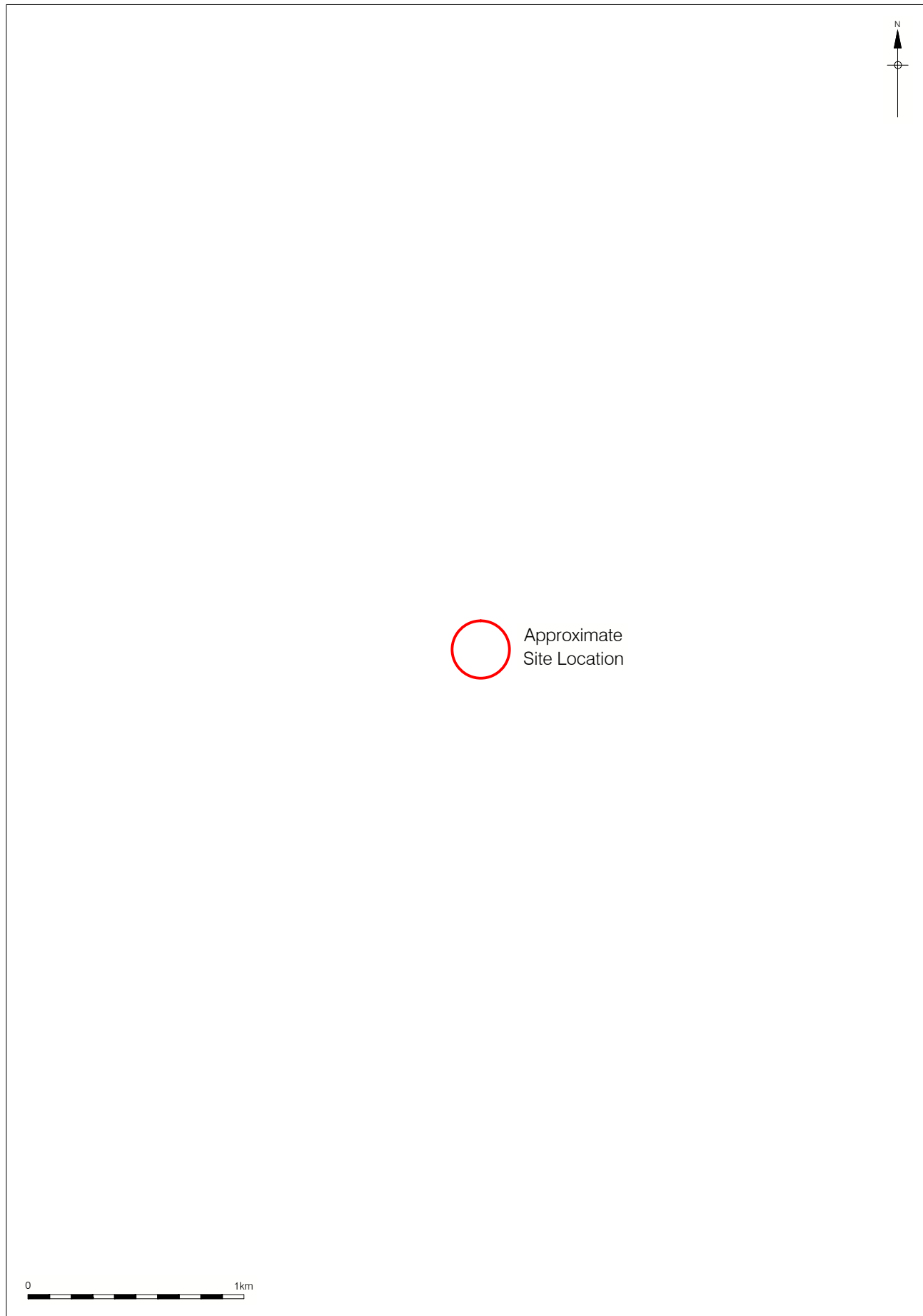
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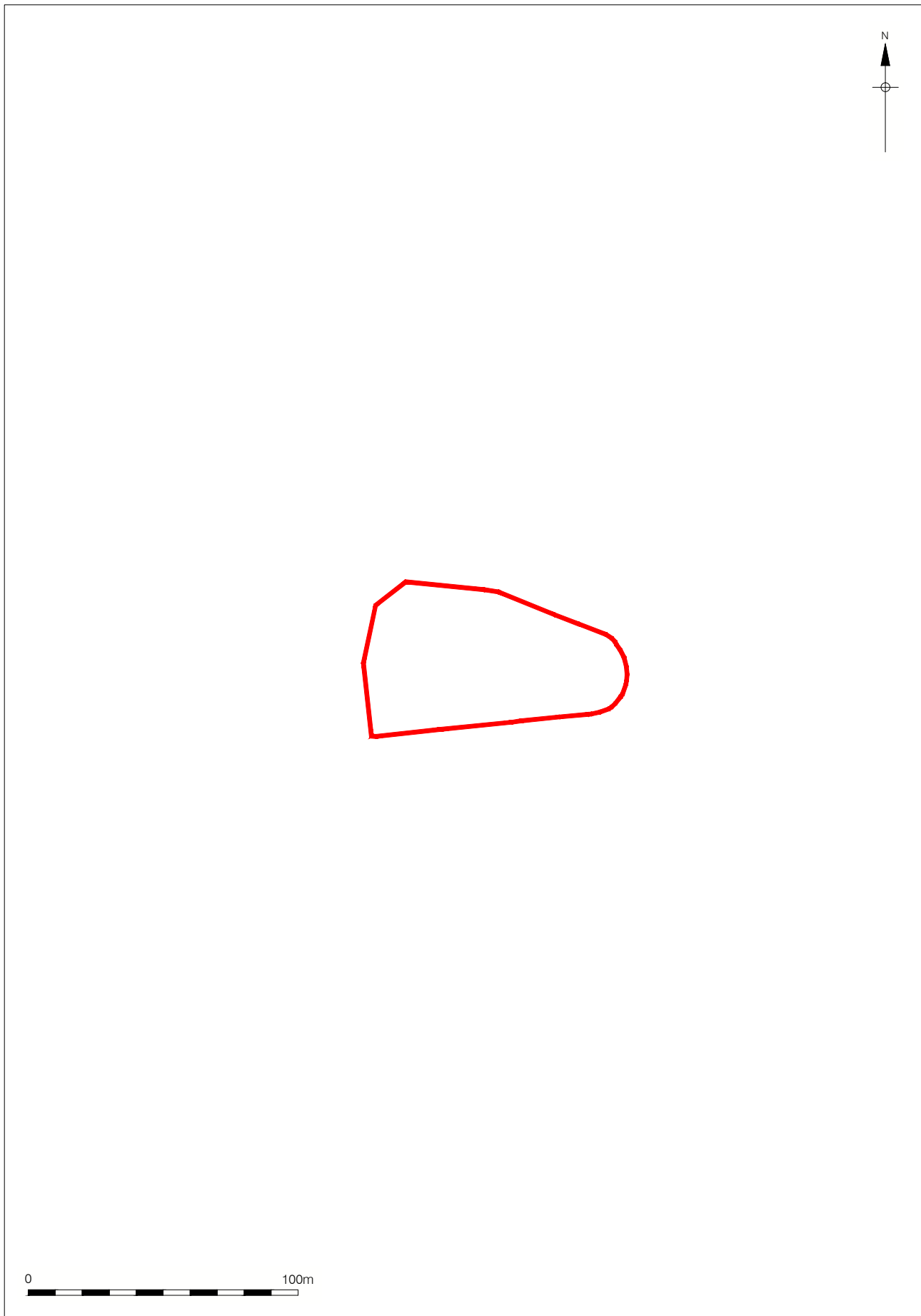
Figure 1
Site Location
1:25,000 at A4





