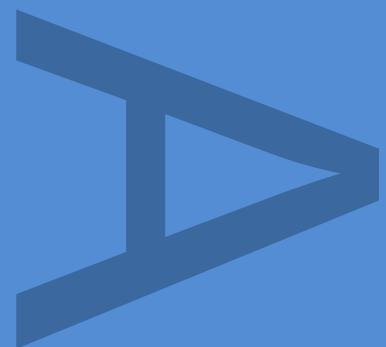


**HISTORIC BUILDING
RECORDING AT
NO. 317 KINGSLAND ROAD,
UNION WHARF,
KINGSLAND BASIN,
LONDON BOROUGH OF
HACKNEY, NI 5AA**

SITE CODE: KNG13

PCA REPORT NO. R11893

OCTOBER 2014



**Historic Building Recording at No. 317 Kingsland Road, Union Wharf, Kingsland Basin,
London Borough of Hackney, N1 5AA**

Researched and written by Guy Thompson and Adam Garwood

Site Code: KNG13

Project Manager: Charlotte Matthews

Commissioning Client: Willmott Dixon

Central National Grid Reference: TQ 3343 8397

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October 2014

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PCA Report Number: R11893

DOCUMENT VERIFICATION

NO. 317 KINGSLAND ROAD,
 UNION WHARF,
 KINGSLAND BASIN,
 LONDON BOROUGH OF HACKNEY,
 N1 5AA

HISTORIC BUILDING RECORDING

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1 NON-TECHNICAL SUMMARY

- 1.1.1 Pre-Construct Archaeology Limited was commissioned by Willmott Dixon on behalf of Hackney New School to undertake a programme of historic building recording of the extant buildings at No. 317 Kingsland Road, Union Wharf, Kingsland Basin, London Borough of Hackney N1 5AA, prior to their demolition and replacement with a new secondary school and sixth form (Use Class D1) for up to 700 pupils.
- 1.1.2 The work was carried out in response to a planning condition (12 A-C) imposed by the Local Planning Authority (Hackney Council) on the planning permission 2013/1895 and on the advice of the Archaeology Advisor, Adam Single of English Heritage (Greater London Archaeology Advisory Service).
- 1.1.3 The historic building survey carried out at the former Union Wharf site has revealed that the buildings earmarked for demolition comprise a complex aggregation of multi-phase structures and buildings, of which the earliest parts may date from the first half of the 19th century, with later 19th century enlargements, alterations and modern additions.
- 1.1.4 The survey has shown that the principal building was constructed as a purpose-built stable, comprising 11 individual horse stalls, with a hayloft and granary above. It is likely that the earliest of these structures were built by William Rhodes for the first tenants of Union Wharf, the coal merchants, Reeves & Briggs. The buildings were subsequently occupied by John Patient, a former partner of the original tenants, who was living at 317 Kingsland Road in 1851. Patient continued to trade as a coal merchant from the premises until his death in the late 1860s. Around the turn of the 1870s the wharf was acquired by Thomas Blyth, a successful cement and lime merchant who subsequently became the managing director of a leading cement manufacturing concern. It was during Blyth's tenure that the premises ceased to be used as a coal wharf. It is unclear how long the stable block continued to be used for its original purpose, although building recording confirmed that the site was enlarged and remodelled in the late 19th century, when an ornate office building and boundary wall were added. These changes correspond with the change in use that occurred after Thomas Blyth acquired the premises. These changes most likely led to the removal of the stalls and the building's re-use in an industrial context.

2 INTRODUCTION

2.1 Background

- 2.1.1 Pre-Construct Archaeology Limited was commissioned by Willmott Dixon on behalf of Hackney New School to undertake a programme of historic building recording of the extant buildings at No. 317 Kingsland Road, Union Wharf, Kingsland Basin, London Borough of Hackney N1 5AA, prior to their demolition and replacement with a new secondary school and sixth form. The work was carried out in response to planning condition (12 A-C) imposed by the Local Planning Authority (LPA) on planning permission (2013/1895).
- 2.1.2 The building recording and monitoring was undertaken in accordance with a Written Scheme of Investigation (WSI) agreed in advance of the work by the Greater London Archaeology Advisory Service on behalf of 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 LPAs policy towards built heritage and archaeology. It sets out in detail the methodology that will be employed by Pre-Construct Archaeology Limited.

2.2 Site Location

- 2.2.1 The site is located to the south-east of the De Beauvoir Town Estate and adjacent to and south-west of the junction of Downham Road and Kingsland Road in the London Borough of Hackney (**Figures 1 and 2**). The proposed development lies immediately to the east of Kingsland Basin and is currently occupied by a long, narrow, multi-phase single and two storey building (subject of this historic building recording) built up against the southern boundary wall, with a single storey office range (to be retained) fronting Kingsland Road to the east. This aggregation was latterly in use by a builders' merchant, Travis Perkins, hence its green livery. It forms the southern boundary of the site with an open yard of the former Union Wharf to the north. Access into the yard from Kingsland Road is via an ornate gated entrance contemporary with the office range.
- 2.2.2 The northern and eastern boundary of the yard is formed from a two-storey terrace of earlier 19th century part residential former houses fronting onto Kingsland Road (Nos. 321 to 331 Kingsland Road), to the north-west by a recent (post-1971) four storey office block (latterly used by the London School of Accountancy) known as the 'Springboard' building and to the west and north-west by the Kingsland Basin and apartments Nos. 1 to 50, Gosse Court, which front onto the south side of Downham Road. No. 315 Kingsland Road and Quebec Wharf lie to the south of the development, and further southward, the east-west path of the Regents Canal.
- 2.2.3 The immediate area is characteristically a mix of residential and commercial properties along Kingsland Road (A10) with the residential areas of Dalston and the De Beauvoir Town estate to the north-west. The site is roughly T shaped in plan which fronts onto both Kingsland and Downham Roads and backs onto the Kingsland Basin and Quebec Wharf at NGR TQ 3343 8397 (**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 by (PPS5) Planning Policy Statement 5.

- 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 is the responsibility of local planning authorities. The historic environment is protected through the development control system and, in the case of historic buildings and conservation areas, through the complementary systems of listed building and conservation area control.

- 3.2.3 Planning permission (Ref. No: 2013/1895) for the redevelopment of the site has been granted by Hackney Council. The proposal is for 'Redevelopment to create a new secondary school and sixth form (Use Class D1) for up to 700 pupils comprising: demolition of building/structures at 317 Kingsland Road (excluding front wall); erection of a new six storey building facing Kingsland Basin; erection of a new five storey building facing Kingsland Road; erection of a roof extension to create an additional storey, refurbishment and other alterations at 1-9 Downham Road; refurbishment and alterations at 319 Kingsland Road; together with other alterations including provision of refuse and recycling facilities, cycle and disabled parking facilities and areas of hard landscaping'.

- 3.2.4 A building recording archaeological condition (12) attached to the consented scheme states:

A) No demolition or construction shall take place until the applicant has secured the implementation of a programme of historic building recording work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.

B) No demolition or construction shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The new buildings hereby approved shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of historic buildings recording prior to development (including preservation of important remains), in accordance with recommendations given by the borough and in PPS 5/NPPF.'

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 317 Kingsland Road, which apart from its front wall will be demolished as part of the redevelopment. The purpose of the project was to clarify the historic and structural development of the building. 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 building 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 Hackney Local Studies Library. This information was used to supplement the historical background information and cartographic sequence already gathered for a desk-based assessment (Boyer, 2013) which accompanied the planning application. 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 02/12/2013 and then a subsequent visit was made on 02/07/2014 following the removal of asbestos. A ground floor plan was provided by the client and it was checked on site for accuracy, amended where appropriate and used as a basis for the illustrations in this report.

4.3.2 A photographic survey including high quality digital images was carried out to record key features and interior spaces, as well as the external elevations of the building. A selection of photographs has been included in this report and **Figures 2, 18 and 19** show the location and direction of these photographs.

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 KNG13. 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). The report will be prepared as soon as possible after completion of the on-site work and will be submitted to the Client, English Heritage, GLHER (Greater London Historic Environment Record) and the London Borough of Hackney.

4.5 Guidance

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

- English Heritage (2006) *Understanding Historic Buildings: A Guide to Good Recording Practice*
- English Heritage (2014). *Greater London Archaeology Advisory Service; Standards for Archaeological Work*. London Region, English Heritage.
- IfA (1996, revised 2001 and 2008) *Standards and guidance for the archaeological investigation and recording of standing buildings or structures*

5 HISTORICAL BACKGROUND

5.1 The construction of the Regent's Canal, 1812-1820

- 5.1.1 Proposals to build a canal connecting the east London docks and the Grand Junction Canal terminus at Paddington were first mooted in 1802 by the barge owner Thomas Homer (Faulkner, 1990: 41). Although that scheme failed owing to opposition from landowners along the proposed route and the refusal of the Grand Junction Canal company to supply water, Homer revived the plan eight years later. Homer's new scheme envisaged the construction of a canal from Paddington across London which would join the Limehouse Cut, a navigable channel built and maintained by the Trustees of the Navigation of the River Lea. Homer's co-sponsor, the architect John Nash, sought patronage for the scheme from the banker Sir Thomas Bernard and the Prince of Wales, who became Prince Regent the following year (ibid: 43). A Bill seeking authorisation for the scheme was introduced into Parliament that summer, which after a difficult passage through the Commons, received Royal Assent the following July.
- 5.1.2 The proprietors of the Regent's Canal held their first meeting in August 1812, at which Nash's assistant James Morgan was appointed Engineer, Architect and Land Surveyor to the project, while Homer was appointed Superintendent (TNA RAIL 860/1: 5). Following the ceremonial commencement of works in October, construction started in earnest that December, when the excavation of the Maida Hill tunnel began.
- 5.1.3 By the end of 1814 the canal was almost complete to Hampstead Road, the company having spent almost £180,000 on the works to that date (Faulkner, 1990: 44; TNA RAIL 860/1: 42). With the total cost of construction estimated to be nearly £250,000 the company set out to raise a further £45,900 by subscription. Although the subscription had been raised by the following June, the company's precarious finances were further depleted by Homer, who absconded that April after having misappropriated funds (TNA RAIL 860/1: 50). The financial crisis was further exacerbated by the expenditure of substantial sums on an unsuccessful hydro-pneumatic canal lift designed by Major-General Sir William Congreve, which was eventually abandoned in 1817 (Faulkner, 1990: 44; TNA RAIL 860/1: 55; 97-98).
- 5.1.4 The company encountered a further obstacle to progress in the form of William Agar of Elm Grove, St Pancras, whose 'pertinacious opposition' to the construction of the canal through his estate resulted in expensive and time-consuming litigation over several years (TNA RAIL 860/1: 103). Despite numerous attempts at mediation, the ensuing stalemate had yet to be resolved by the end of 1816, when the company's deteriorating finances forced it to apply for a loan from the Government (TNA RAIL 860/1: 174-181). Although the company's initial application for assistance was rejected, at the beginning of December 1817 the Commissioners for the Issue of Exchequer Bills relented and granted a loan to the canal proprietors. Payment was subject to the condition that construction resumed immediately in order to provide work for the 'labouring poor' at a time of rising unemployment following the end of the Napoleonic Wars (TNA RAIL 860/1: 212). The company duly complied and negotiations with Agar resumed.
- 5.1.5 While the proprietors were busy negotiating with William Agar, work on the rest of the canal was proceeding apace. In January 1818 a contract to excavate the canal from Mile End Road to the Commercial Road was awarded to the builder George Roe (Faulkner, 1990: 48). In May of that year Roe was contracted to excavate the stretch between Cambridge Heath to Mile End. Seven months later Roe and his son John commenced the excavation of the canal between Southgate Road in Hackney to Cambridge Heath (ibid). Contracts to build barge basins at Limehouse and on the north side of the City Road were awarded to Hugh McIntosh of Poplar in 1818. Despite repeated interruptions by William Agar, who continued to bring proceedings against the company until 1832, the canal finally opened to through traffic at the

beginning of August 1820 (Faulkner, 1990: 48).

5.2 William Rhodes and the development of De Beauvoir Town, 1821-1834

- 5.2.1 The construction of the Regent's Canal east of Southgate Road was the principal stimulus for the development of the Hackney estate of the de Beauvoir family, who had been lords of the manor of Balmes since the 17th century. Shortly before his death in 1821, the Reverend Peter de Beauvoir granted a building lease covering the entire 150 acre estate to William Rhodes, an enterprising lessee who went on to acquire and develop land in Hackney, Islington and Stoke Newington (Baker, 1995: 33-35). Because his lease contained no stipulations regarding the nature and type of development permitted, Rhodes was free to develop the land as he pleased. In August 1822 William and his brother Thomas gave notice of their intention to seek Parliamentary authorisation for "making, paving, cleansing, lighting, watching, watering, draining, and otherwise improving and maintaining and keeping in repair the roads, streets and other public passages and places, and the sewers and drains which are or shall be made upon certain estates...in the parishes of St John at Hackney, St Leonard Shoreditch and St Mary Islington" (*London Gazette* no. 17847, 27/08/1822: 1412).
- 5.2.2 A contemporary plan indicates that Rhodes proposed to develop an estate of residential streets, which were to be set out in a grid pattern around four squares on diagonal streets which intersected at a central octagon (**Figure 6**). In the south-east corner of the estate he proposed to develop a commercial barge basin on the north bank of the Regent's Canal, parallel to the Kingsland Road, where Rhodes had an office or counting house (TNA RAIL 860/20: 200). The basin was to be lined with wharves, the frontages of which varied from 30' to 100' in width. The eleven wharves on the east side of the basin (all of which fronted Kingsland Road) were evidently the most popular: Rhodes had found tenants for ten of them before construction even began (see below). In contrast, it may have been more difficult for Rhodes to entice tenants to the wharves on the west side of the basin, the premises of which backed on to the yet-to-be-built Hertford Road.
- 5.2.3 The 1821 plan showed two recesses in the south bank of the canal facing the inlet to the basin. These features were known in contemporary parlance as lay-bys, which were designed to allow barges to be temporarily drawn up while entering or exiting the basin in order to permit continual movement of traffic along the canal. In August 1821 Rhodes sought permission from the canal company to construct three lay-bys on the south bank of the canal west of Kingsland Road (TNA RAIL 860/20: 142). The works were authorised early the following month and construction of the lay-bys was underway by the middle of December (TNA RAIL 860/22: 5).
- 5.2.4 On 19th December 1821 Rhodes' agent James Burton wrote to the canal company requesting permission to make a cut through the towing path on the north bank of the canal in order to provide access to the new basin (TNA RAIL 860/20: 200). Rhodes proposed to convey the towing path across the mouth of the new inlet via a new iron bridge. The general committee of the RCC agreed to Rhodes' proposals, on condition that the scheme was carried out under the supervision of James Morgan (*ibid*).
- 5.2.5 Excavation of the new basin had already commenced by the beginning of March 1822, before the canal company had an opportunity to draw up a formal contract for the works with Rhodes (TNA RAIL 860/22: 32, 69). The construction of the basin did not pass without incident. An inspection of the canal by the company's officers in May of that year found that the towing path had been "improperly entered upon and cut" by workmen employed by Rhodes, and he was ordered to make good the damage (*ibid*: 60). It is not entirely clear why Rhodes' contractors had damaged the path, given that the inlet to the new basin does not appear to have been excavated until later. At the beginning of July, James Morgan advised his employers that an inspection of Rhodes' works had revealed that whilst the lining and puddling of the basin had been completed to a satisfactory standard, the walls of the wharves had not (*ibid*: 92). Morgan found that the latter were only two bricks thick, which he feared might not be sufficient to resist the pressure of the ground behind them or the weight of the goods

landed upon the wharves. In response to these findings, the canal company ordered Rhodes to follow Morgan's directions more closely in future.

