20TH CENTURY INDUSTRIAL SHEDS (BH140)
Knobs Hill Road/west bank of City Mill River
E15

London Borough of Newham

A standing building survey report

March 2008

REGISTERED ORGANISATION IFA

MUSEUM OF LONDON Archaeology Service

PRE-CONSTRUCT ARCHAEOLOGY

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Site Code: OL-02807
National Grid Reference: 537814 184092 (Shed 1), 537800 184159 (Shed 2)

Project Manager Alex Rose-Deacon
Author Kari Bower

Museum of London Archaeology Service

Mortimer Wheeler House, 46 Eagle Wharf Road, London N1 7ED
tel 020 7410 2200 fax 020 7410 2201
email molas@molas.org.uk
web www.molas.org.uk

PCA
Unit 54, Brockley Cross Business Centre, 96 Endwell Road, Brockley, London SE4 2PD
tel 0207 732 3925 fax 0207 732 7896

SUMMARY (non technical)

The Museum of London Archaeology Service and Pre-Construct Archaeology (MoLAS-PCA) were commissioned by the Olympic Delivery Authority to analyse and record two standing buildings used as storage warehouses. The buildings were due to be demolished in order to redevelop the site, and the archaeological investigation and a subsequent report were required as a condition of planning consent for the redevelopment. The investigation took place in July 2007.

The structures comprise two sheds constructed of steel framework overlaid with corrugated metal sheeting, standing on poured concrete floors. The southernmost shed was constructed between 1951 and 1954, and extended northwards between 1954 and 1960. The northernmost shed was constructed between 1960 and 1970. Both sheds functioned as storage and warehousing.

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1 Introduction

1.1 Site background

The buildings are situated on the west bank of the City Mill River, inside Planning Delivery Zone Three in the London Borough of Newham (Figs 1 and 2).

Within this report, the land on which the sheds stand will be known as 'the site', with the two buildings referred to as Sheds 1 and 2.

The Museum of London site code, by which the records are indexed and archived, is OL-02807. For reference, the structures are known within the project as BH 140. The Ordnance Survey national grid references are: 53 7814 184092 (Shed 1 – the southern structure), 537800 184159 (Shed 2 – the northern structure)

A desktop *Archaeological and Built Heritage impact assessment* was previously prepared by MoLAS-PCA, which covers the whole area of the site (MoLAS-PCA, 2007a). This document should be referred to for information on the natural geology, archaeological and historical background of the site, and the initial assessment of its archaeological potential.

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No previous description or investigation of the buildings is known, with the exception of information contained within the document noted above.

Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MoLAS-PCA, correct at the time of writing. Further archaeological investigation, or more information about the nature of the present building may require changes to all or parts of the document.

1.2 Planning and legislative framework

The legislative and planning framework in which the archaeological exercise took place was summarised in the *Archaeological and built heritage impact assessment* (MoLAS-PCA 2007a) and the *Method Statement* (MoLAS-PCA 2007b), which formed the project design for the survey.

The site and its buildings are not a Scheduled Monument, nor are the structures listed as buildings of special architectural or historic interest. The site is located within an Archaeological Priority (APA) as defined by the London Borough of Newham.

1.3 Planning background

Proposed redevelopment of the site will entail demolition of the two sheds.

In accordance with local and national policies, archaeological evaluation and built heritage survey of the areas of PDZ3 to be impacted upon in advance of its redevelopment was

required as part of the planning process. Evaluation is intended to define the archaeological potential and significance of any deposits present on the site, so that the local authority can formulate responses appropriate to any identified archaeological resource.

The recording of the subject site in PDZ3 will be undertaken in support of a condition required by English Heritage and attached to the consent granted by the Olympic Delivery Authority Planning Decisions Team with respect to Olympic, Paralympic and Legacy Transformation Planning Application Reference 07/90010/OUMODA and Site Preparation Planning Application Reference 07/90011/FUMODA. Condition SP.0.39 of planning permission 07/90011/FUMODA states:

Demolition of any historic building specified for recording in the submitted Built Heritage Written Schemes of Investigation shall not take place until the recording set out in the relevant Written Scheme of Investigation has been undertaken and written confirmation received from English Heritage that the recording is satisfactory and that the building can be demolished. A report detailing the recording shall be submitted to the Local Planning Authority within six months of the written confirmation received from English Heritage.

Reason: To ensure that buildings with an identified historic interest are recorded.

1.4 Origin and scope of this report

The archaeological work of analysis and recording, and the production of this report, were commissioned from the Museum of London Archaeology Service and Pre-Construct Archaeology (MoLAS-PCA) by the Olympic Delivery Authority. The work was carried out in accordance with the *Method Statement* (MoLAS-PCA, 2007b).

The report has been prepared within the terms of the relevant standards specified by the Institute of Field Archaeologists (IFA 2001) and corresponds approximately to the form of record and reporting at 'Level 2' for Buildings 1-3, in the specification *Understanding Historic Buildings: A guide to good recording practice*, recommended by English Heritage (2006).

This report presents the results of an analytical survey carried out on the site for an aggregate total of 7 days in July 2007, combined with the available results of documentary research.