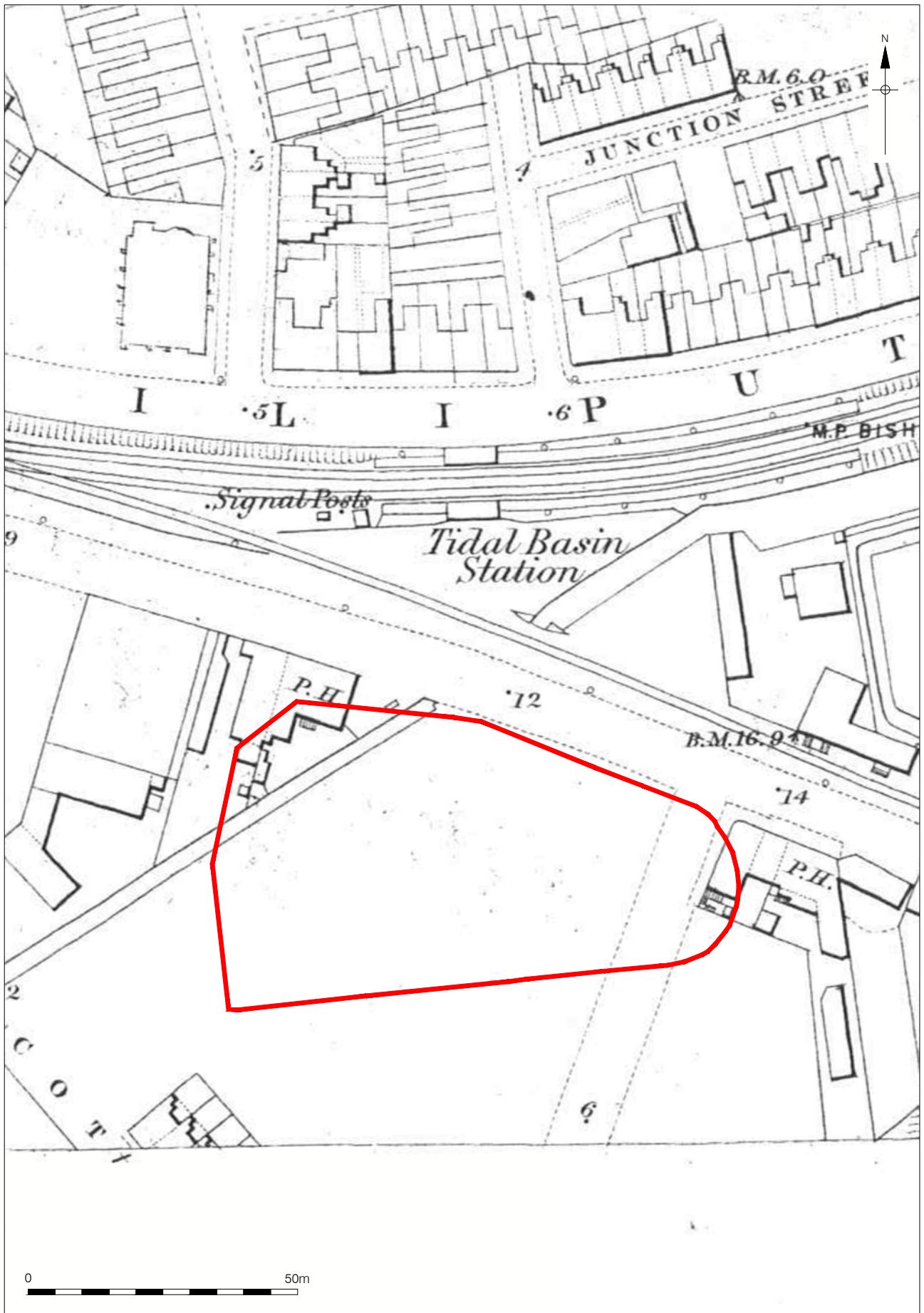
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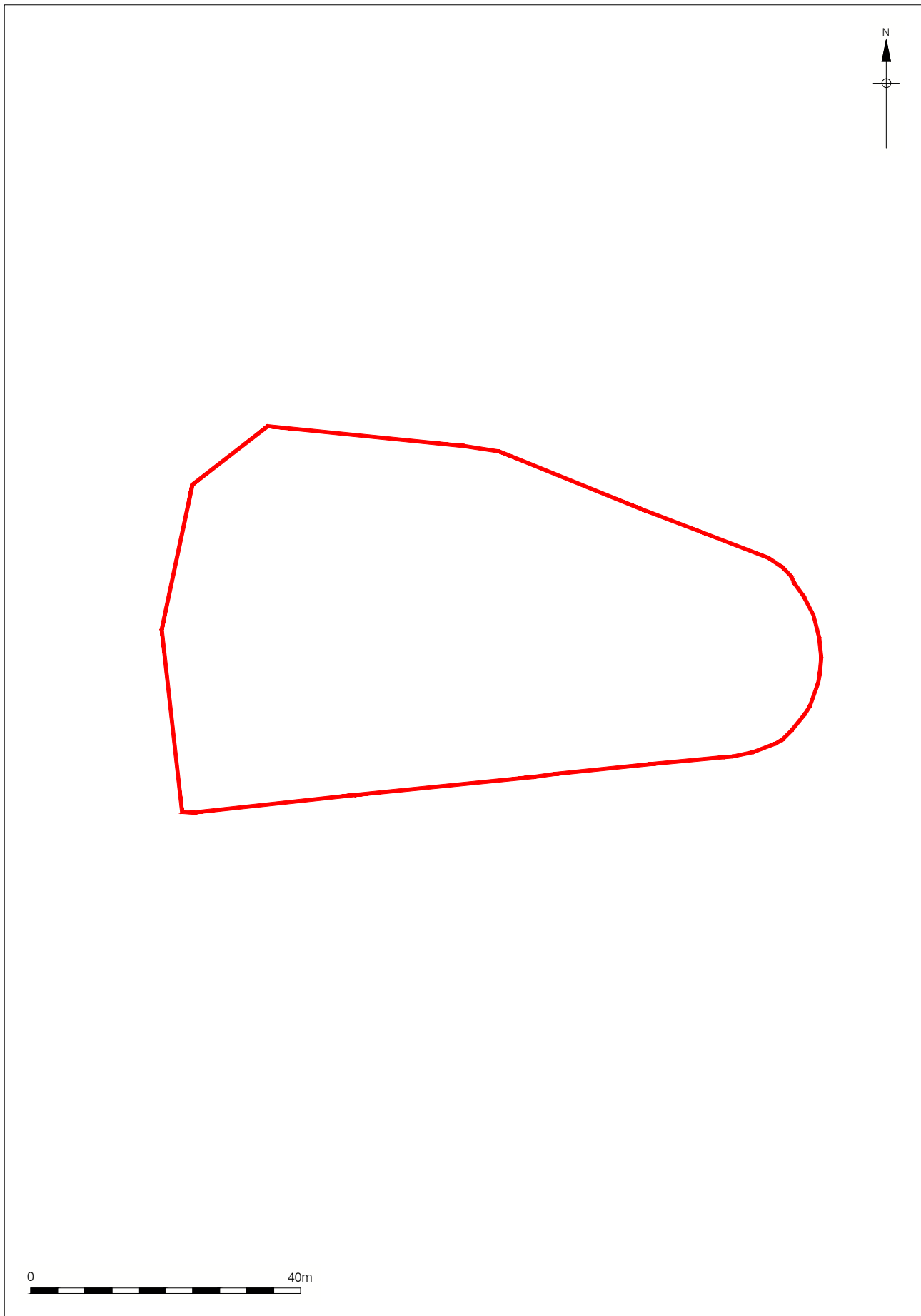
Figure 3
John Cary's map, 1786
Approx. 1:25,000 at A4



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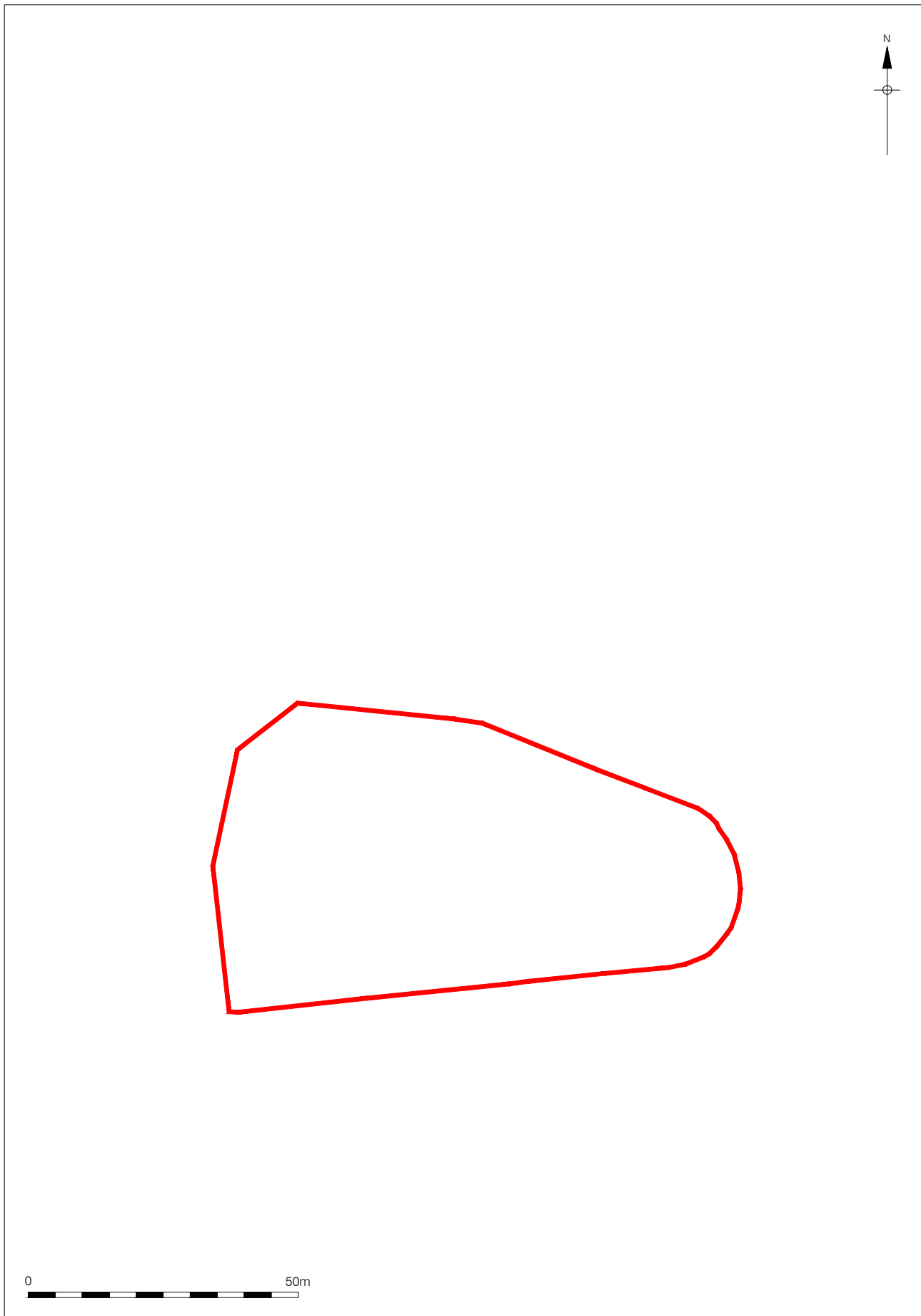
Figure 4
Map of the Parish of West Ham, 1861
1:2,000 at A4