- 5.2.6 The excavation and construction of the basin took place before the inlet from the canal was cut. Towards the end of August Morgan reported that water had escaped from the canal into the basin via a breach of the canal bank, thus lowering the water level in the canal itself (*ibid*: 117-118). In order to prevent a recurrence, Rhodes was informed that the company would erect a dam between the canal and the basin at his expense. Although it appears that the dam served its purpose, the basin itself continued to cause problems for the canal company. On 20th November Morgan reported that the lining of the basin had given way in several places, necessitating further repairs (*ibid*: 149-150).

5.3 Reeves & Briggs and Patient & Sheffield at Union Wharf, c.1822-c.1869

- 5.3.1 The records of the Regent's Canal Company suggest that the basin had been completed and was in the occupation of its first tenants by the beginning of 1823 (TNA RAIL 860/24: 9). On 22nd January of that year an application was submitted to the canal company by James Burton for the construction of "a recess or lay-bye in part of Mr Reeves' Wharf" (TNA RAIL 860/24: 9). The recess was to be approximately 14' in depth, although the other dimensions were not recorded. Burton's request was granted and the lay-by had been completed by the middle of the following month (*ibid*: 17).
- 5.3.2 The 1821 (proposed) estate plan indicated that that the wharf in the north-eastern corner of the basin had already been earmarked for a company that traded under the name of Reeves & Briggs before construction commenced. Reeves & Briggs was a firm of coal merchants which grew out of a partnership established by George Reeves and Henry Robert Briggs. This company had traded from premises in Philpot Lane in the City of London until it was dissolved by mutual consent in September 1819, although it was subsequently reconstituted as a partnership between Reeves and Henry Briggs, who may have been Henry Robert's son (*London Gazette* no. 17515, 11/09/1819: 1630). It is possible that Reeves was the same individual of that name who had previously traded as coal merchant in partnership with William Melvin from premises in Rood Lane, Fenchurch Street before August 1815 (*London Gazette* no. 17050, 12/08//1815).
- 5.3.3 Reeves & Briggs' premises in the Kingsland Basin were known as Union Wharf from an early date. By the mid-1830s the partnership of Reeves and Briggs had been joined by Thomas Gilbert and John Patient. At the end of July 1835 John Patient announced the dissolution of the partnership, and set about trading as a coal merchant on his own account from Union Wharf (*London Gazette* no. 19293, 31/07/1835: 1472). John Patient was listed as one of four coal merchants trading from Union Wharf in a directory of 1841 (*Post Office London Directory*, 1841: 140). Eleven years later the business was listed as 'Patient & Sheffield, coal & slate merchants', although it is not known when this partnership was founded (*Post Office London Directory*, 1852: 918). At the end of February 1852 John Patient and Henry Sheffield announced the dissolution of their partnership, which operated from the premises in Union Wharf and from Throgmorton Street in the City of London (*London Gazette* no. 21298, 05/03/1852: 714).
- 5.3.4 John Patient was born in Compton, Wiltshire c.1789. It appears that he and his wife Ruth did not have any children. A census return from 1851 indicates that the couple were living with two domestic servants at premises named Patient's Coal Wharf in West Hackney (TNA HO 107/1504/548: 13). The address was situated between Commercial Place and Sarah Place in the Kingsland Road, which as contemporary maps indicate corresponds with the present 317 Kingsland Road (**Figures 8 and 9**). It is not entirely clear when Patient retired from business, although by the time of his death aged 80 in 1869 he had left Kingsland Road behind and was living in the somewhat refined surroundings of Nettleton Road, New Cross Gate (LMA DW/T/0537).

5.4 Thomas Blyth's lime and cement merchants at Union Wharf, c.1870-c.1900

- 5.4.1 A directory of 1882 lists a certain Thomas Blyth, lime merchant, as the occupant of 317 Kingsland Road and Union Wharf (*Post Office London Directory*, 1882: 420). Born c.1833 in Poplar, Thomas Philip Blyth rose from relatively obscure origins to become a leading manufacturer of lime and cement. Blyth was already a successful lime merchant by the early 1860s, when he lived and traded from premises in Georgiana Street, Camden (TNA RG 9/115/129: 22). At the beginning of the 1870s Blyth and his business partner William Blackstone entered into partnership with George and Montague Nelson in the cement manufacturer Charles Nelson and Co. Ltd, which was based at Southam in Warwickshire (<http://www.oldengine.org/members/blkstone/History2.htm>). It was around this time (perhaps shortly after the death of John Patient) that Blyth appears to have acquired possession of Union Wharf.
- 5.4.2 Having acquired an interest in Charles Nelson and Co Ltd, Thomas Blyth moved to Warwickshire in order to manage the company's factory there. In 1871 Thomas and his wife Margaret lived at Stockton Hall, Stockton, Warwickshire, with their three young children (TNA RG 10/3219/145: 17). Within the space of a decade the family had moved to a residence named 'The Fields' in Southam itself, where they lived with their five children and six domestic servants (TNA RG 11/3115/79: 7). Following the death of William Blackstone in 1890, Thomas Blyth became sole Managing Director of Nelson and Co (<http://www.willowwrentraining.co.uk/nelsonsheritage.html>). A census return of 1891 revealed that Thomas and Margaret Blyth were living at the 17th century Birdingbury Hall, also in Warwickshire, with their six children and a retinue of eight live-in servants (TNA RG 12/2460/4: 2).
- 5.4.3 Meanwhile the company that Blyth had established more than twenty-five years earlier continued to use Union Wharf as a base for its operations in the capital (*Post Office London Directory*, 1895: 466). A census return of 1891 reveals that the premises at 317 and 319 Kingsland Road were in the occupation of George Taylor, who may have managed the yard at Union Wharf on behalf of Blyth (TNA RG 12/190/41: 3). Taylor was a 45 year-old native of Colchester who lived at the property with his wife Anna and her mother and the couple's four children.
- 5.4.4 Thomas Blyth died in 1896, following which his sons George and Charles were appointed joint managing directors of Nelson and Co. It is not clear whether the relationship between the Warwickshire cement firm and the London-based trading arm survived the death of Thomas Blyth, and the relationship (if any) between the two companies after this date is uncertain.

5.5 Union Wharf in the 20th century

- 5.5.1 In 1901 George and Anna Taylor were still living with their family at 319 Kingsland Road. In a census return of that year George was described as a 'lime merchant's manager', suggesting that he remained in charge of the yard at Union Wharf (TNA RG 13/227/96: 3). The same return indicated that no. 317 was in occupation, but not inhabited, suggesting that the property may have been used as an office for the yard.
- 5.5.2 By 1910 Union Wharf was in the possession of Blyth and Taylor, a firm of lime merchants which could claim a direct descent from the company founded by Thomas Blyth (*Post Office London Directory*, 1910: 426). It is possible that George Taylor, who was listed as the occupant of no. 319 in a directory of 1910, was a partner in this business (*ibid*). Blyth and Taylor was described as a builders' merchants in a directory of 1915 (*Post Office London Directory*, 1915: 433). By the latter date no. 319 was listed both as the premises of Blyth and Taylor and of Percy Newman Taylor, George Taylor's eldest son. The company were still trading from Union Wharf in 1921 (<http://pubhistory.co.uk/streets/KingslandRoadWest2.shtml>). It is likely that the company remained at Kingsland Basin until it was acquired as a going concern by a precursor of Travis Perkins in the mid-20th century. The latter company continued to trade from Union Wharf until the 21st century.

6 BUILDING DESCRIPTIONS

6.1 Introduction

6.1.1 The following descriptive text provides objective information on the former wharf buildings at Union Wharf, No. 317 Kingsland Road at the time of the survey (02/12/2013 and 02/07/2014). Interpretation of function and the phasing of the buildings is based on information gathered during the fieldwork, analysis of the building fabric and from documentary information.

6.1.2 The present buildings at the former Union Wharf site comprise a complex aggregation of multi-phase industrial structures and buildings, of which the earliest parts date from the early 19th century (between 1821-1831), with later 19th century enlargements, alterations and modern additions. They are primarily two storey structures built along the southern boundary of the site, backing onto the buildings of Quebec Wharf to the south and fronting onto the former yard of Union Wharf to the north. A more ornate single storey office range (which is to be retained within the proposed development) and accompanying gated entrance form the eastern boundary of the site onto Kingsland Road (**Plates 1 to 4**).

6.2 External Descriptions

6.2.1 To aid description, the building has been subdivided into a number of units determined by structural changes or by date. These are marked alphabetically from **A-E** starting from west to east (**Figure 2**).

Building A (Plates 5-6)

6.2.2 This forms the western most unit and comprises a modern open-fronted two-storey shelter laid out over four equal sized bays (**Plate 5**). It is constructed using a reinforced concrete frame and backs onto the northern wall of Quebec Wharf (to the south) and abuts but is not structurally tied into the western wall of the older two storey building B. The roof structure is mono-pitch and covered with corrugated asbestos roof panelling which oversails and provides shelter to the front. The roof in common with the main framing is constructed using heavy concrete beams and purlins (**Plate 6**).

6.2.3 Both end walls are formed by block-work infill between the concrete stanchions and the first floor is comprised of large concrete slabs. This is accessed by an open riser steel dog-leg stair built into the eastern bay. The rear (south) wall (to Quebec Wharf) is partly brick built (eastern two bays) and block work (western two bays). The brickwork is built using stock bricks laid in English Bond.

6.2.4 The shelter is a modern addition built to house building materials etc associated with the sites use as a builders merchant.

Building B (Plates 7-8)

6.2.5 Building B is a small two storey brick range with a pitched in line roof covered by corrugated sheeting (**Plate 7**). It has a gable parapet wall with on-edge brick copings to the western end wall and is built in-line with and up against the western wall of the adjoining building C. This junction is marked with a straight joint (**Plate 8**). The building is built in stock brick laid in Flemish bond. The north elevation incorporates a partly blocked modern window opening at first floor, a partly blocked original window opening at ground floor, an original blocked doorway and a modern inserted opening with a shuttered door (**Plate 7**). The first floor window is partly blocked by modern blockwork but includes a small glazed casement light just below the eaves line. The ground floor window had been completely blocked (in two phases) by the narrowing of the opening along its eastern side using modern brickwork and its later blocking using concrete blocks. The original segmental brick arch of the window head is still apparent. Its style is mirrored over the blocked door opening to its west. The blocking of this opening was much older as it used brickwork of a similar colour and characteristic as in the rest of the elevation. The opening with the shutter door was

clearly a modern insertion. A paint mark and scar from a former flat roof showed the position of a small former addition, since removed.

Building C (Plates 9-10)

- 6.2.6 Only the western part of Building C was visible from the yard, as it was enclosed along its northern wall by the addition of a later modern two storey range (Building D) and to the east by a later office building (E) (**Figures 18 and 19**). The visible part was built over two storeys and incorporated a parapet wall along the northern (yard facing) elevation. This provides the bed (north-side) for the mono-pitch roof, falling away to the south. The northern elevation includes two window openings on each floor and no external door (**Plate 9**). The window openings used the same style of rough brick voussoirs as seen in the adjoining range but incorporated stone sills, all showing signs of de-lamination. The ground floor openings had been blocked up (for security reasons) (**Plate 10**) and the first floor, latterly re-fenestrated using Crittall-style single glazed casement windows. The parapet wall to the northern elevation was clearly a later addition carried out as consequence of a re-profiling of the roof. It was built over 13 courses from just above the level of the first floor window voussoirs. It was poorly built in an irregular bonding, and shows signs of deformation and loss of integrity. The main elevation was built using stock brick laid in Flemish bond and incorporates a low outset plinth along the base of the wall. This plinth had a cement coping and formerly returned to project to the north, possibly forming a low retaining wall or similar.

Building D (Plates 11-13)

- 6.2.7 Building D is set forward from the building line of those ranges to the west and comprises a two-storey, part open-sided, lean-to construction to the yard, built up against the continuation of building C to the rear (**Plates 11 and 12**).
- 6.2.8 The northern part was laid out over four asymmetrical bays with open-fronted storage bays, access and office areas at ground floor and an enclosed first floor storey of three bays above. The first floor is lit using a series of large single glazed casement windows built into each bay along the yard frontage which are 1970s in appearance (**Plates 11 to 13**). The first floor has rendered elevations and is built off a series of brick piers, brick corbels and an internal cross wall. The westernmost return wall is built in Fletton bricks. The piers, for the most part, delineate the bays and are also mainly Fletton brickwork added to strengthen the floor structure, although some earlier piers with bull-nose bricks to the jambs and stops survive as a remnant of an earlier phase of building along the north front. The first floor is a timber construction built off a double arcade plate spanning the open side (north). A modern open-riser, steel, dog leg stair/fire escape, positioned within the easternmost bay provides access to the first floor. The lean-to roof oversails this stair and is built off the northern wall of (C) and is clad using corrugated iron sheets.

Building E (Plates 14-18)

- 6.2.9 The gated entranceway from Kingsland Road and the office range which front onto the roadside were built with visibility in mind and accordingly are much more ornate in appearance. The gated entrance, which also forms part of the eastern boundary wall of the site, was constructed using large and ornate piers placed to either side of the site entrance (**Plates 14 to 17**). The eastern roadside elevations of the piers and adjoining walls were more ornate than the yard side, including an arched recess with banded rustication to the northernmost piers and a fake ashlar stone, arched voussoir, to the southern piers. The latter formed an arch over a former pedestrian opening into the yard (latterly blocked) (**Plate 18**). The piers each have chamfered and recessed panels, acanthus leaf decoration below the capitals and a moulded string at head height. They are each capped by shaped turrets or caps with pear shaped finials to the outer piers and probably more ornate (missing) finials to the gate piers. The gates, boundary wall and adjoining facade to the offices have been rendered (over brickwork) to give the appearance of ashlar stone.
- 6.2.10 The office façade is laid out over three unequal bays and is single storey with a flat roof and parapet (**Plate 18**). The central bay is wider than the two flanking bays and

incorporates a large double width window. The window sills are built level with a step out wall plinth and the window openings incorporate prominent stucco surrounds, depressed heads and feature keystones. They still retain their late 19th century sashes (or reproductions) built with large glass panes and horns in the upper sash. The elevation, in keeping with the gated entrance is rusticated between the level of the window sill and the base of the parapet. A similar pier to those used for the gated entrance, ornaments the south-eastern angle of the office range, though the return wall to the south is plain.