1.5 Research aims and method of work

The research aims of this archaeological work were defined in the *Method Statement* (MoLAS-PCA, 2007b) in conformity with applicable planning policies and English Heritage guidelines (Archaeological Guidance Paper No. 3, revised June 1998).

The overall aim of the programme of work was to secure 'preservation by record' of those aspects of the standing buildings and the site that were of architectural, archaeological and historical interest. The scope of the work as defined in the *Method Statement* was as follows:

'The exterior and interior of the structure will be viewed, described and photographed. Sketch plans of the interior and elevations of the exterior will be undertaken. A brief written description will be undertaken, and a report presenting conclusions regarding the development and use of the structure will be produced' (MoLAS-PCA 2007b, 3.3).

The investigation satisfied the research aims, and it was determined that it would not be necessary to investigate the buildings further during demolition.

1.6 Organisation of this report and conventions used

The buildings are numbered as follows:

- Shed 1 – the southernmost shed
- Shed 2 – the northernmost shed

All dimensions are given in metres or millimetres and in feet and inches where appropriate. Heights are given where appropriate in metres above Ordnance Datum (mean sea level), abbreviated 'm OD'.

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Figure 1
Site location
1:12,500 at A4

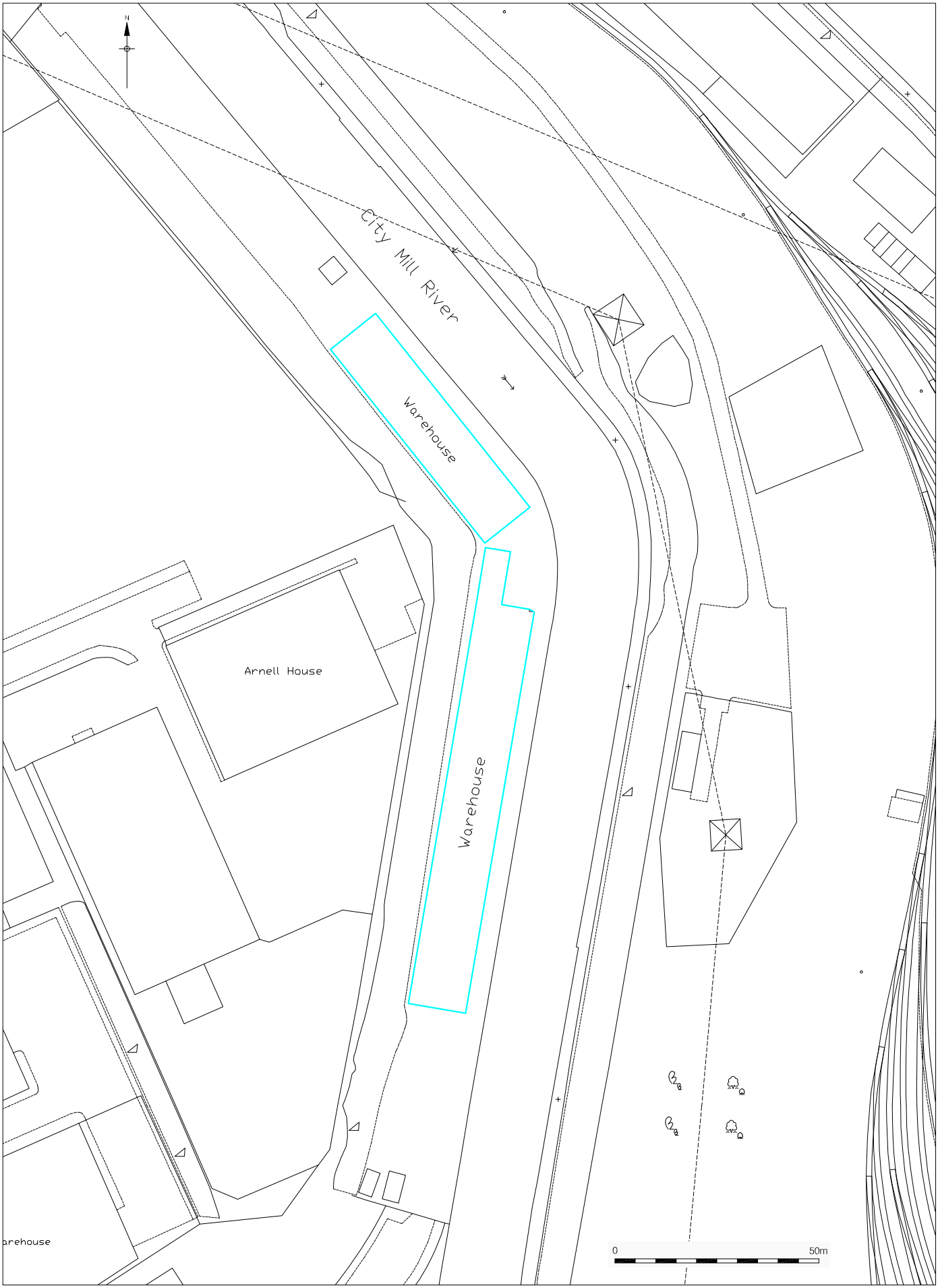


Figure 2
Detailed site location
1:1,250

2 Topographical and historical background

A detailed description of the geology, archaeology and history of the site was outlined in the earlier Archaeological and Built Heritage assessment (MoLAS-PCA, 2007a). A brief, contextualising, summary is provided below.