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Figure 6
Second Edition Ordnance Survey map, 1894-96
1:800 at A4



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Figure 7
Third Edition Ordnance Survey map, 1919
1:1,000 at A4

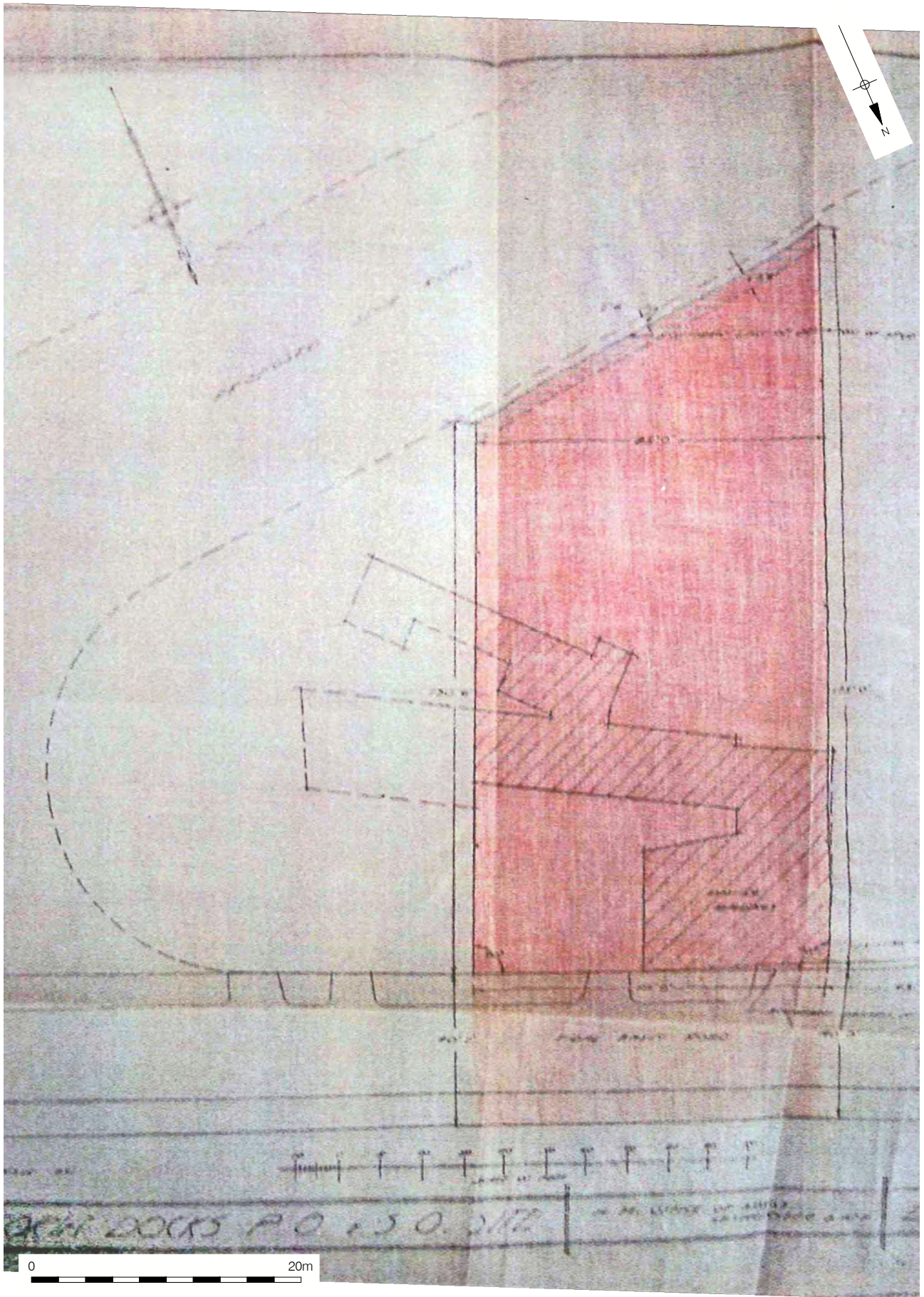


Figure 8
New Victoria Docks Post and Sorting Office site plan, 1931
Approx. 1:500 at A4