6.3 Internal Descriptions

- 6.3.1 For ease of reference each main internal space within each building (A-E) has been given a unique identifying number, pre-fixed with G or F for ground and first floor. For example C (building C) G (ground floor) 7 (ID number).

Ground Floor

Office Range EG4 (Late C19) (Plate 19)

- 6.3.2 The office range was built over a single storey with a flat roof. External access into the office was via a door opening in its northern wall, while internal access into the adjacent CG5 and CG7 was through an opening inserted into its western flank wall. Internally the office had been extensively re-decorated, the walls were dry-lined using modern plasterboard and the floor was covered in a laminate surface (**Plate 19**). A suspended ceiling obscured the original ceiling, which was c.1 metre higher and covered in wood-chip wall paper. No evidence of an upper decoration, wall cornice or picture rail, was observed. The southernmost bay of the office had latterly been divided off, using a sliding glass partition, to form a small office (**Figure 18; Plate 19**). This area also included the main electricity switchboard for the building. The fenestration to Kingsland Road was concealed behind steel security shutters. No original fixtures, fittings or wall treatments were visible at the time of the site visit.

Rooms CG5, DG6 & DG8 (Late C20) (Plate 20)

- 6.3.3 CG5 could be accessed from the east from EG4 (via an inserted door; **Plate 20**) or through a wide opening from the west and via the main 'trade' area of the builders merchants (**Figure 18**). CG5 lay within the footprint of the older range (building C) and occupied its easternmost end. However it was a modern creation. Its western wall to CG7 was clearly a modern insertion, butting up against the north and south flank walls of building C via a straight joint. The floor level in this area was noticeably higher than that in CG7 and was also a modern addition. A doorway, possibly inserted through the north wall of building (C) provided access to a small office kitchen and office WCs (DG6). This lay within the northern extension (D) and was built and decorated using modern materials. These WCs backed onto another block of toilets (DG8), also within (D) and accessed from the yard via DG9. A pair of brick corbels, supporting a timber bridging beam running the length of the northern wall of building (C) and supporting the first floor of extension (D) above, were present within DG8 & DG9 (**Plate 21**). The corbels are later additions although it was unclear to which phase of the buildings development they belong.

Area DG9 (late C19) (Plate 21)

- 6.3.4 Whilst DG9 lay within the northern extension (D), its western pier to the yard was built with bull-nose jambs and chamfered stops. Although painted over the western wall to DG9 was constructed in Flemish bond, suggesting it and the pier may represent the extent of and the remains of a preceding extension. This could be the northern range first shown on the late 19 century map, which appears to have been extensively rebuilt, but partly retained, to form the present extension (D).
- 6.3.5 The western wall of open-fronted storage bay (DG10) was constructed in Fletton brickwork (**Plate 12**), as were the piers to the front (north) of the open-fronted bay to (DG11). The small yard office (DG12), under-built the first floor and was constructed using construction blocks.

Former Stable CG7 (early to mid C19) (Plates 22-28)

- 6.3.6 GF7 was the principal space at ground floor. It backed onto the southern boundary wall and could be accessed from the yard via DG9 and internally through inserted door openings, from the east and west (**Figure 18**). It was laid out over 9 equal sized bays (although it continued for another two bays to the east in CG5), and included a row of centrally positioned posts (c.1.7-1.8m apart) which extended the full length of the building and formed the bay divisions (**Plates 22** and **23**). These posts in turn supported an in-line central 4 inch timber bridging joist (running east-west) onto which the softwood (9 x 3 inch), deep section, first floor joists, built at 16 inch centres, were supported. The entire first floor structure and undersides of the original floor boards above, were whitewashed throughout. This historic floor structure, the supporting posts and the joists survived intact and were consistent throughout CG7.
- 6.3.7 Of particular interest was a series of small hatches built into the first floor structure, located along the rear (southern) wall (**Figure 18**; **Plate 25**). The majority of the hatches were identical and measured 28 x 16 inches. All were built using a trimmer joist, which bridged three joists in width and was pegged into the outer joists. The central joist was also tenoned to the trimmer joist. The hatches were clearly contemporary with the floor structure. They were positioned centrally between the posts which formed each bay, but which also, from scars of former partition walls present in the southern wall, formed the extent of each individual horse stall. A series of timber battens set into the southern wall at head height, also aligned with these hatch openings (**Plate 24**). They were incorporated to provide the means to fix a hay basket to the rear (south) wall of each stall. The scars of two of these half-round baskets, still remained within the westerly bays (**Plate 26**). The relationship between the hatches and baskets, which were positioned directly below them, shows that each stall could be provided with hay or feed, directly from the hay loft/feed store above. This is a feature common to many larger or intricate stables.
- 6.3.8 A wall length timber bearer set into the south wall at 1.37m from the floor (or c.19 brick courses) may also have provided both strength and further options to fix the stall partitions and or other fixtures onto. A larger opening within the first floor structure, situated within the north-western corner of CG7 and adjacent to an inserted arched opening to BG13, was most likely to have been the original location of a straight flight of steps up to the first floor/ hay loft. A short length of line-shafting, comprising a shaft and pulleys was bolted onto the underside of the floor joists within the penultimate western bay (**Plate 28**). Its position within the extent of a horse stall, suggests it was a later addition associated with a subsequent commercial use of the building. The original 8 inch pine floor boards survived across the western bays, but had been replaced by modern narrower boards to the east.
- 6.3.9 The southern wall was uninterrupted by openings and was constructed using London stock bricks (220 x 65 x 100mm) in English bond. The opposite northern wall was similarly built although comprised a series of regularly spaced window openings which aligned with the window openings on the floor above (**Plate 27**). All of the ground floor windows had been latterly blocked (mainly in blockwork), but were originally built with segmental arched heads and brick voussoirs.

Room BG13 (Mid C19–late C19) (Plates 29-30)

- 6.3.10 Access into this area was restricted on health and safety ground due to the proximity of demolition works. The arched opening into the ground floor room was a later insertion to unite this room with CG7 to the east (**Figure 18**; **Plate 29**). It did not incorporate a stair to the first floor and the walls were extensively redecorated with modern materials (**Plate 30**). The ceiling was a modern addition and the floor was screed. A central post, built in line with the posts with CG7 presumably supported a similar bridging beam, although its location related directly to the width of the building and not to the spacing of stall divisions. Where the ceiling had collapsed the first floor structure of deep section softwood joists, appeared to be similar to that in CG7, but did not include any evidence of hatches along the south wall, suggesting that this area lay outside the stable. An inserted modern door opening was present in the

northern wall (**Figure 18; Plate 7**). Structurally the relationship between this area and the stable to the east is marked externally by a straight joint in its northern wall (**Plate 8**).

First Floor

- 6.3.11 The first floor comprised three main spaces BF1, the first floor to BG13, CF2 over CG7 and CG5, and the modern extension DF3 (**Figure 19**).

Room BF1 (Plate 31)

- 6.3.12 At the time of the survey CF1 was in the process of being demolished and all that remained were the lower courses of brick wall along the south and west sides and the central truss (**Plate 31**). The truss, which lay central and directly above the post below (in BG13), was a king-post construction with raking struts and trenched-in back purlins. The king-post supported a thin ridge plank via a recess in the top of the post and was bolted, along with the principals to a tie beam. As the truss was mounted upon internal posts butting up against the flank walls and not directly onto the walls, it seems likely it was a later addition to a simpler roof structure or a complete re-roofing. Given the style of the truss a late C19 date for these alterations would seem appropriate.

Room CF2 (Plates 32-34)

- 6.3.13 Room CF2 comprised the main loft space over the stable below. It was laid over 7 regular roof bays (**Figure 19**), determined by the principals, and was built with a lean-to mono-pitch roof falling away to the south. The common and principal rafters were set onto the northern wall of CF2, as were those of the later extension DF3 to the north (thus forming a pitched roof supported by a central spinal wall). The softwood and machine common rafters were grouped 6 rafters per bay (c.3m wide) and measured 4½ by 2½ inches. The heavier scantling principals measured 5 by 5 inches and were mainly softwood. The roof structure was braced along its length, to stop roof sag, by a moderately light weight purlin (**Plates 32 and 33**). The purlin in turn was under-pinned by a series of posts, added at a later date to provide extra support to the purlin. Interestingly the purlin was formed of three individual sections, which were joined end on using a pegged side-halved and counter-bladed scarf joint, a carpentry joint in popular use from the late 16th century through to the end of the 19th century. Baltic marks were present at the junction of the western and central part of the purlin, although no other examples were seen (**Figure 19; Plate 34**). The presence of these batch marks is more akin to 19th century industrialisation, when large amounts of timber from the Baltic regions was imported into the country. All of the roof timber was machine cut. The grey Welsh roof slates were nailed directly onto timber battens.

- 6.3.14 The western bays retained their original 8 inch boards, which showed evidence of the hatches, in their blocking, along the south wall (**Figure 19**). The eastern bays had been re-floored. The windows in the northern wall were positioned above those in ground floor elevation (**Figures 18 and 19**). They were built with rough brick segmental voussoirs with cross-cuts. A door opening central to the elevation adopted the same treatment, while another door to the east was formed by enlarging an existing window opening. No openings were present in the south or east wall, while the door opening to BF1 was a later insertion.

Room DF3 (1950 onwards) (Plates 35-36)

- 6.3.15 The first floor of the northern extension was entirely modern (post-war) construction, built using construction blocks for the north, east and west walls and single glazed late 20th century windows (**Plates 35 and 36**). The roof structure comprised lightweight soft wood joists, which carried roofing panels of corrugated iron sheeting, interrupted by clear in-pitch corrugated plastic panels, used as roof lights.

7 DISCUSSION AND CONCLUSIONS

- 7.1.1 Documentary research established that the opening of the Regent's Canal in 1820 was the principal stimulus for the development of the Hackney estate of the de Beauvoir family. In 1821, the Reverend Peter de Beauvoir granted a building lease covering the entire 150 acre estate to William Rhodes, an enterprising lessee who went on to acquire and develop land in Hackney, Islington and Stoke Newington. Rhodes proposed to develop an estate of residential streets on the de Beauvoir land. In the south-east corner of the estate he proposed to develop a commercial barge basin on the north bank of the Regent's Canal, parallel to the Kingsland Road. The records of the Regent's Canal Company suggest that the basin (initially known as Shoreditch Basin and later as Kingsland Basin) had been completed and was in the occupation of its first tenants by the beginning of 1823.
- 7.1.2 An 1821 proposed estate plan indicated that the wharf in the north-eastern corner of the basin had already been earmarked for a company that traded under the name of Reeves & Briggs before construction commenced. Reeves & Briggs was a firm of coal merchants and their premises at Kingsland Basin were known as Union Wharf from an early date.
- 7.1.3 The earliest building recorded at the former Union Wharf site is first depicted along the southern boundary on Starlings Map of 1831 (**Figure 7**). A clearer depiction is shown on the Tithe map of 1843, which also records the internal divisions between buildings B and C and possibly a further internal wall separating the westernmost bays within the stable (building C) (**Figure 8**). It seems likely from this cartographic evidence and that uncovered during the survey, that by this date, the site was used, in part, as stabling for horses. This use was manifest in the fabric of building C, with the presence of a series of open hatches and scars of hay baskets beneath along the southern wall. This allowed each stall to be serviced with hay or feed directly from the hayloft/granary above, and is a feature common to many larger well designed stables. Whilst no structural evidence of the stalls survived, the internal posts to the bridging beam and the coinciding scars in the south wall, show that the stable was originally laid out with 11 stalls, built along the south wall. The stables were lit by windows in the north wall and entered via a central wide door opening. Another door opening directly above on first floor was probably built as a taking-in door opening to the hay loft. Later use had removed the stable stalls, all of the hay baskets and possibly an internal flight of steps to first floor from the westernmost bay.
- 7.1.4 It is likely that the stables (C) and building (B) to the west were built by William Rhodes for the first tenants of Union Wharf, the coal merchants, Reeves & Briggs. The buildings were subsequently occupied by John Patient, a former partner of the original tenants, who was living at 317 Kingsland Road in 1851. Patient continued to trade as a coal merchant from the premises until his death in the late 1860s.
- 7.1.5 Around the turn of the 1870s the wharf was acquired by Thomas Blyth, a successful cement and lime merchant who subsequently became the managing director of a leading cement manufacturing concern. It was during Blyth's tenure that the premises ceased to be used as a coal wharf.
- 7.1.6 The building recording identified that the stable was converted to industrial use in the late 19th century, as evidenced by the remains of line-shafting/pulley mechanism within the floor structure over the western end of the building. It was also at this time that the roof of the stables (C) was altered. Constructed of softwood the roof included Baltic marks on a purlin, a feature of the mass importation of timber from the Baltic region during the 19th century, and it used a type of scarf joint, which though first dating from the later 16th century, had faded out by the end of the 19th century.
- 7.1.7 The stable (C) was also enlarged along its northern side during the late 19th century. The footprint of this enlargement coincides approximately with that of the present northern extension (D). Elements of the older building, including two brick piers and an internal wall, had been retained when the present two storey range was rebuilt,

post-war.

- 7.1.8 Building B, though structurally post-dating building C, was relatively contemporary with it, although no evidence was present to suggest it was also built as a stable. Whilst analysis of this building was limited, observations during demolition suggest it had been re-roofed during the late 19th century. It was at this time also that the ornate office range and boundary wall was built along the Kingsland Road frontage. Clearly all these later 19th century alterations and enlargements were carried out together as part of an improvement of Thomas Blyth's lime and cement merchants business premises.
- 7.1.9 The buildings were significantly altered post-war, with the addition of a first floor to the northern lean-to range and its internal reworking at ground floor to create utility and storage areas. Most of the original window openings were blocked or re-fenestrated using metal framed windows and many new openings were inserted allied to its later use as a builders merchants.

8 ACKNOWLEDGEMENTS

- 8.1.1 Pre-Construct Archaeology Limited would like to thank Wilmott Dixon for commissioning the project.
- 8.1.2 The project was managed by Charlotte Matthews. The building recording was undertaken by Adam Garwood and the historical research by Guy Thompson. This report was written by Guy Thompson and Adam Garwood and the illustrations were prepared by Hayley Baxter.

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RAIL 860/23 Regent's Canal Company General Committee Index, 1822
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APPENDIX 1: PHOTOGRAPHIC REGISTER

SITE CODE : KNG13		PHOTOGRAPHER : A Garwood			
DATE	FRAME	DIRECTION	IDENTIFIER	BUILDING	COMMENTS
	Digital				
2/12/2013	D101	SW		A	SHELTER A
2/12/2013	D102	S		A	SHELTER A
2/12/2013	D103	SE		A	SHELTER A
2/12/2013	D104	S		B	BUILDING B
2/12/2013	D105	S		C	BUILDING C
2/12/2013	D106	E		D	BUILDING D
2/12/2013	D107	SE		D	BUILDING D
2/12/2013	D108	S		D	BUILDING D
2/12/2013	D109	S		D	BUILDING D EAST BAYS
2/12/2013	D110	SE		GATE	SOUTH GATE
2/12/2013	D111	SE		GATE	SOUTH GATE
2/12/2013	D112	E		GATE	NORTH GATE
2/12/2013	D113	NE		GATE	NORTH GATE
2/12/2013	D114	SW		GATE	NORTH GATE
2/12/2013	D115	NW		GATE	NORTH GATE
2/12/2013	D116	W		GATE	NORTH GATE
2/12/2013	D117	W		E	OFFICE
2/12/2013	D118	SE		/	QUEBEC WHARF
2/12/2013	D119	SE		/	GENERAL
2/12/2013	D120	S		A	SHELTER A
2/12/2013	D121	SW		/	KINGSLAND BASIN
2/12/2013	D122	SE		A	SHELTER A DETAIL
2/12/2013	D123	SE		B	CORNER
2/12/2013	D124	S		B	DETAIL
2/12/2013	D125	S		B/C	BUILDINGS B/C
2/12/2013	D126	S		C	WINDOW DETAIL

2/12/2013	D127	E		D	FLETTON BRICK WALL
2/12/2013	D128	S		D	BUILDING D
2/12/2013	D129	SE		D	PIERS
2/12/2013	D130	SW		D	FIRST FLOOR
2/12/2013	D131	SW		D	STAIR
2/12/2013	D132	NE		D	PIERS
2/12/2013	D133	SE		D	PIERS
2/12/2013	D134	W		/	GENERAL SHOT
2/12/2013	D135	E		/	GENERAL SHOT
2/07/2014	D136	W		B	1 ST FLOOR DURING DEMOLITION
2/07/2014	D137	SW		C	1 ST FLOOR INTERNAL LOOKING SW
2/07/2014	D138	E		C	1 ST FLOOR INTERNAL LOOKING E
2/07/2014	D139	/		C	BALTIC MARKS
2/07/2014	D140	NW		D	1 ST FLOOR INTERNAL
2/07/2014	D141	S		D/C	1 ST FLOOR- DOOR TO HAYLOFT C
2/07/2014	D142	S		E	GROUND FLOOR INTERNAL (EG4)
2/07/2014	D143	SE		C	GROUND FLOOR INTERNAL (CG5)
2/07/2014	D144	SE		C	GROUND FLOOR INTERNAL (CG7)
2/07/2014	D145	N		C	WINDOW DETAIL
2/07/2014	D146	W		C	GROUND FLOOR INTERNAL (CG7)
2/07/2014	D147	S		C	SOUTHERN WALL
2/07/2014	D148	SW		C	DETAIL OF HATCHES
2/07/2014	D149	SW		C	SCARS OF HAY BASKETS
2/07/2014	D150	S		C	LINE SHAFTING/PULLEY
2/07/2014	D151	W		C/B	ARCH TO B
2/07/2014	D152	W		B	GROUND FLOOR INTERNAL (BG13)
2/07/2014	D153	SW		D	BRICK CORBEL DG9
2/07/2014	D154	E		C	1 ST FLOOR BLOCKED HATCHES
2/07/2014	D155	N		C	GROUND FLOOR WINDOW
2/07/2014	D156	S		D	GROUND FLOOR DG9

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-183675

Project details

Project name Historic Building Recording at No. 317 Kingsland

Short description of the project A programme of historic building recording of the extant buildings at No. 317 Kingsland Road, Union Wharf, Hackney was undertaken prior to their demolition and replacement with a new secondary school and sixth form. The work was carried out in response to a planning condition on the planning permission 2013/1895. The historic building survey revealed that the present buildings ear-marked for demolition comprise a complex aggregation of multi-phase structures and buildings, of which the earliest parts may date from the first half of the 19th century, with later 19th century enlargements, alterations and modern additions. The survey has shown that the principal building was constructed as a purpose built stable for the coal merchants, Reeves and Briggs, comprising 11 horse individual stalls, with a hayloft and granary above. Around the turn of the 1870s the wharf was acquired by Thomas Blyth, a successful cement and lime merchant. It was during his tenure that the stable was enlarged and remodelled and an ornate office building and boundary wall were added.

Project dates Start: 02-12-2013 End: 02-07-2014

Previous/future work No / No

Any associated project reference codes KNG13 - Sitecode

Any associated project reference codes 2013/1895 - Planning Application No.

Type of project Building Recording

Site status None

Current Land use Industry and Commerce 1 - Industrial

Monument type STABLES Post Medieval

Methods techniques & ""Annotated Sketch"", ""Photographic Survey"", ""Survey/Recording Of Fabric/Structure""

Prompt Planning condition

Project location

Country England

Site location GREATER LONDON HACKNEY HACKNEY No. 317 Kingsland Road, Hackney

Postcode N1 5AA

Site coordinates TQ 3343 8397 51.5383441686 -0.0758480477641 51 32 18 N 000
04 33 W Point

Project creators

Name of Pre-Construct Archaeology Limited
Organisation

Project brief Adam Single
originator

Project design Charlotte Matthews
originator

Project Charlotte Matthews
director/manager

Project supervisor Adam Garwood

Type of Developer
sponsor/funding
body

Name of Willmott Dixon
sponsor/funding
body

Project archives

Physical Archive No
Exists?

Digital Archive LAARC
recipient

Digital Media "Images raster / digital photography"
available

Paper Archive LAARC
recipient

Paper Media "Plan"
available

Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)

Title Historic Building Recording at No. 317 Kingsland Road, Union Wharf, Kingsland Basin, London Borough of Hackney, N1 5AA

Author(s)/Editor(s) Thomson, G. and Garwood, A

Other bibliographic PCA Report No R11893
details

Date 2014

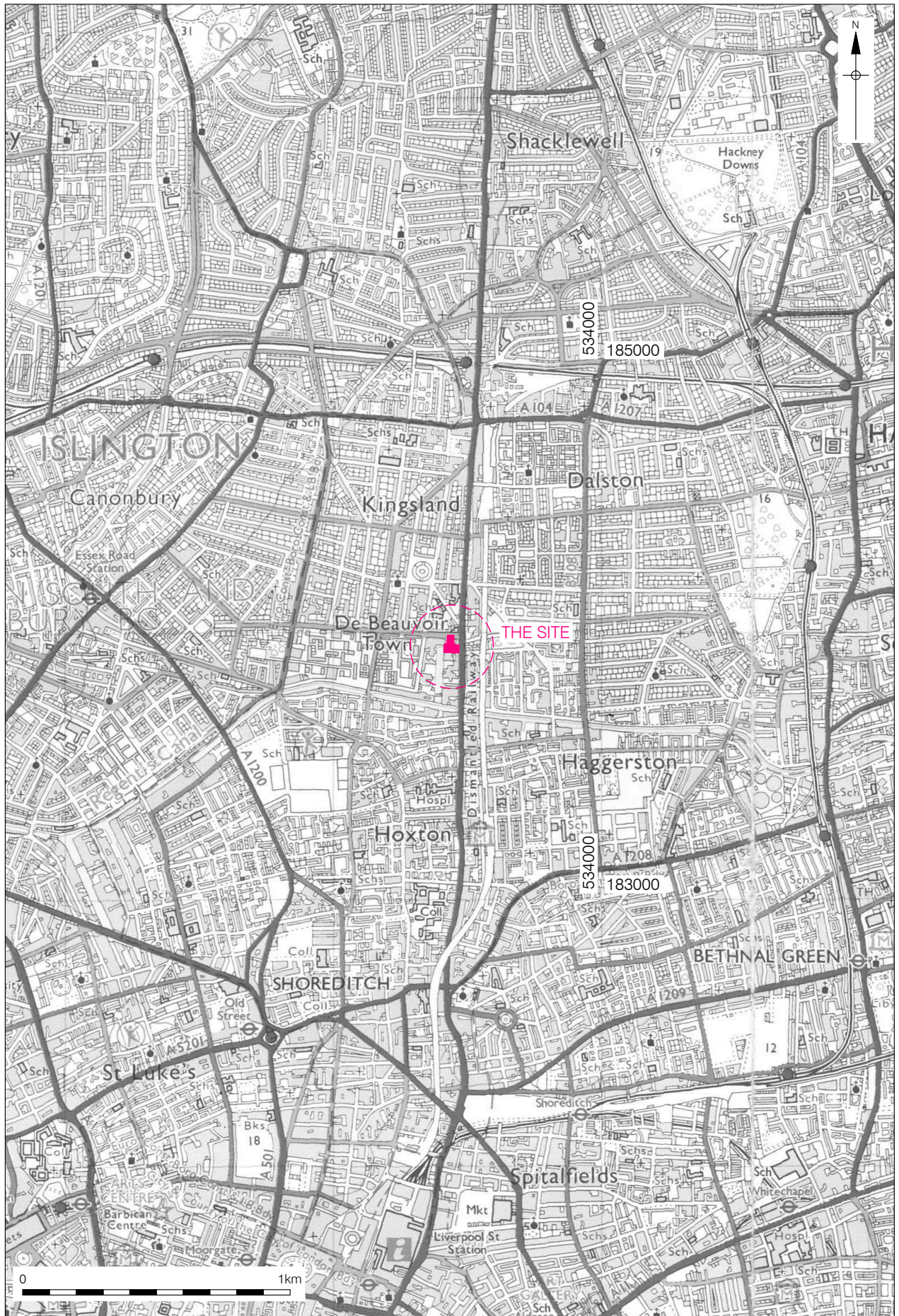
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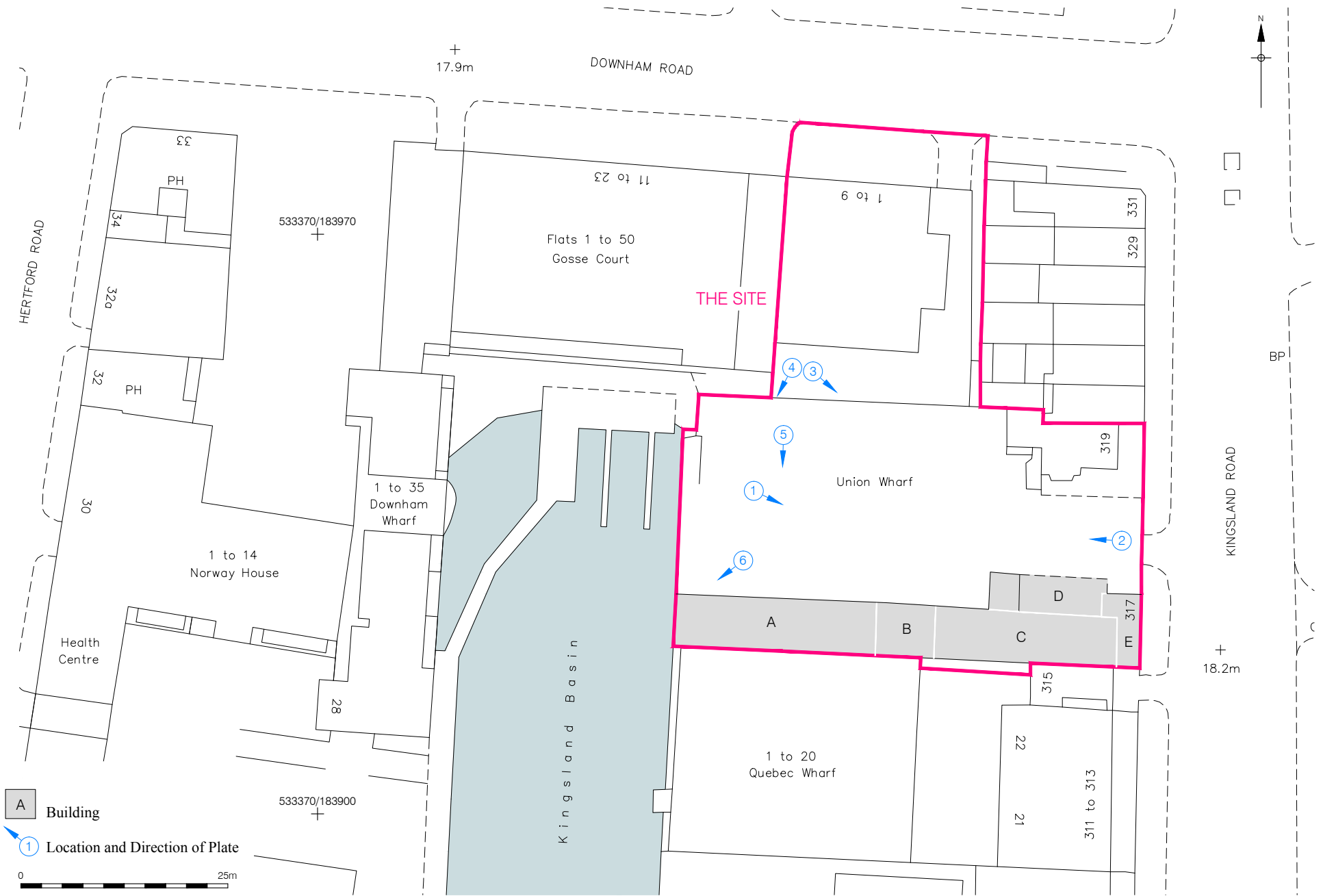