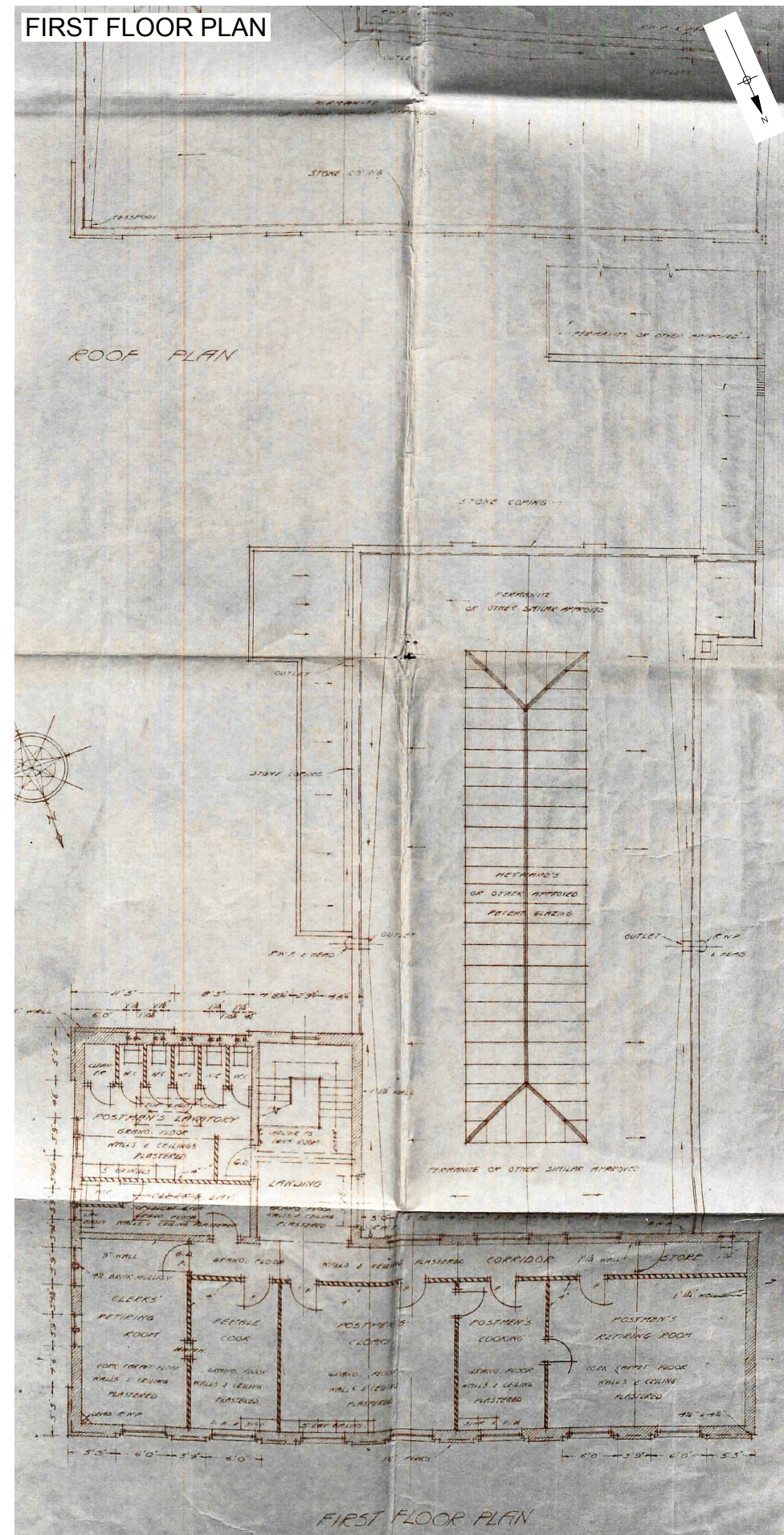
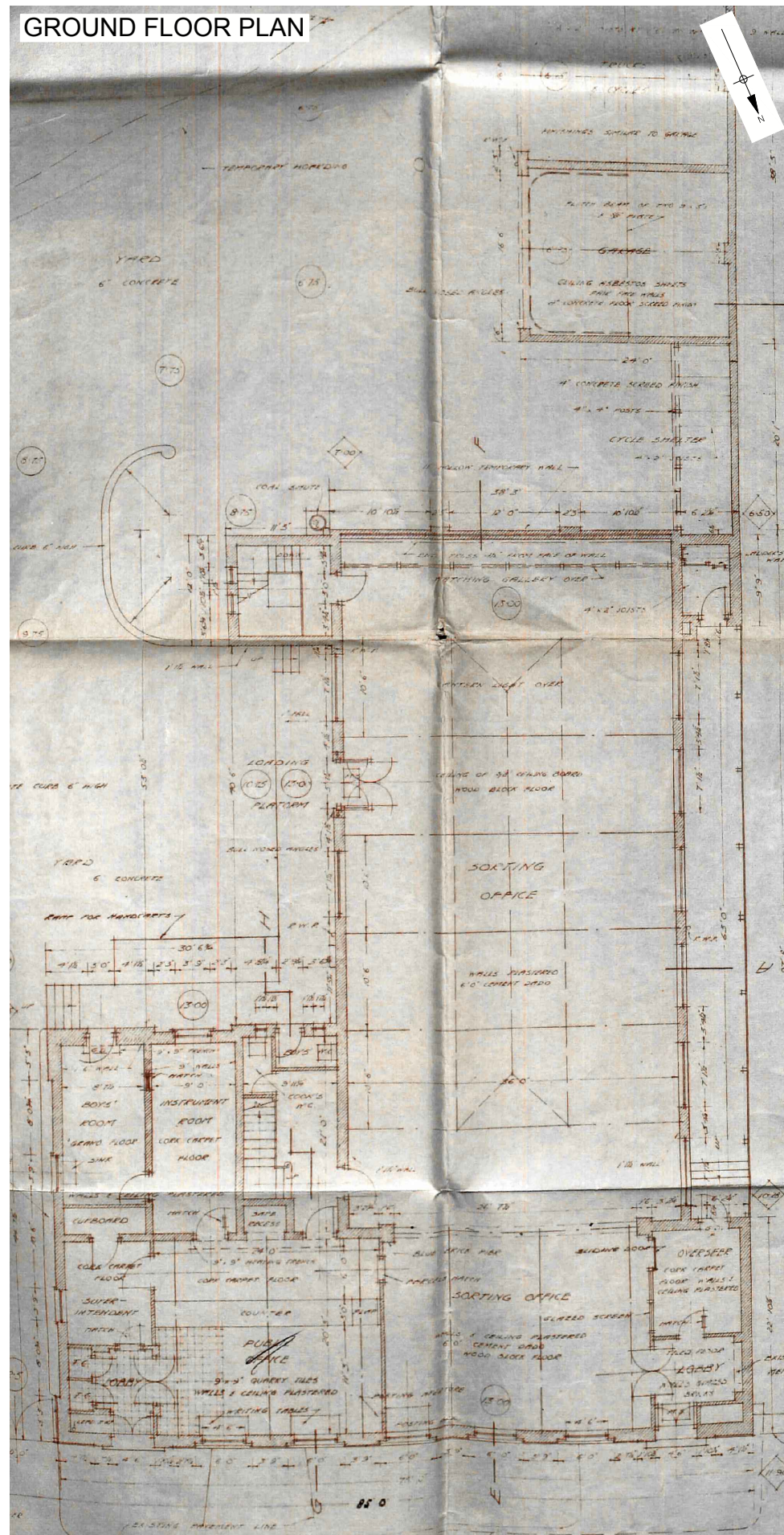
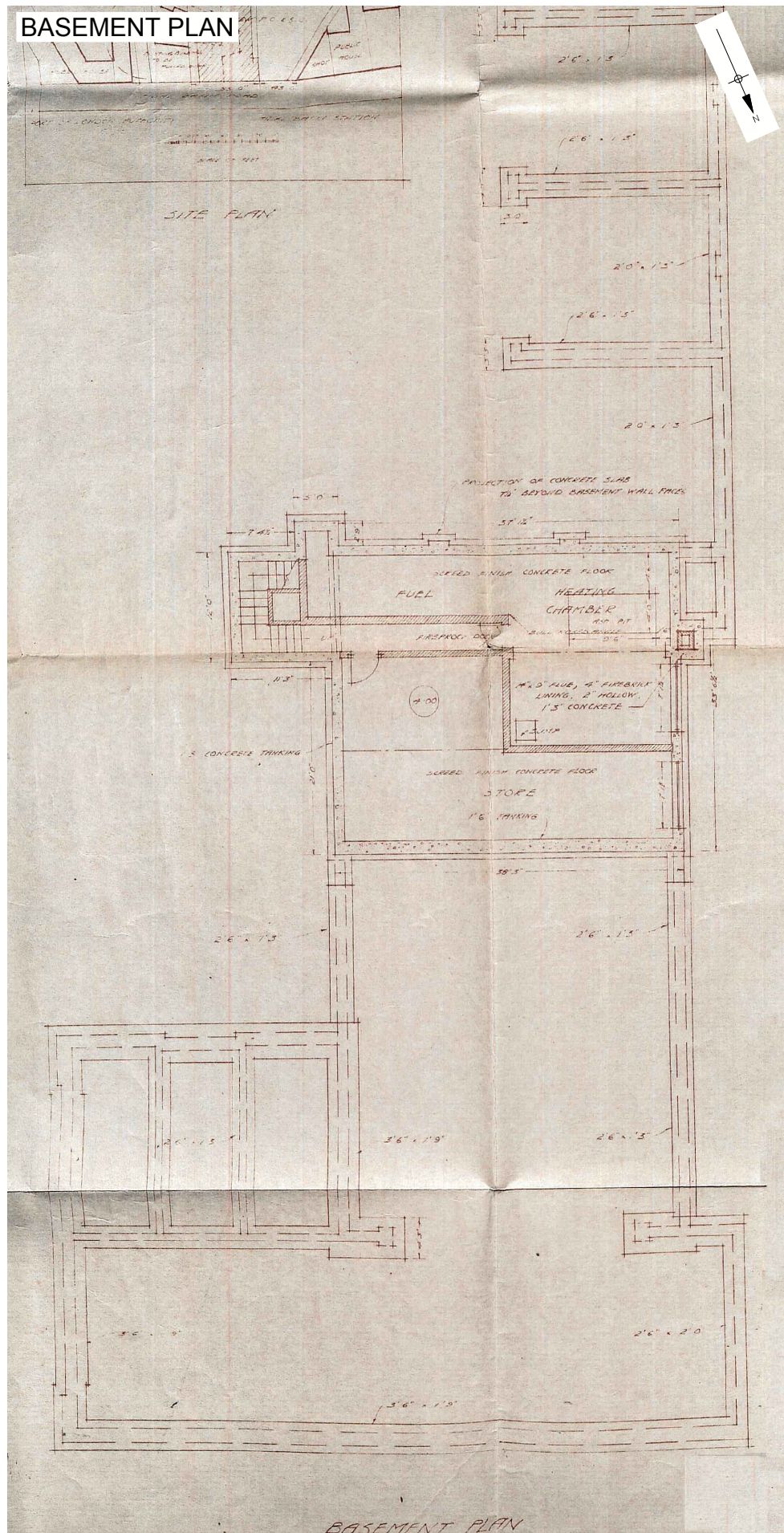
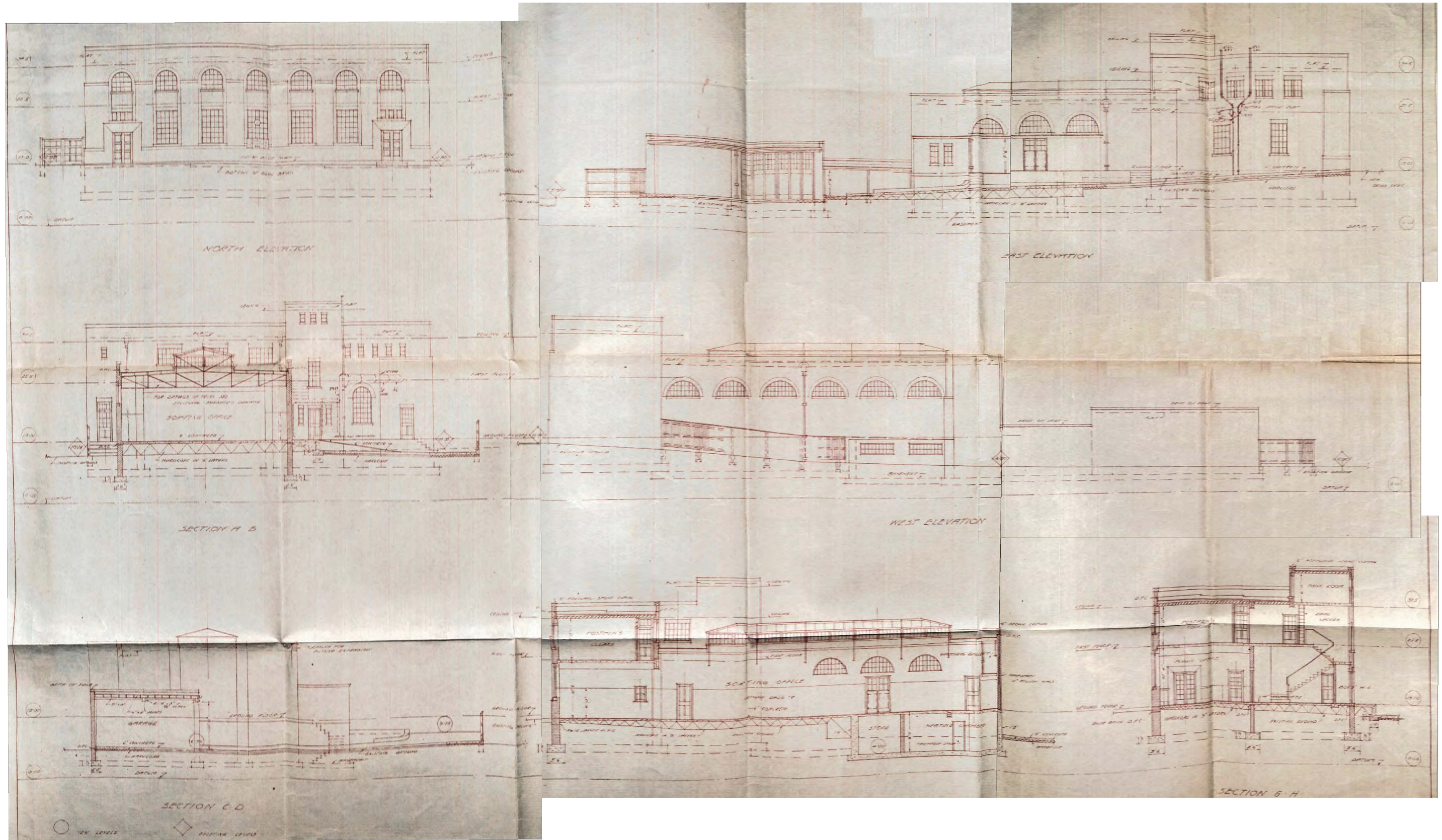


Figure 9
 New Victoria Docks Post and Sorting Office floor plans, 1931
 Approx. 1:200 at A3



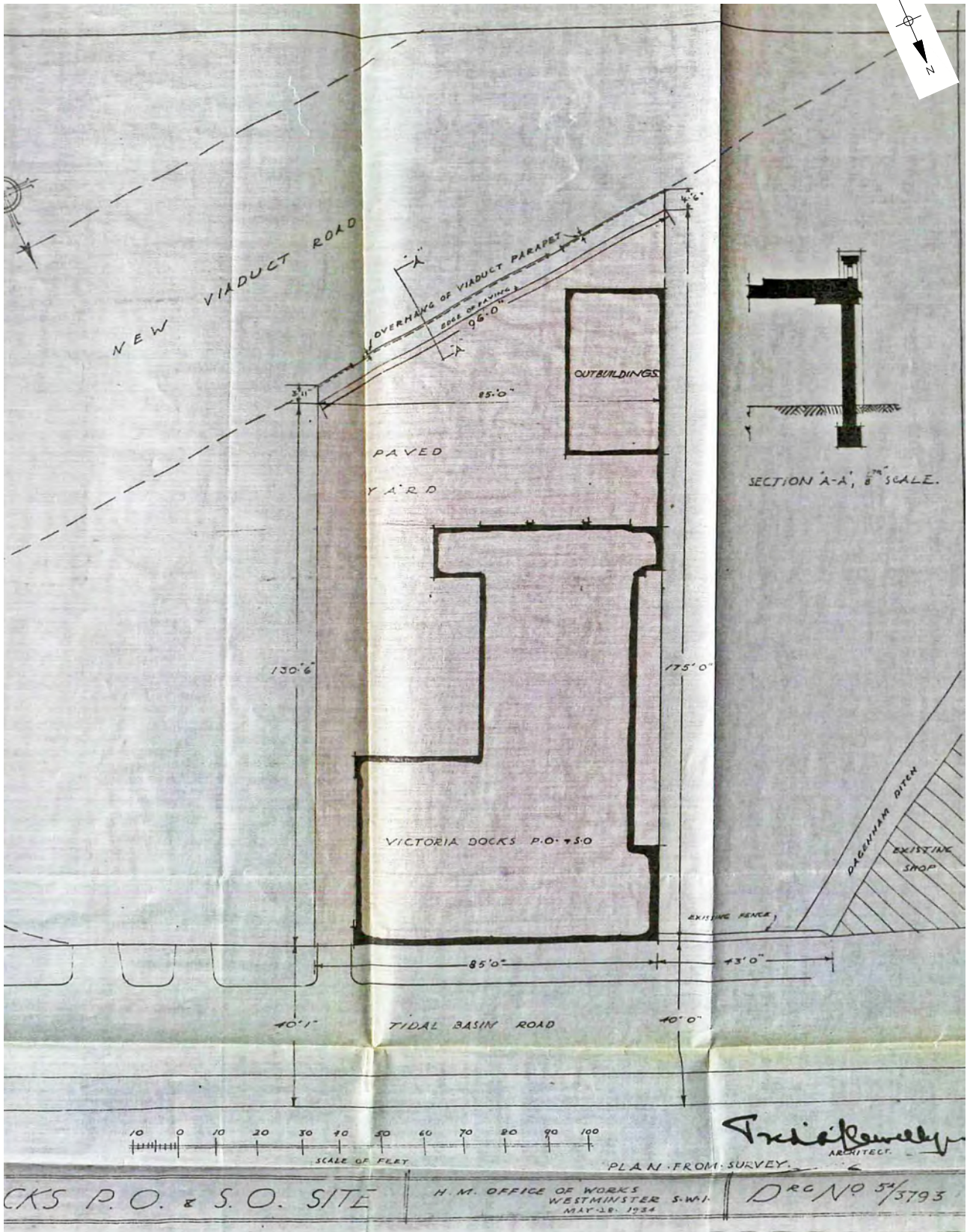
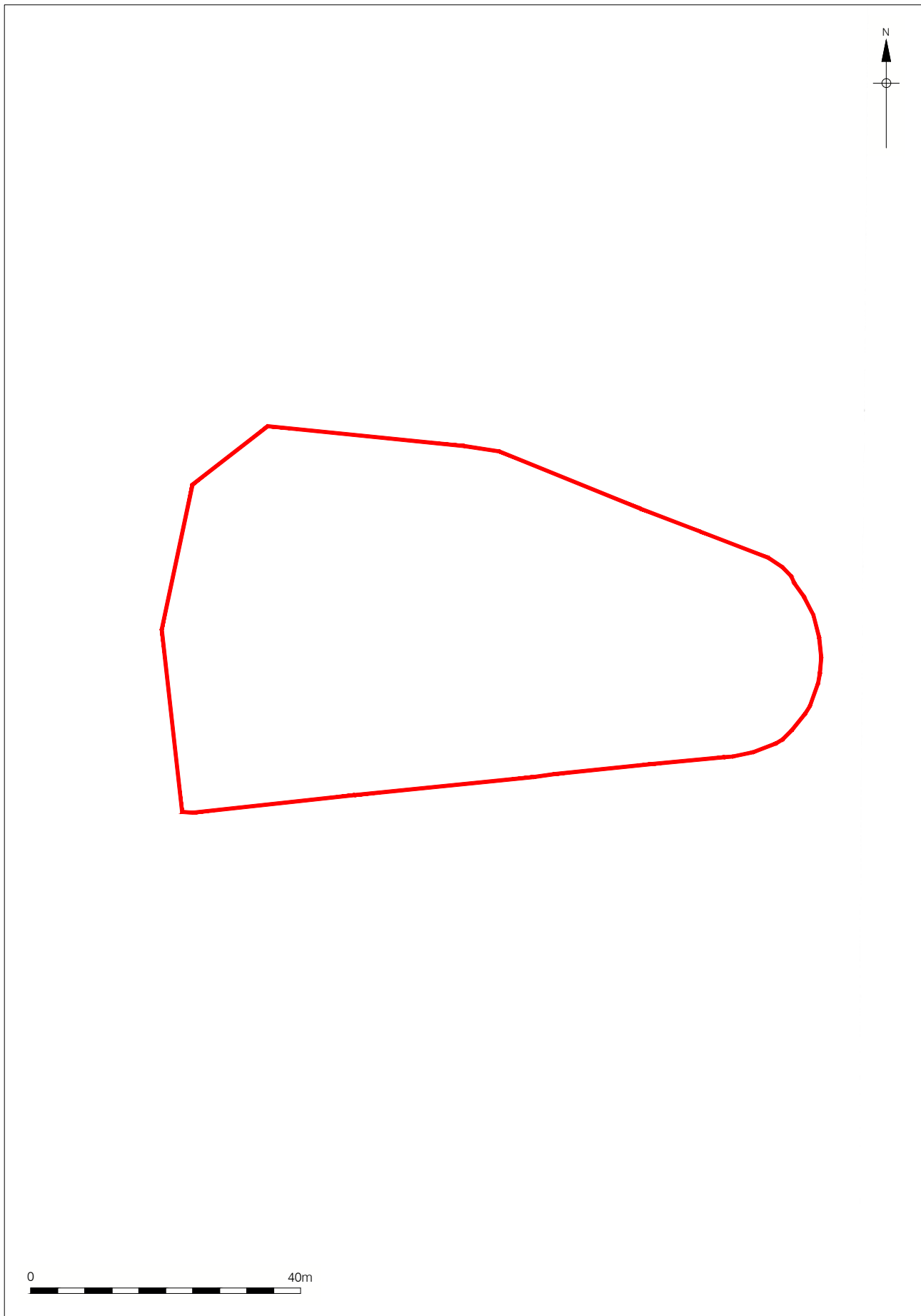
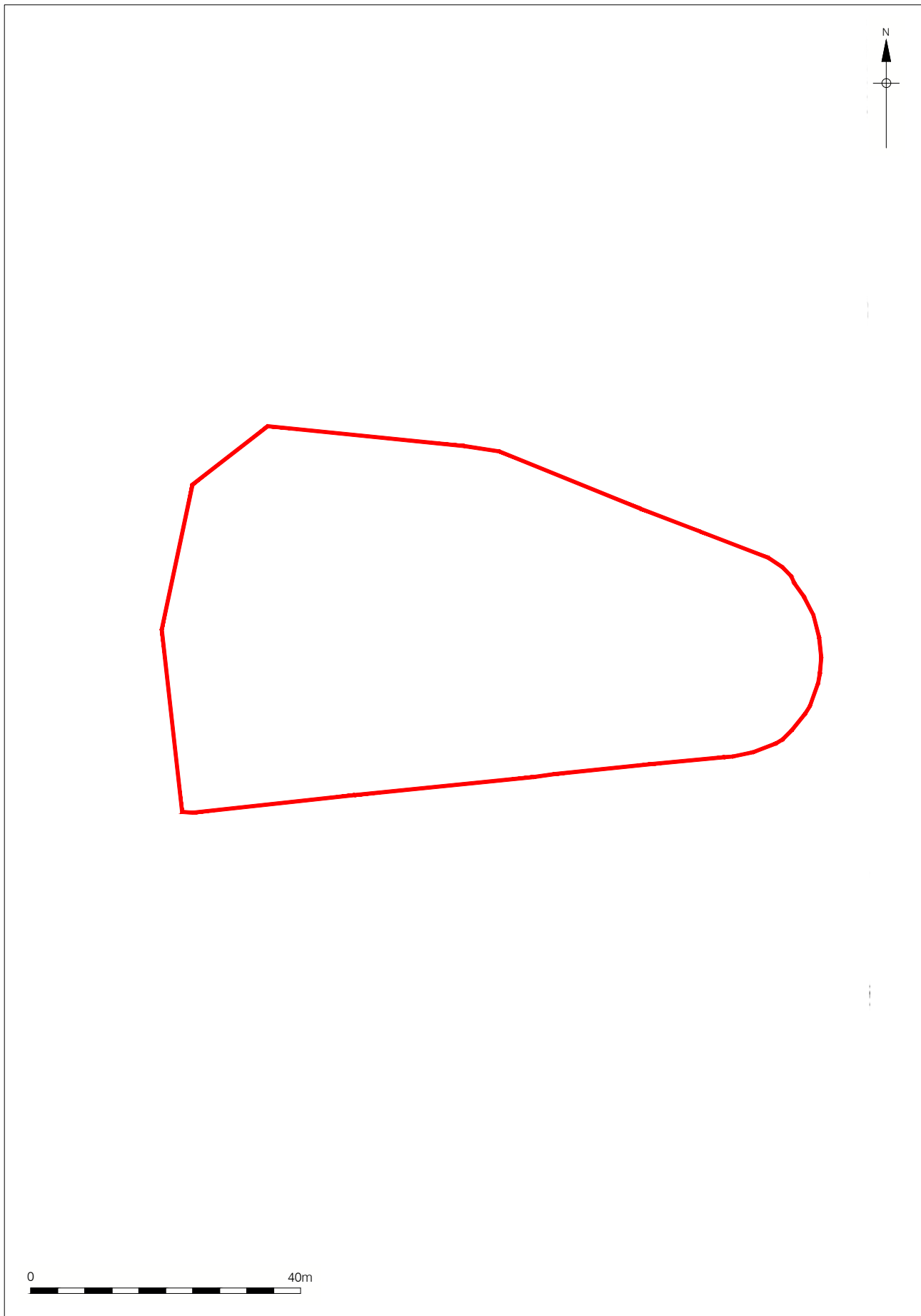