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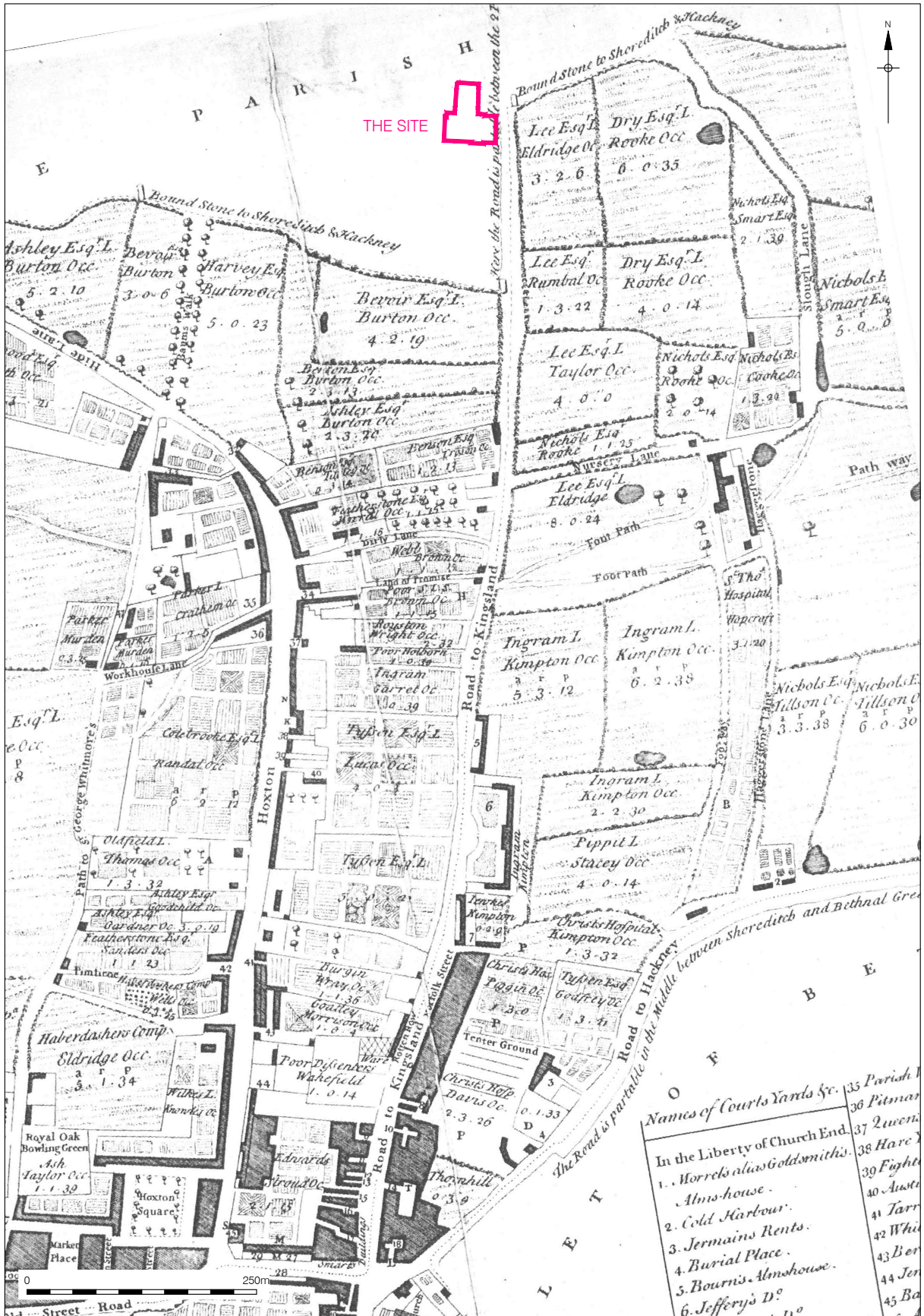
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Figure 1
Site Location
1:20,000 at A4



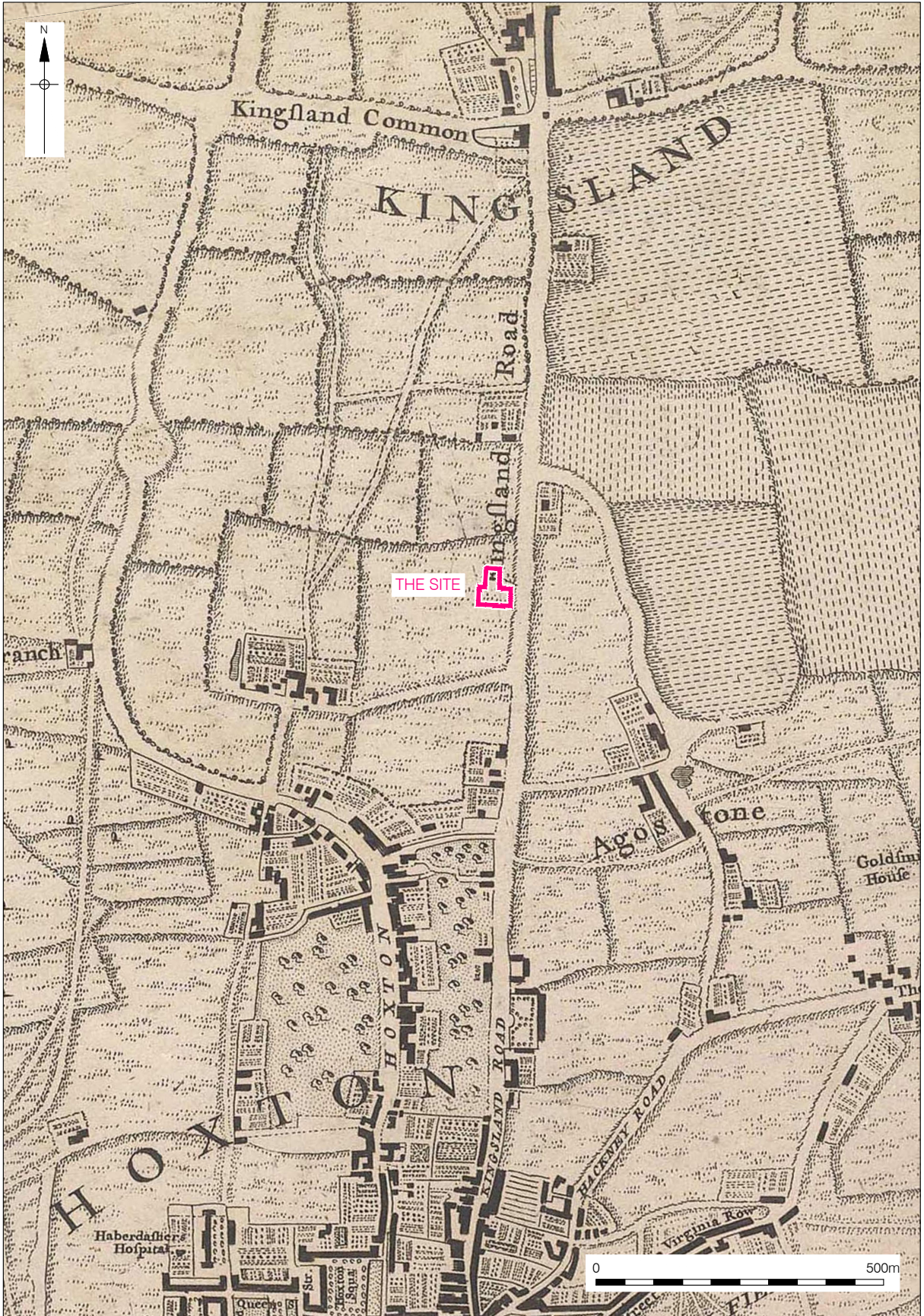
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Figure 2
 Detailed Site Location
 and Exterior Plate Location
 1:625 at A4



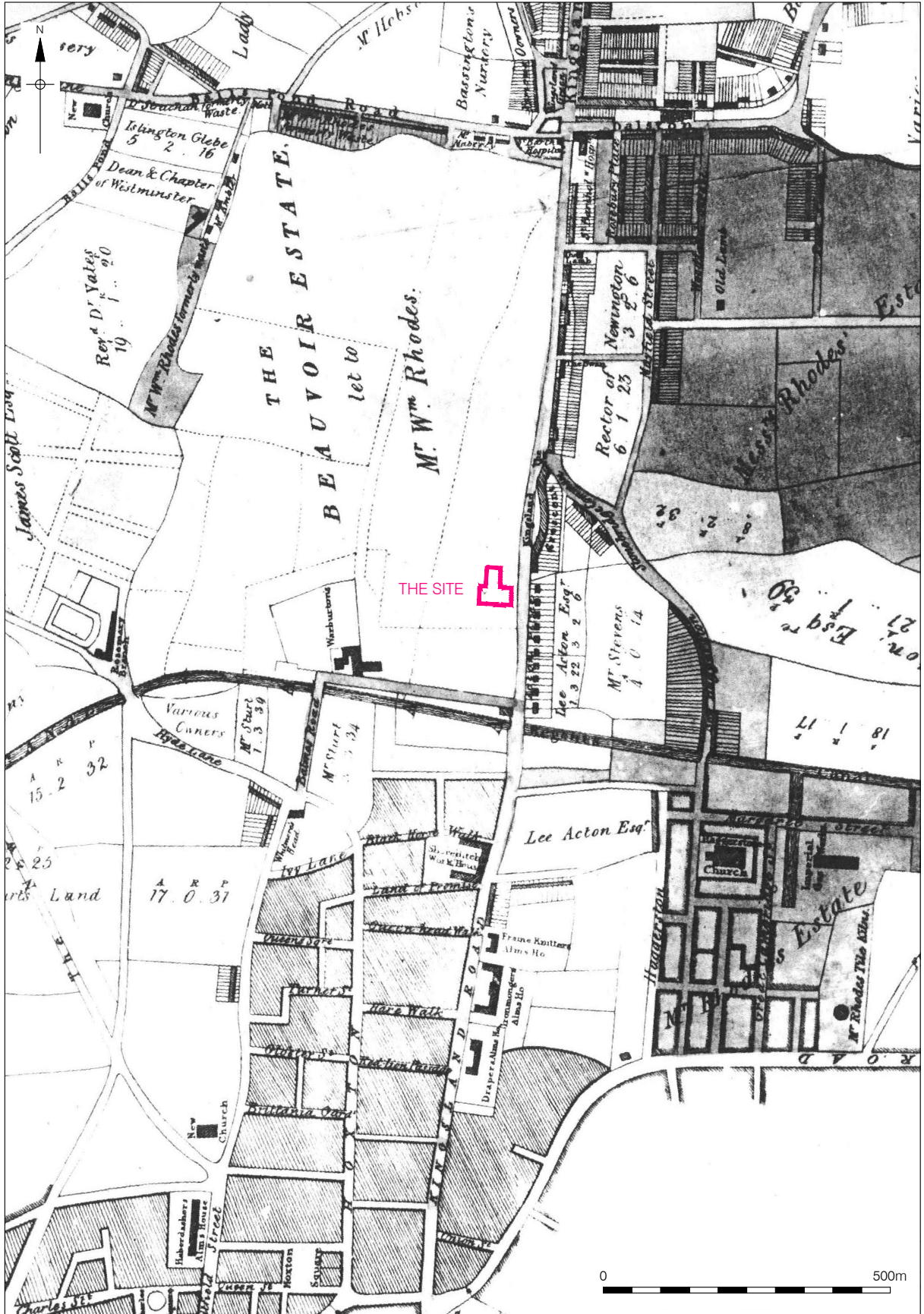
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Figure 3
Chassereau, 1745
approx 1:6,250 at A4



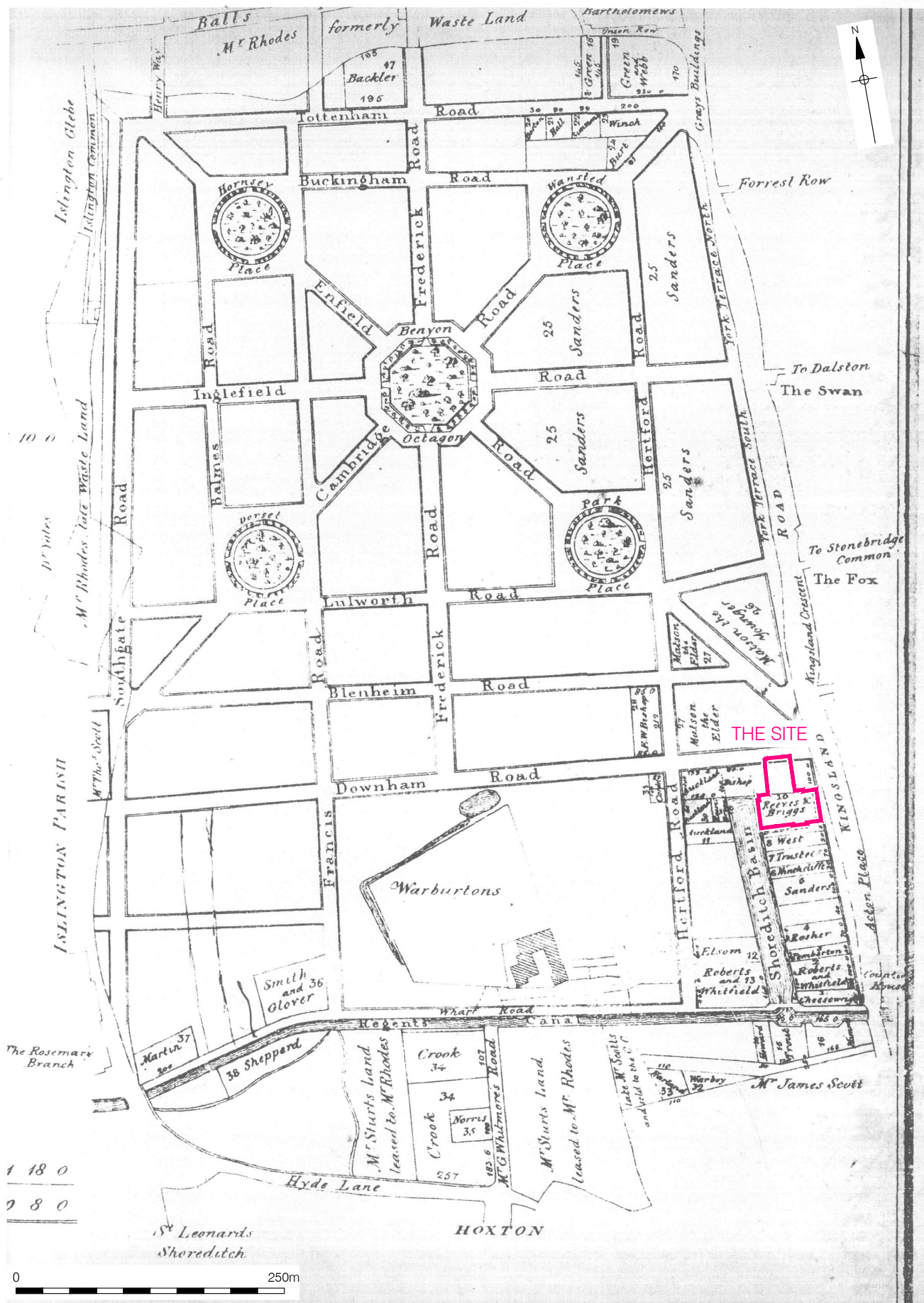
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Figure 4
Rocque, 1747
approx 1:10,000 at A4