Figure 11
New Victoria Docks Post and Sorting Office as built plan, 1935
Approx. 1:500 at A4



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Figure 12
Ordnance Survey map, 1953
1:800 at A4

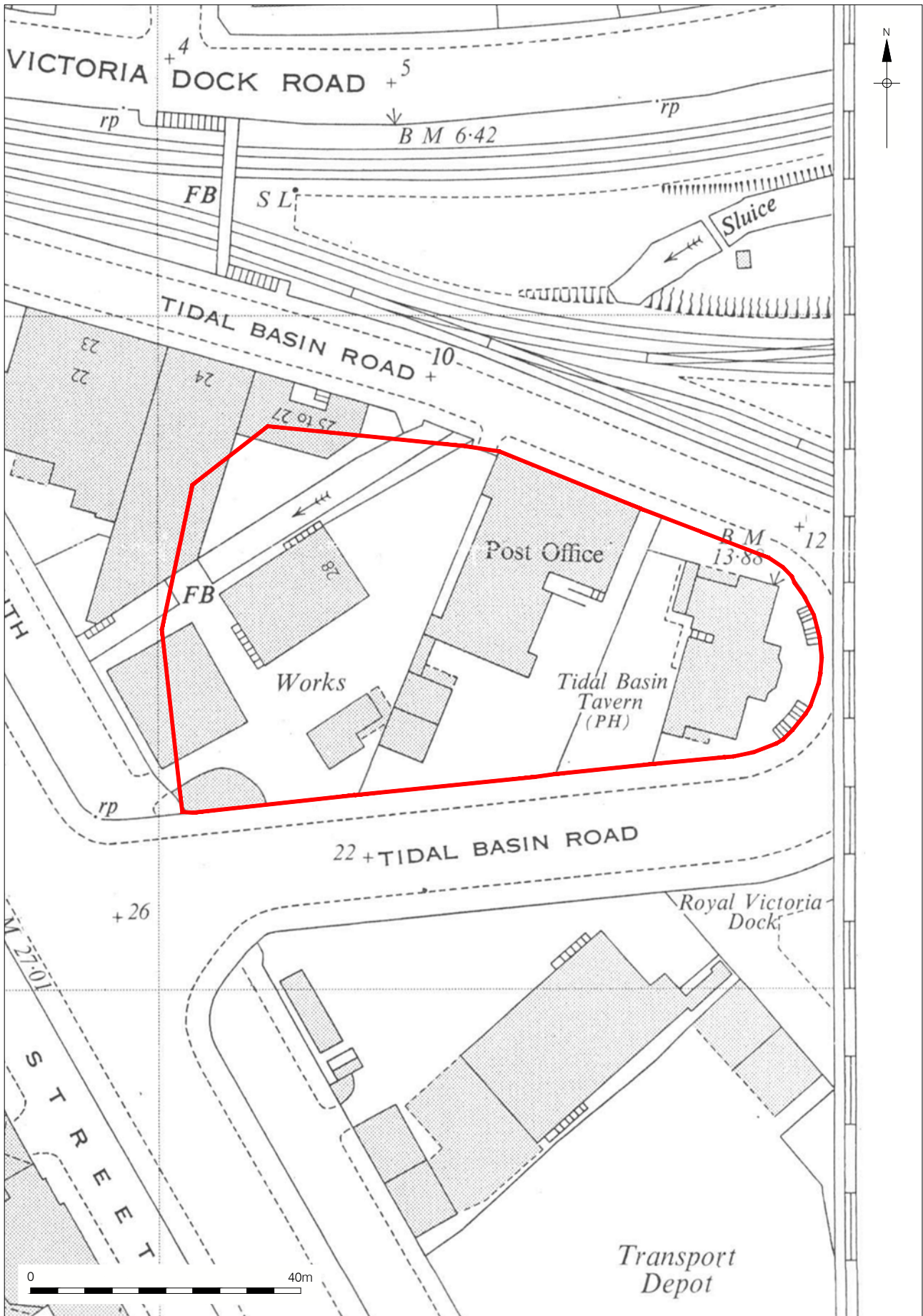


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Figure 13
Ordnance Survey map, 1969
1:800 at A4