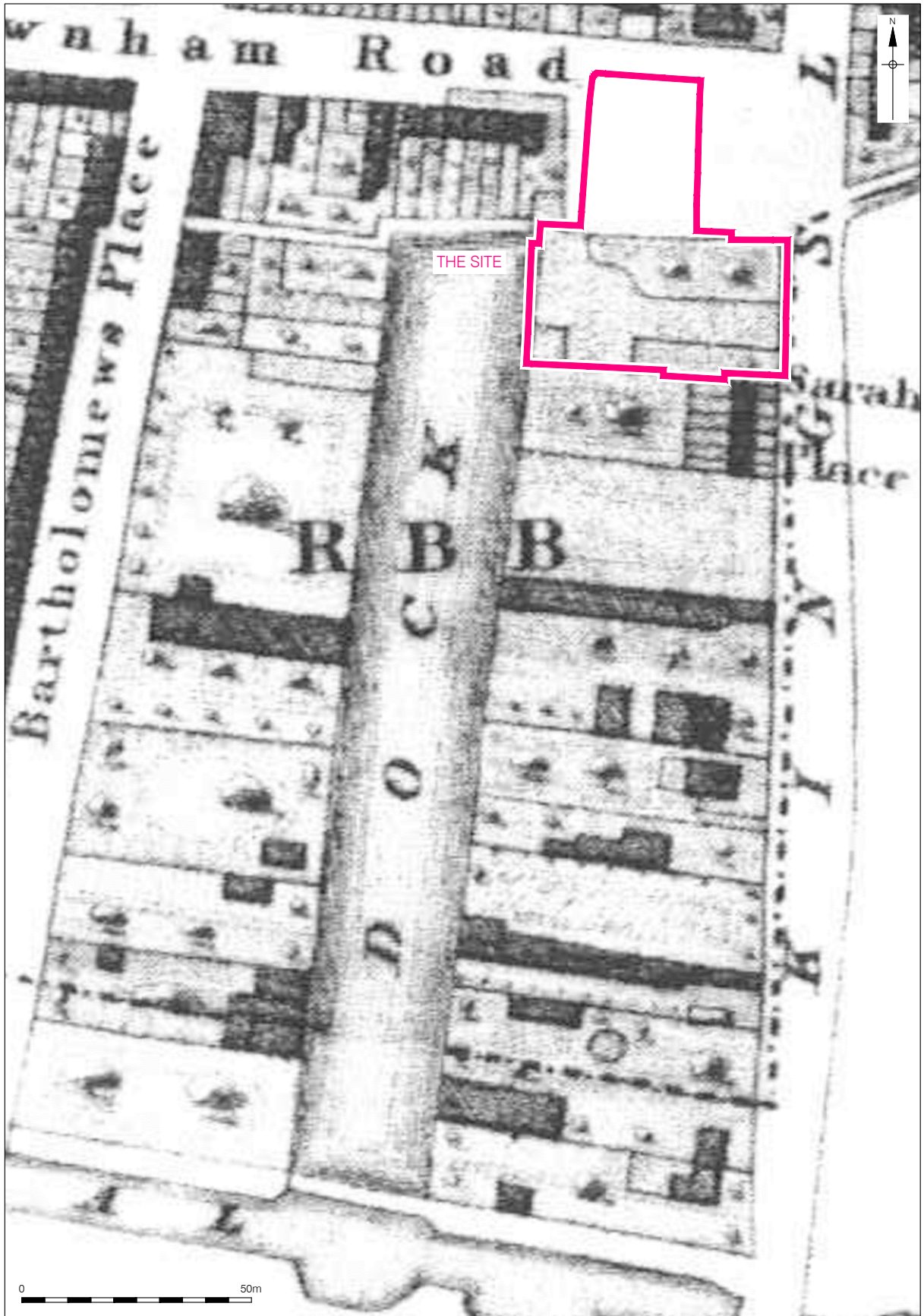
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Figure 5
Plan of Hackney, 1821
approx 1:10,000 at A4



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Figure 6
 Plan of Beauvoir Town Estate, 1821
 1:6,250 at A4



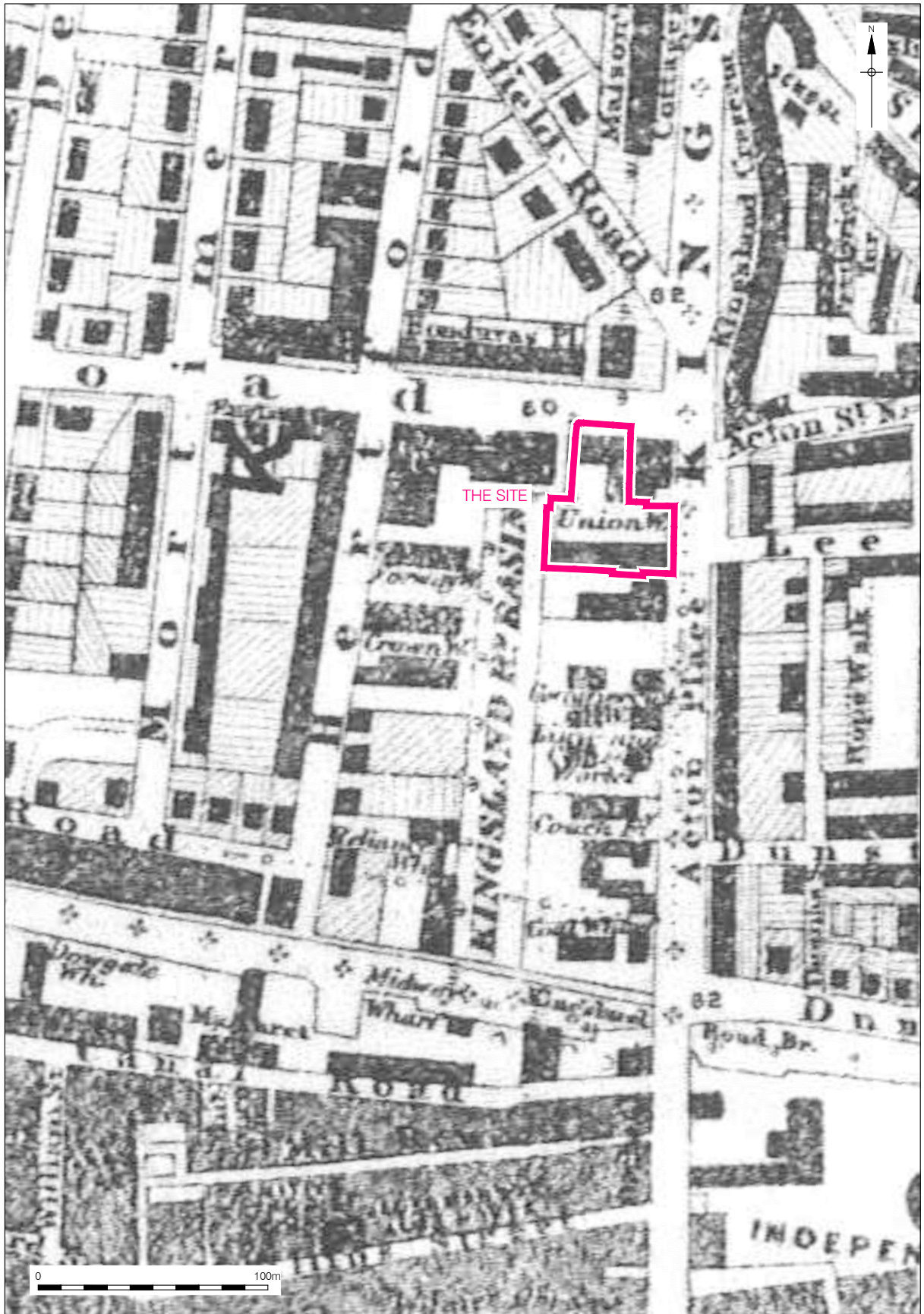
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Figure 7
Thomas Starling, 1831
1:1,250 at A4



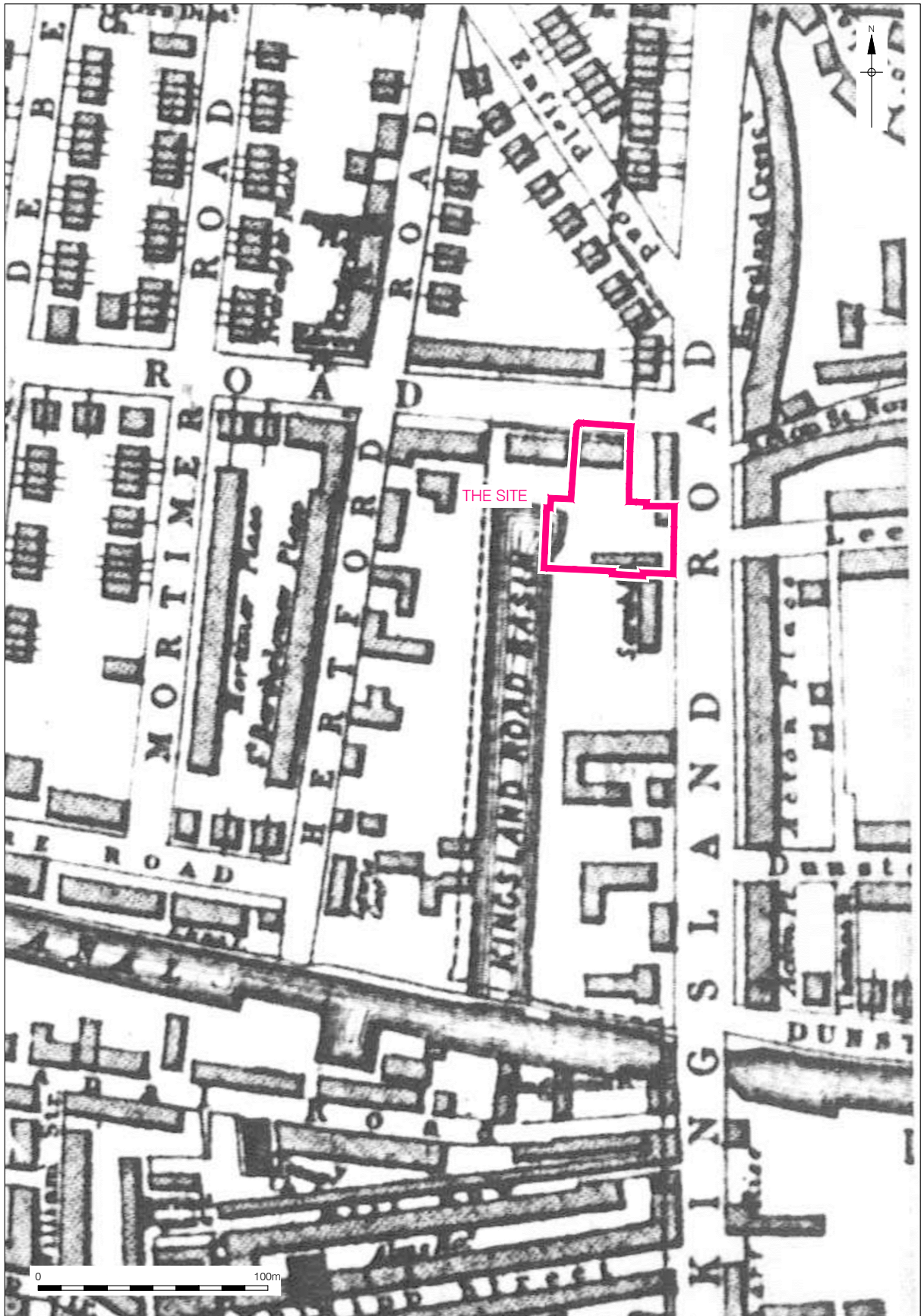
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Figure 8
West Hackney Tithe Map, 1843
1:1,250 at A4



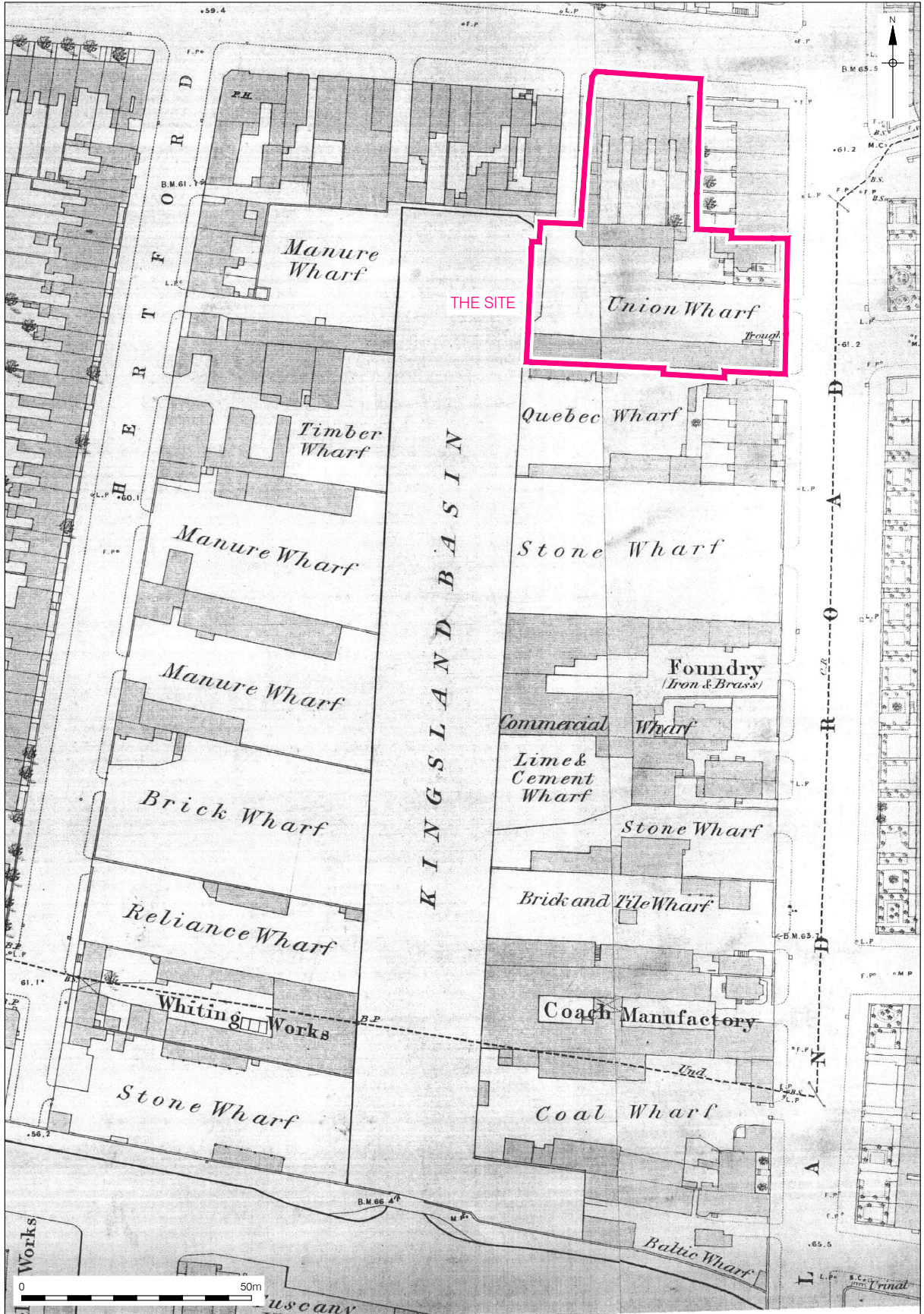
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Figure 9
Stanford, 1862
1:2,500 at A4