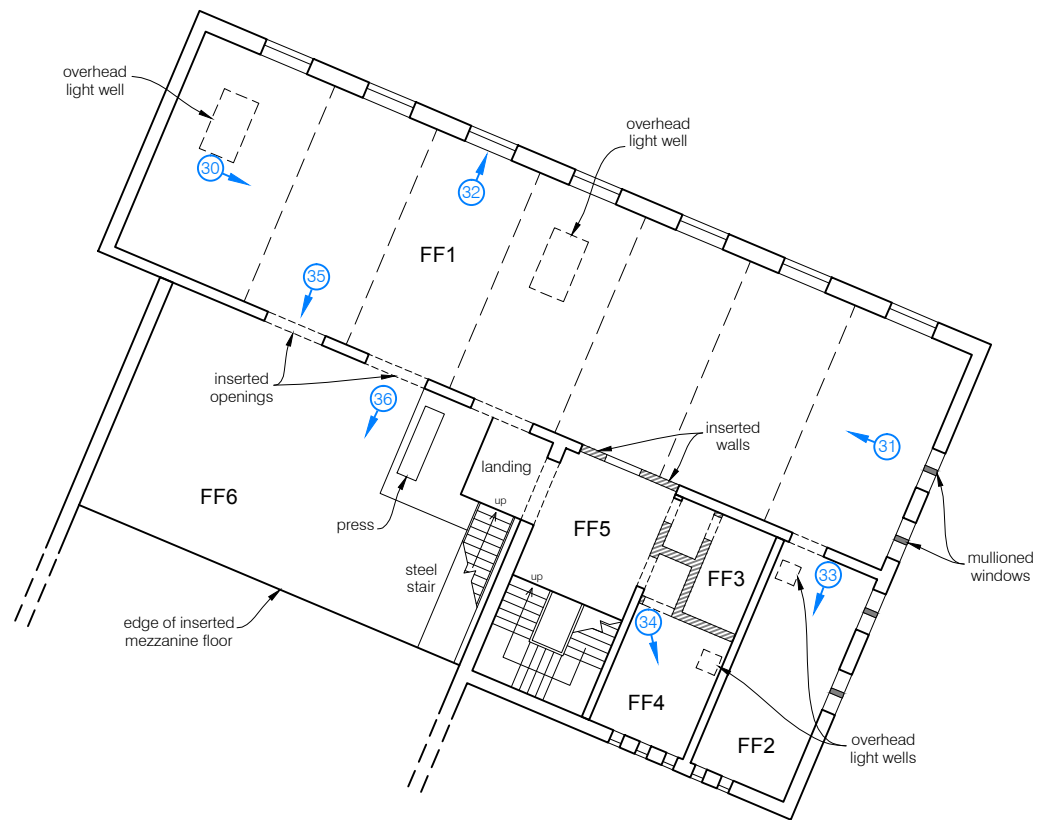
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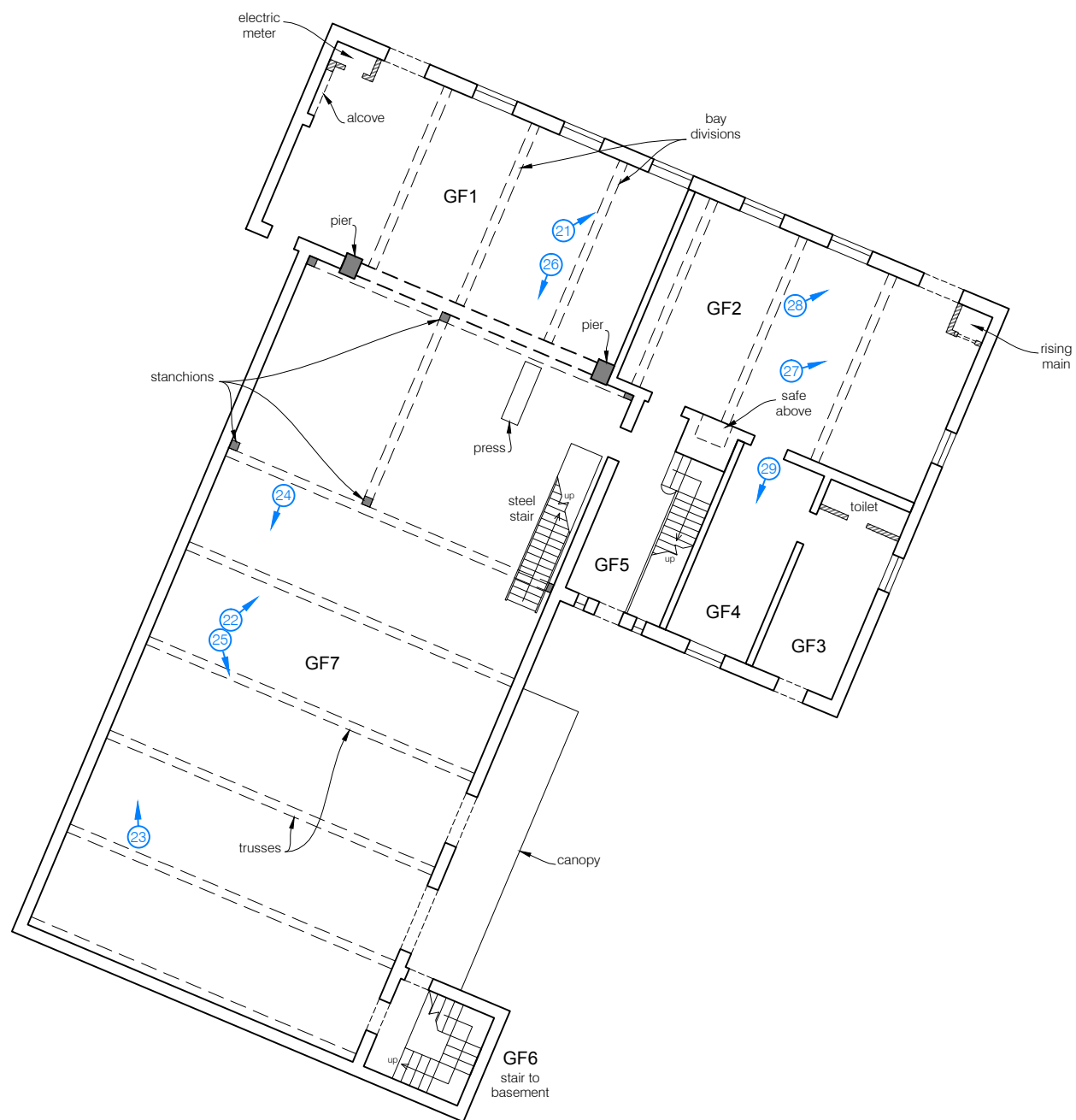
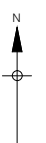
Figure 14
 Ordnance Survey map, 1975
 1:800 at A4

FIRST FLOOR PLAN



0 10m

GROUND FLOOR PLAN



0 10m

Figure 15
Post Office, Ground and First Floor Plans with plate locations
1:200 at A3

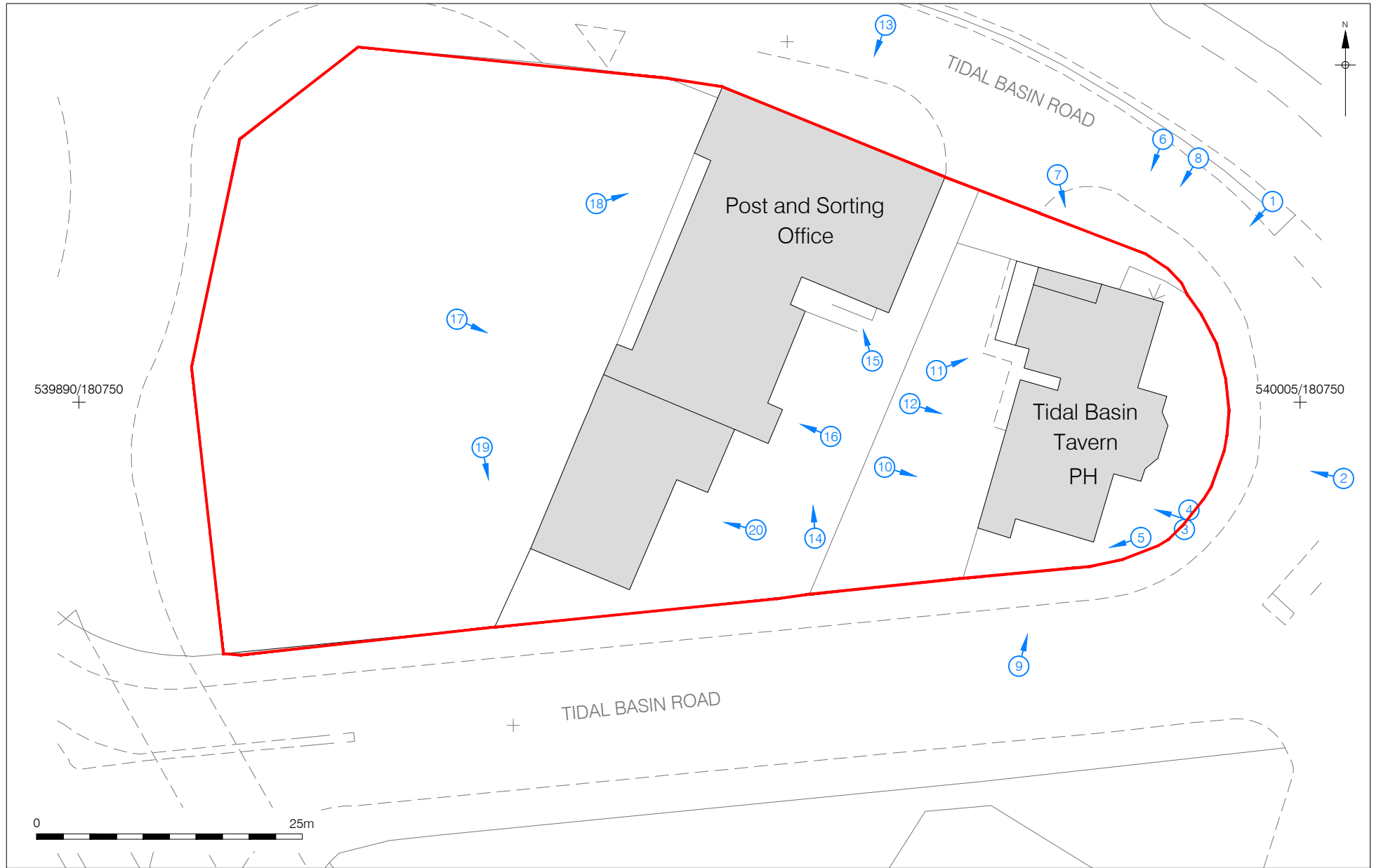
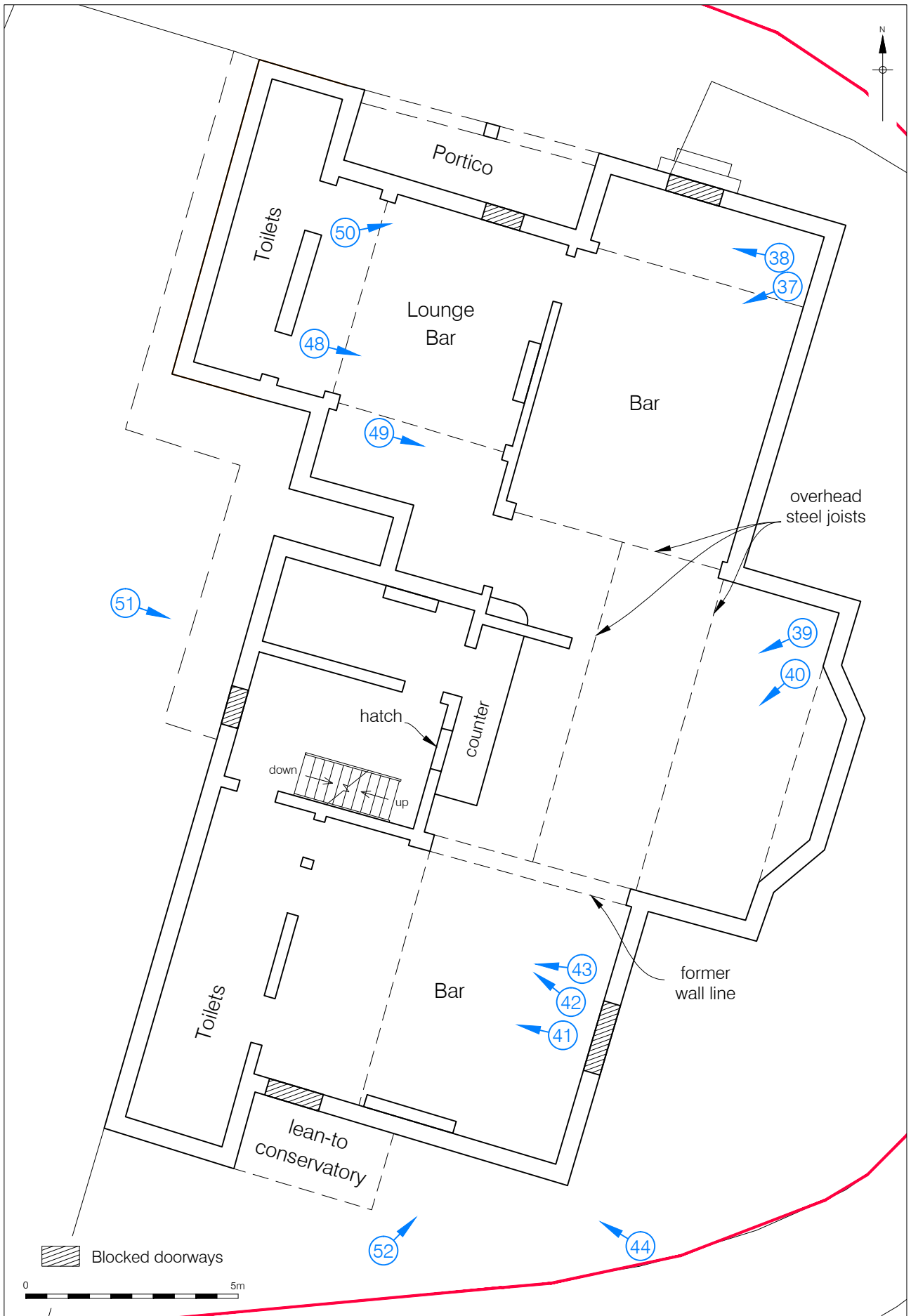