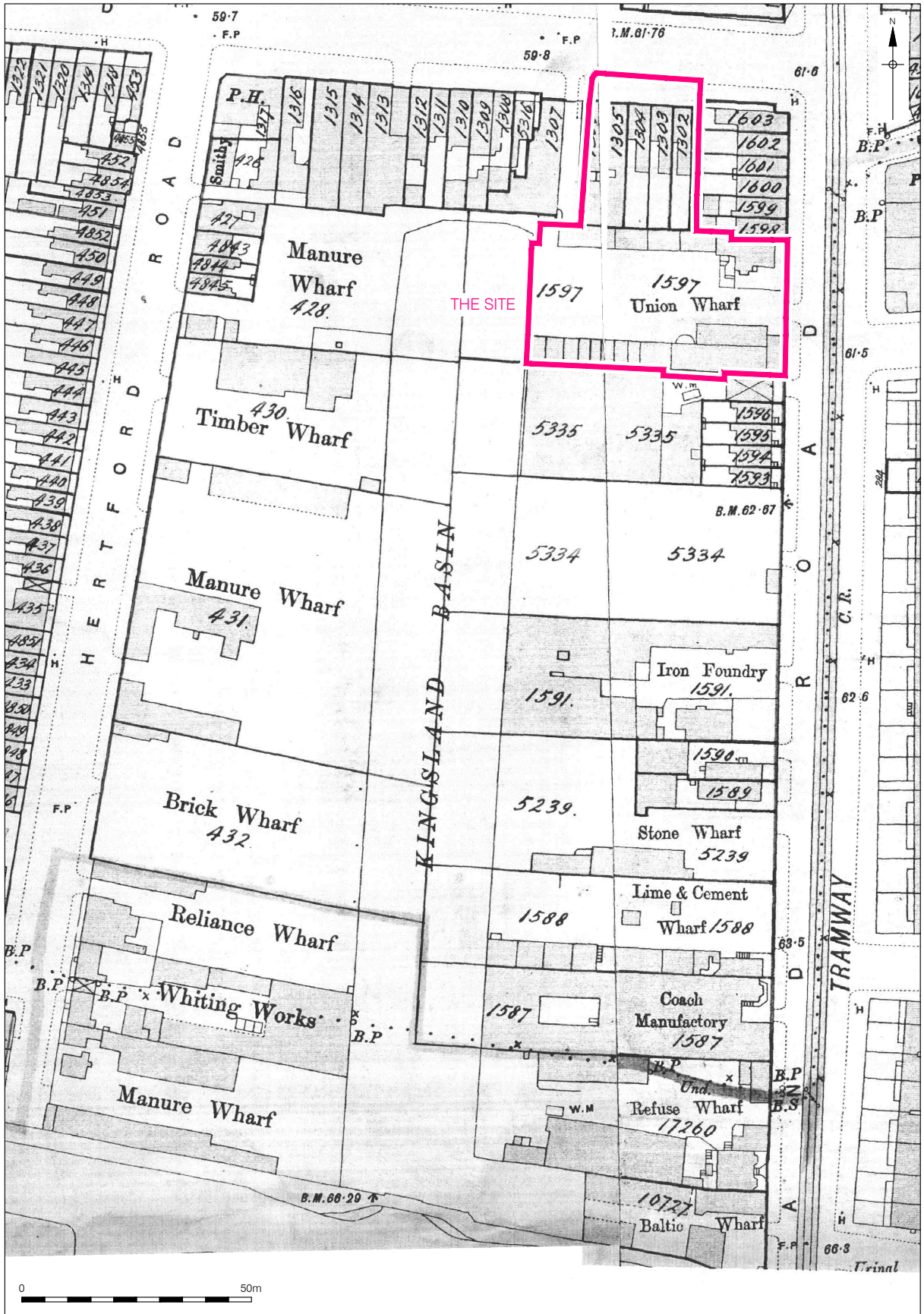
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Figure 10
Cassell's, 1864
1:2,500 at A4



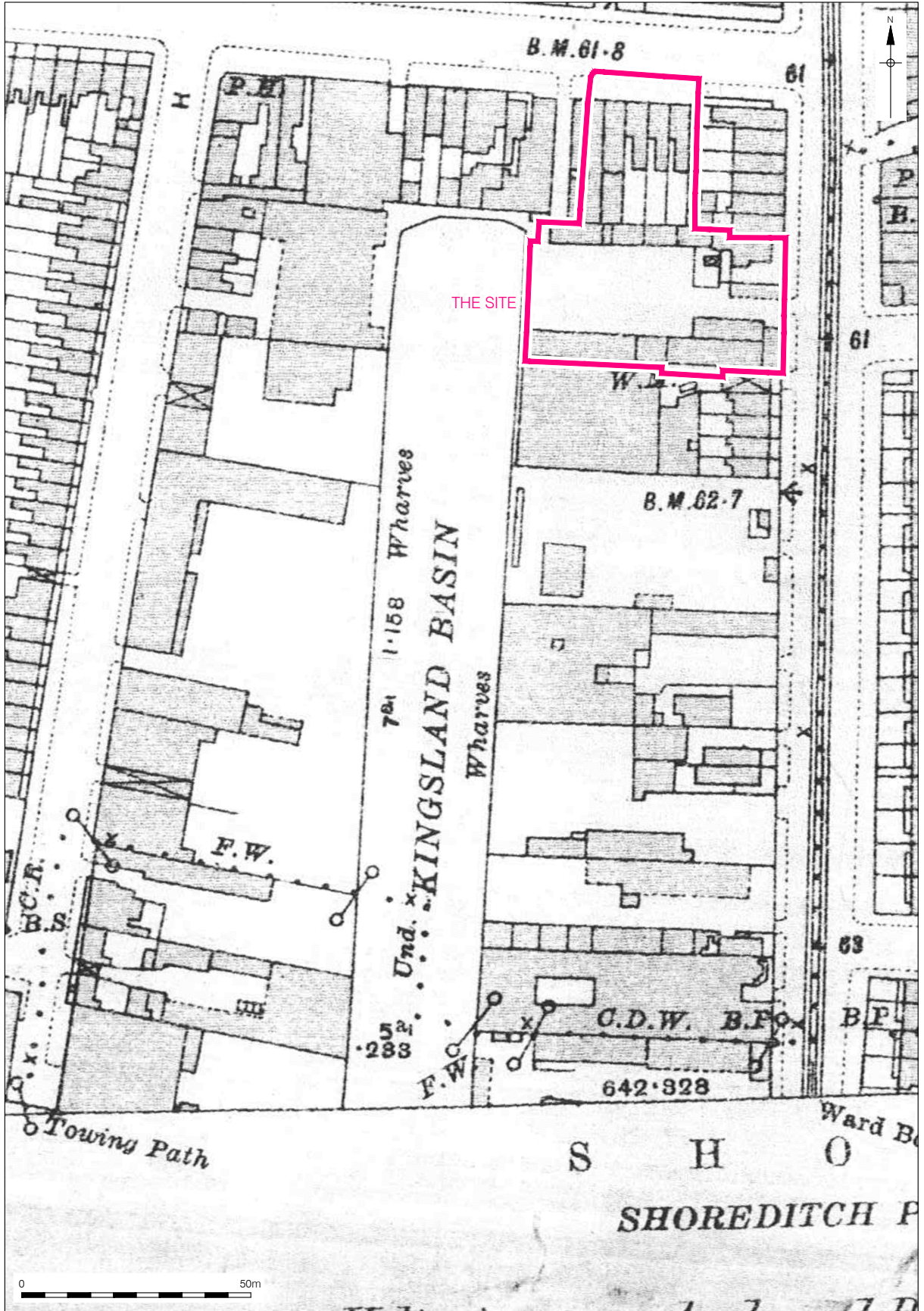
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Figure 11
 Ordnance Survey, 1870
 1:1,250 at A4



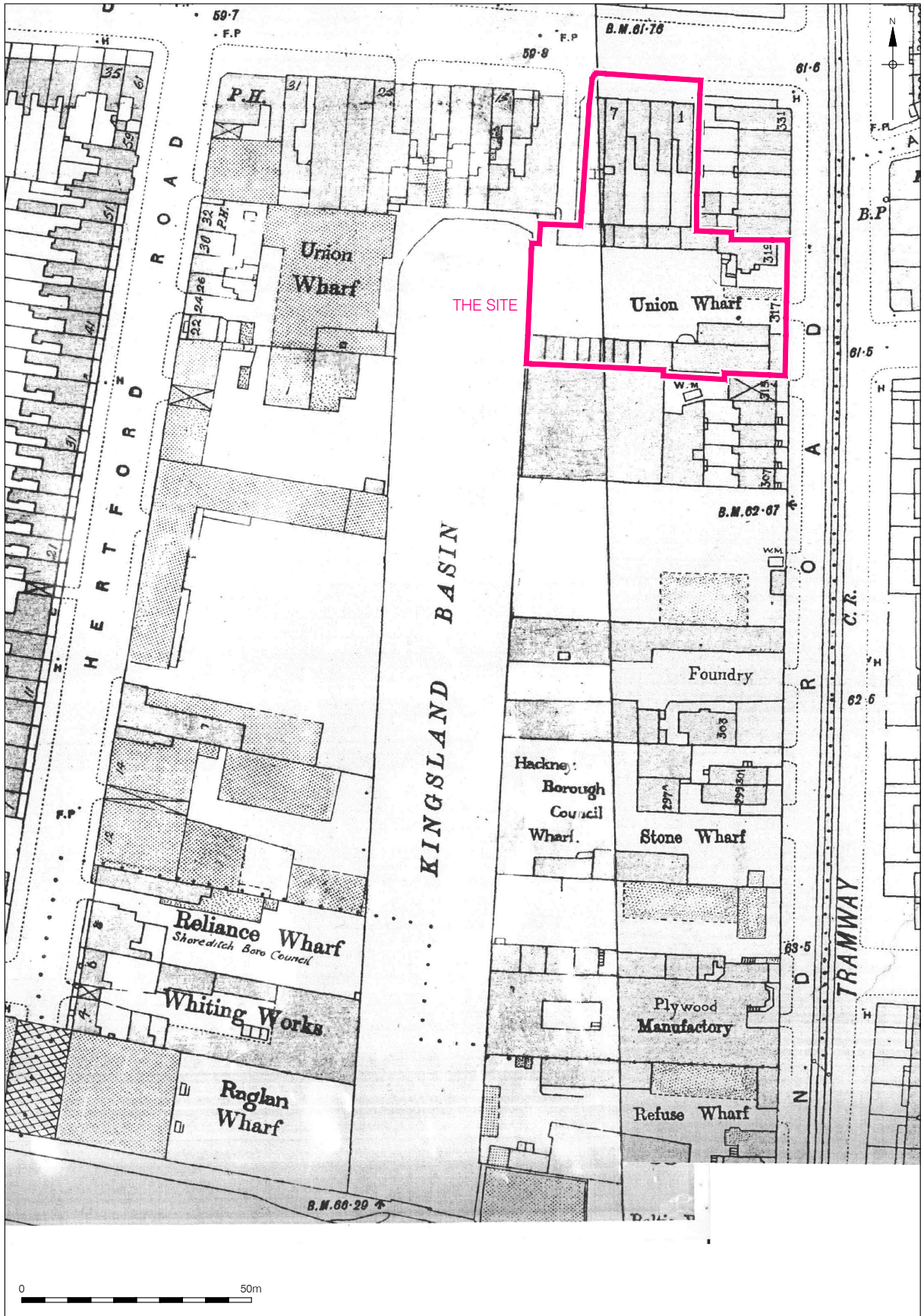
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Figure 12
 Ordnance Survey, 1894-96
 1:1,250 at A4



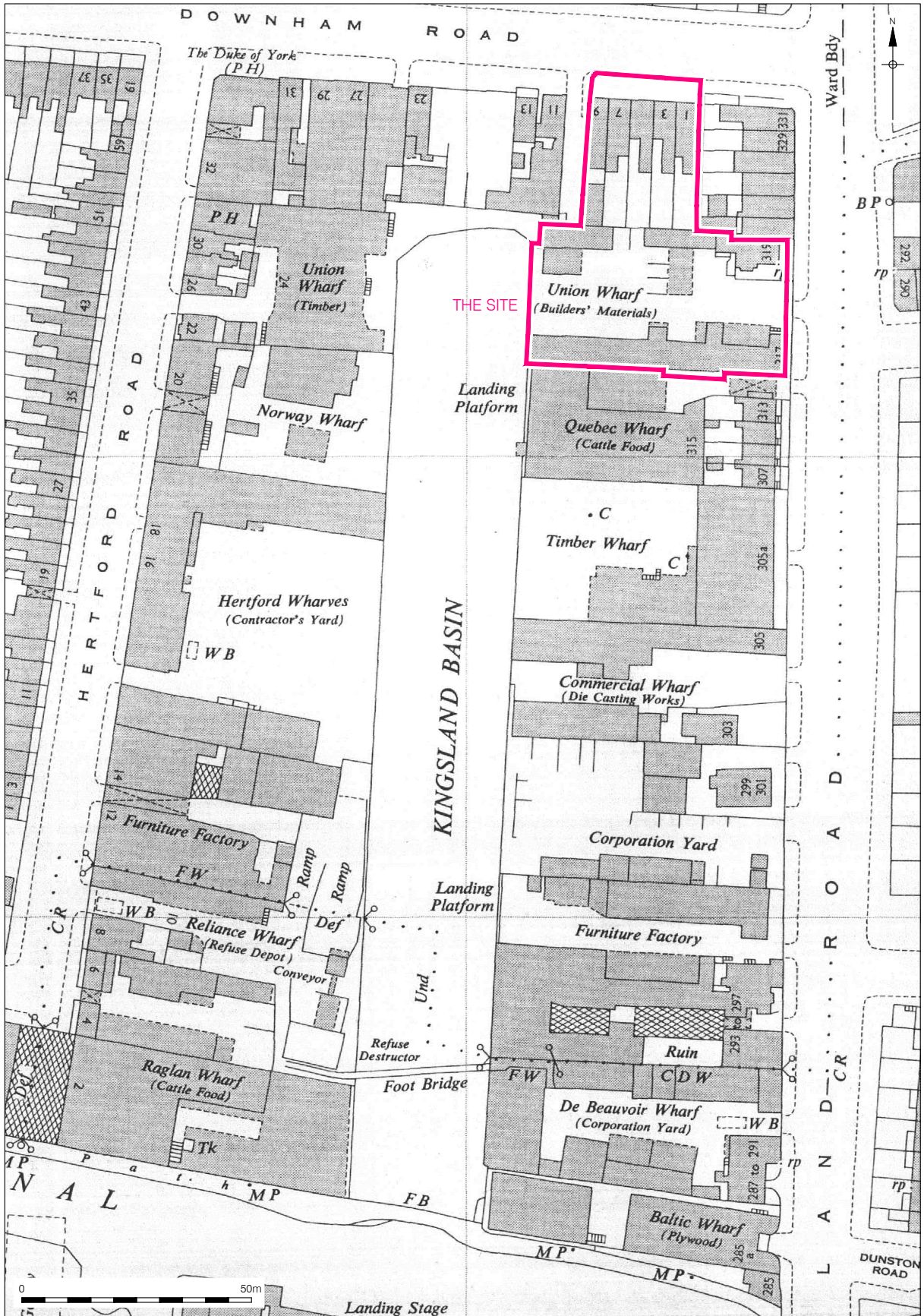
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Figure 13
 Ordnance Survey, 1915
 1:1,250 at A4



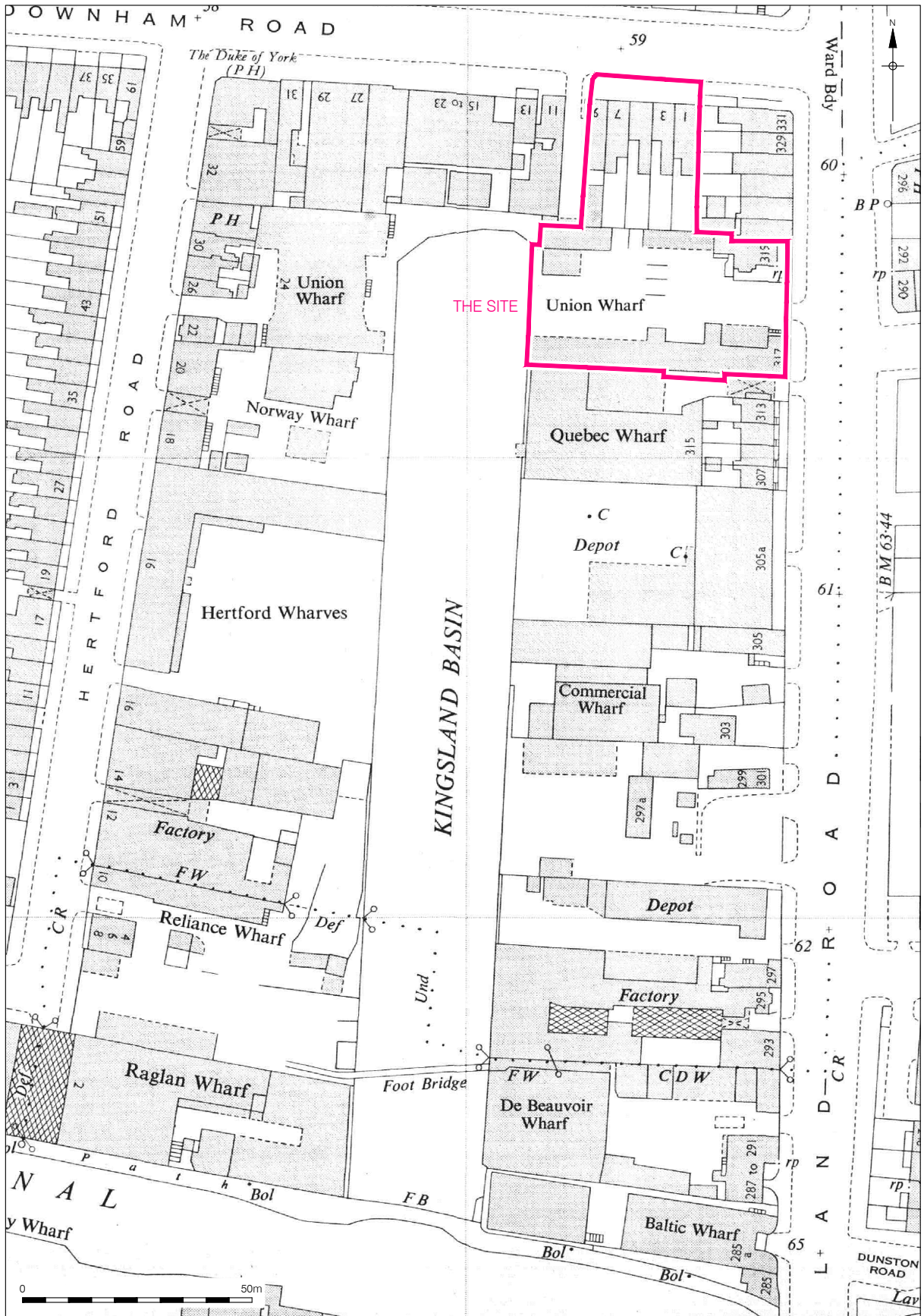
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Figure 14
 Ordnance Survey, 1936-38
 1:1,250 at A4



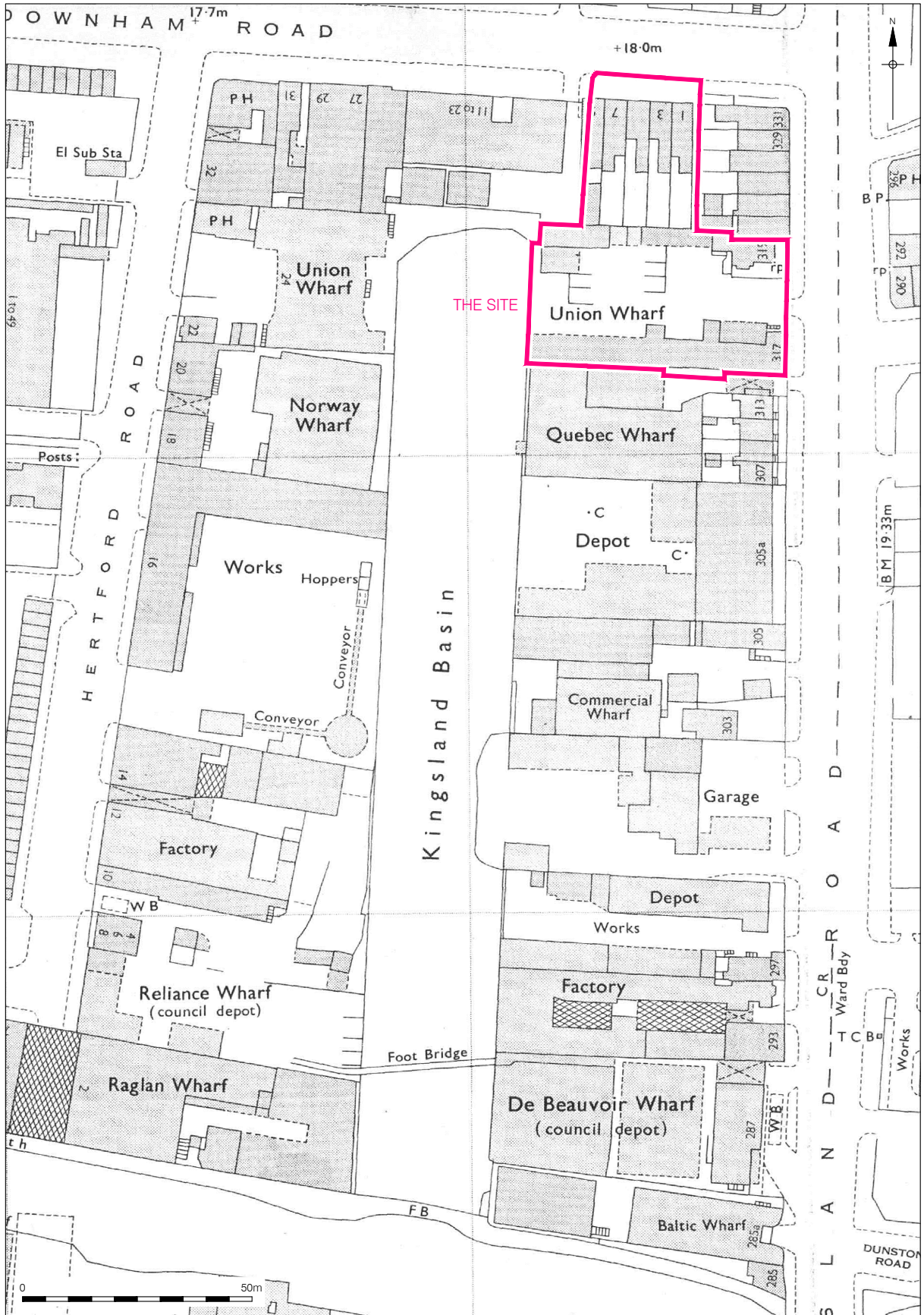
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Figure 15
 Ordnance Survey, 1954
 1:1,250 at A4



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Figure 16
Ordnance Survey, 1961
1:1,250 at A4



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Figure 17
 Ordnance Survey, 1971
 1:1,250 at A4

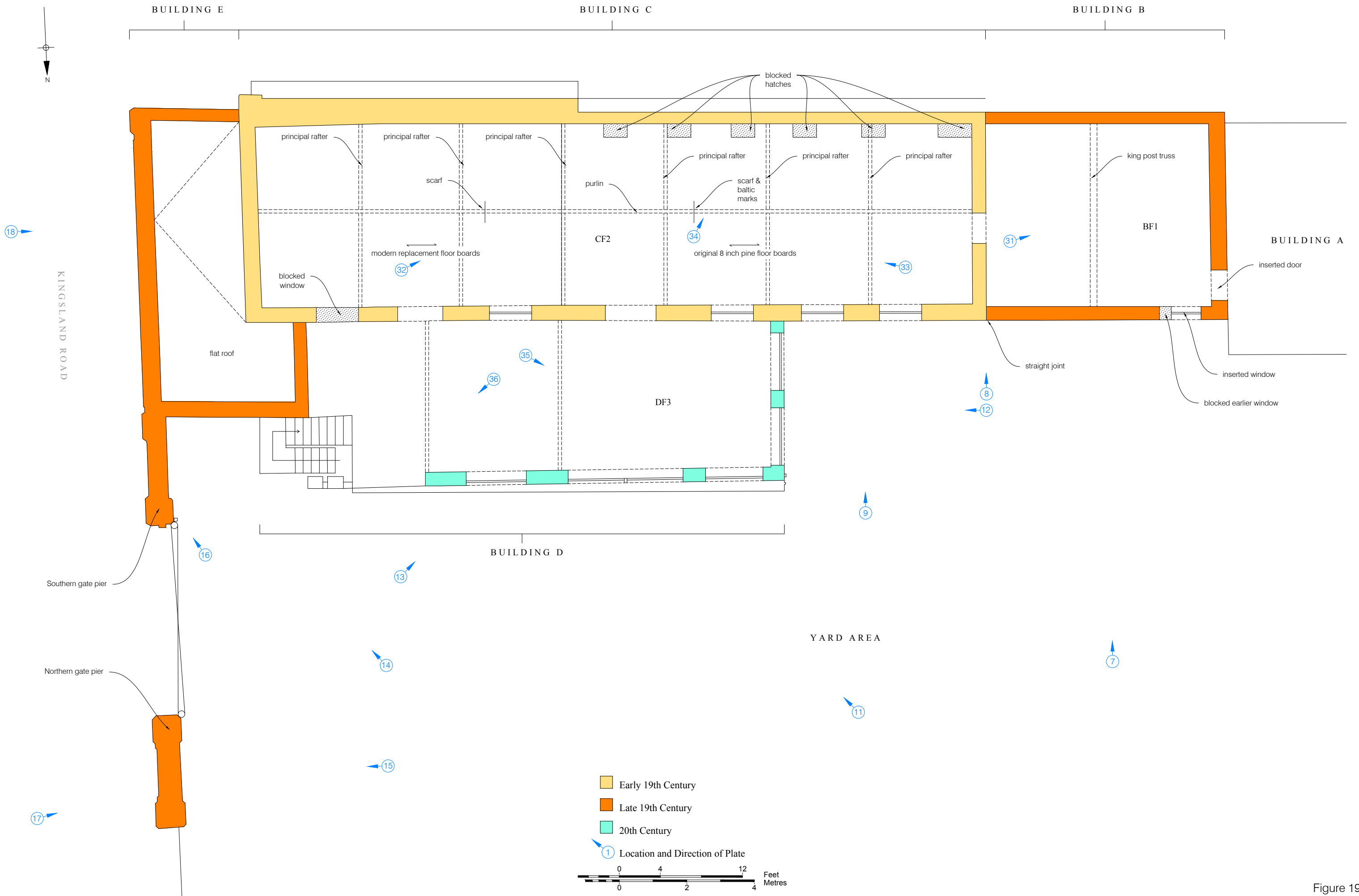




Plate 1 General view of 317 Kingsland Road looking south-east toward Kingsland Road



Plate 2 General view looking west toward Kingsland Basin



Plate 3 General view south-east taken from school roof



Plate 4 View south-west to Kingsland Basin



Plate 5 Open-fronted shelter range (A) looking south toward Quebec Wharf



Plate 6 Structural detail of shelter (A), looking west



Plate 7 Building (B) looking south



Plate 8 Straight joint between (B) and (C), looking south



Plate 9 Western part of building (C) looking south



Plate 10 Detail of blocked ground floor window in building (C), looking south



Plate 11 Building (D) looking south-east



Plate 12 Building (D) looking east



Plate 13 First floor windows in building (D), looking south-west



Plate 14 View to southern gate pier and blocked pedestrian entrance, looking south-east



Plate 15 Northern gate piers looking east towards Kingsland Road



Plate 16 Detail of southern gate pier decoration, looking south east



Plate 17 Northern gate pier from Kingsland Road, looking west



Plate 18 Office range (E) looking west from Kingsland Road



Plate 19 Office Range EG4 looking south



Plate 20 Area CG5 looking south-east



Plate 21 Brick corbel and bull-nosed jamb with stop in area DG9, looking south-east



Plate 22 Area CG7, eastern end looking east towards trade counter and CG5



Plate 23 Area CG7 (Stable C) showing posts (to former stalls), looking west



Plate 24 South wall in area CG7 (Stable C) showing mountings (battens) for former hay baskets and timber bearer (below), looking south



Plate 25 Detail of hatches along south wall, looking south-west and change in boarding



Plate 26 Scars of hay baskets seen directly below hatches, looking south-west



Plate 27 Blocked window in CG7 north wall, looking north



Plate 28 Section of line shafting/pulley mechanism in CG7, looking south-west



Plate 29 View towards BG13 from CG7, through inserted arch, looking west



Plate 30 Area BG13 looking west



Plate 31 Area BF1 during demolition, showing kingpost truss, looking west



Plate 32 Area CF2, showing lean-to roof, looking south-west



Plate 33 Area CF2 looking east showing lean-to roof and purlin



Plate 34 Baltic marks on purlin, looking south-west



Plate 35 Area DF3 looking north-west



Plate 36 DF3 looking north-east

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