Figure 16
 External Plate Locations
 1:500 at A4



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16/05/14 MR

Figure 17
Tidal Basin Tavern ground floor sketch plan with plate locations
1:125 at A4



Plate 1 Tidal Basin Tavern east and north elevation, looking south-west



Plate 2 Tidal Basin Tavern east elevation, looking west



Plate 3 Tidal Basin Tavern south end of the east elevation at ground floor level, looking west



Plate 4 Tidal Basin Tavern south end of the east elevation at first floor level, looking west



Plate 5 Access ramp to Silvertown Flyover (left) with Tidal Basin Tavern (right), looking west



Plate 6 North elevation of Tidal Basin Tavern, looking south



Plate 7 North portico entrance bay of Tidal Basin Tavern, looking south-east



Plate 8 Terracotta name plaque with Truman's eagle inset on the north elevation of Tidal Basin Tavern, looking south



Plate 9 Tidal Basin Tavern south elevation, looking north



Plate 10 Rear (west) elevations of Tidal Basin Tavern, looking east



Plate 11 Rear (west) elevations and toilet block of Tidal Basin Tavern, looking north-east



Plate 12 Roofscape and chimney stacks above rear (west) elevation of Tidal Basin Tavern, looking east



Plate 13 Front (north) elevation of Tidal Basin Road Post and Sorting Office, looking south



Plate 14 Side (east) elevation of Tidal Basin Road Post and Sorting Office, looking north-west



Plate 15 Side (east) elevation and rear (south) toilet and stair bays of Tidal Basin Road Post and Sorting Office, looking north-west



Plate 16 East (side) elevation of the former sorting office part of Tidal Basin Road Post and Sorting Office and rear (south) stairwell (left), looking west



Plate 17 Western (side) elevations of Tidal Basin Road Post and Sorting Office, looking east



Plate 18 Western (side) elevations of Tidal Basin Road Post and Sorting Office, looking north-east



Plate 19 Western boundary wall of Tidal Basin Road Post and Sorting Office, looking south-east



Plate 20 Southern yard area of Tidal Basin Road Post and Sorting Office, looking west



Plate 21 Western bays of GF1 in Tidal Basin Road Post and Sorting Office, looking north



Plate 22 Collapsed mezzanine in Tidal Basin Road Post and Sorting Office, looking north from GF7



Plate 23 Western wall showing half round windows in GF7 of Tidal Basin Road Post and Sorting Office, looking north-west



Plate 24 GF7 in Tidal Basin Road Post and Sorting Office, looking south



Plate 25 Detail of trusses in GF7 in Tidal Basin Road Post and Sorting Office, looking south



Plate 26 Hydraulic press and collapsed mezzanine in Tidal Basin Road Post and Sorting Office, looking south from GF1 to GF7



Plate 27 GF2 (former Public Office) in Tidal Basin Road Post and Sorting Office, looking north-east



Plate 28 Ceiling cornice and downstand in GF2 in Tidal Basin Road Post and Sorting Office, looking north-east towards the north wall



Plate 29 GF4 in Tidal Basin Road Post and Sorting Office, looking south



Plate 30 FF1 in Tidal Basin Road Post and Sorting Office, looking east



Plate 31 FF1 in Tidal Basin Road Post and Sorting Office, looking west



Plate 32 First floor window in the north wall of FF1 in Tidal Basin Road Post and Sorting Office, looking north



Plate 33 FF2 in Tidal Basin Road Post and Sorting Office, looking south



Plate 34 Toilets FF4 in Tidal Basin Road Post and Sorting Office, looking south



Plate 35 Mezzanine floor in Tidal Basin Road Post and Sorting Office, looking south



Plate 36 Detail of roof structure above GF7 in Tidal Basin Road Post and Sorting Office, looking south



Plate 37 Northern end of the front (eastern) bar of Tidal Basin Tavern, looking south-west



Plate 38 Narrow space at the northern end of the front (eastern) bar of Tidal Basin Tavern, looking west



Plate 39 Central and southern part of the front (eastern) bar of Tidal Basin Tavern, looking south-west



Plate 40 Detail of steel bridging joists over the central part of the front (eastern) bar of Tidal Basin Tavern, looking south-west



Plate 41 Southern part of the front (eastern) bar of Tidal Basin Tavern, looking west



Plate 42 Central part of the front (eastern) bar of Tidal Basin Tavern, looking north-west



Plate 43 Concrete bridging beams over basement storey in the southern part of the front (eastern) bar of Tidal Basin Tavern, looking west



Plate 44 Concrete filled cavity within terracotta wall tiles at the south-east corner of the Tidal Basin Tavern, looking north-west



Plate 45 Typical wall section of the Tidal Basin Tavern with NORI facing brick and Fletton brick inner skin



Plate 46 Hollow concrete filled terracotta facing blocks with internal Fletton brickwork from the Tidal Basin Tavern



Plate 47 Terracotta block with batch ID mark within window jamb of principal (eastern) elevation of Tidal Basin Tavern, looking west



Plate 48 Rear Lounge Bar of the Tidal Basin Tavern, looking east



Plate 49 Detail of frieze in Lounge Bar of the Tidal Basin Tavern, looking east



Plate 50 North and east walls of the Lounge Bar in the Tidal Basin Tavern, looking north-east



Plate 51 General view during demolition of the Tidal Basin Tavern looking east



Plate 52 General view during demolition the Tidal Basin Tavern, looking north-east



Plate 53 The South West Ham Cricket Club's Second XI team of 1914, showing the club pavilion that stood at the northern end of the ground behind nos. 28 and 29 Tidal Basin Road (©London Borough of Newham)



Plate 54 Photograph taken in 1934 of the recently opened Tidal Basin Road Post and Sorting Office showing its front (north) elevation, looking south-west (©British Postal Museum and Archive)

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