2.1 Geology and natural topography

Both sheds are located on the western side of the floodplain of the Lea Valley, between the City Mill River and the Pudding Mill River, which bound the area to the west and east respectively. The pattern of rivers flowing across the site in the past will have influenced its use.

The British Geological Survey (Sheet 256) shows that the site lies on alluvium, which represents a range of different wetland and dry-land environments existing on the valley floor of the Lea from the Mesolithic period onwards. The alluvium overlies gravels and associated deposits of Palaeolithic date. The higher ground of the river terraces (the Kempton Park and Taplow Gravels) lies *c* 200m west of the site, on the opposite site of the Hackney Cut.

The landscape setting of the site in the past was very different in form to today's. In particular, the dumping of thick deposits of made ground has obscured its ancient topography.

1.8 Early history of the site

Much of the land on either side of the City Mill River was still pasture as late as the end of the 19th century. By examining the 1869 and 1896 OS maps it is easy to see why; little infrastructure was in place, so access was limited (Figure 3, Figure 4). The area between the River Lea, the Pudding Mill River, the boundary which would later become Knobs Hill Road and the City Mill River was at that point known as Lloyd's Shoot (R Durack, pers. comm), named after the original landowner H.E. Lloyd, and was left undeveloped until the late 1930s. The lack of development can be seen on the 1916 OS map (Figure 5) and a 1936 Borough Engineer's Department map (Figure 6). Even in 1936, the only building on Lloyd's Shoot was a bone works at the south.

By the late 1930s the West Ham Committee, which controlled land usage in the area, had begun investigating viable options for using the land on and around Lloyd's Shoot. Three options were initially considered: temporary allotment, a greyhound racing track, and recreational areas or playing fields (West Ham Committee meeting minutes, 1936-38). As can be seen by the 1936 Borough Engineer's Department map, the proposed greyhound stadium would have been on the south bank of the Pudding Mill River, south of Lloyd's Shoot. Serious consideration was given to the idea of turning Lloyd's Shoot into playing fields or recreational grounds until 1939 (West Ham Committee meeting minutes, March 1939:1030), but by then other more pressing considerations had come to the forefront of the committee's agenda.

On the September 3rd 1939 Neville Chamberlain announced that Britain was officially at war with Germany. The government's control was all-pervasive during the war, particularly in London; by strict economic controls and construction of civilian defences, it ensured that

the military, naval and RAF campaigns could succeed (Creaton 1998, 5). The war effort lead to the creation of many new departments, emergency committees, sub-committees, local committees and jobs. Many were involved in considering methods of defence against any attack on the city and its citizens.

In April 1939 the Home Office issued a circular to all local authorities regarding civil defence:

"His Majesty's Government (has) decided to request local authorities…arrange their business so that during the next three months priority is given to Civil Defence matters over other business" (West Ham committee meeting minutes, Vol. LIIIA, Nov 1938 – Apr 1939, p.1306)

From 1939 onwards the West Ham Committee minutes show a dramatic increase in the discussion and implementation of economic sanctions, civil defence measures and infrastructural improvements to West Ham. There are no maps between 1936 and 1948 which show what impact the war effort had upon Lloyd's Shoot, but by 1948 a number of changes had taken place (Figure 6, Figure 7). The embankments surrounding the north, east and some southern extents of Lloyd's Shoot in 1936 had been raised, straightened and pushed back. A new wharf area on the west bank of the City Mill River had been built on land made available by the straightening of the river banks and pushing back of the embankments. A single structure had been built within this area, roughly in the position of Shed 1 but of different dimensions. A north-south boundary line divided Lloyd's Shoot into two halves, the east of which is shown blank but for a small, unmarked building with associated footpath.

The alterations to the river banks may have been undertaken as part of war works. One part of the inland waterways role during the war was the transport of ammunition from factories to depots, anti-aircraft or civil defensive positions and training grounds throughout the country. The Lea Valley back rivers were ideally positioned to convey ammunition and various other supplies to the Air Raid Precaution centres and other civil defence positions in and around London (CAB75/19/45). Though there is no map evidence during the war years of Lloyd's Shoot having a military or civil defence role, a Borough Engineer's Department map of 1950, showing the same area as the 1936 map (Figure 6), is labelled 'Home Office – Civil Defence' (ACC/2423/x/129). Thus Lloyd's Shoot may have been a civil defence site, and the alterations to the west bank of the City Mill River may have been undertaken between 1936 and 1948 to create land for wharves and a building for storage of ammunition and other war supplies. The subtitle to the map, 'Knobs Hill, Marshgate Lane West: Repairs to river walling (war damage)' suggests that the site was later damaged by bombing. It is unlikely that the straightening and bank widening work was undertaken as part of the post-damage repair phase, as the work was far more extensive than was necessary for simple repair, and took place before 1948.

There is some documentary evidence supporting a civil defence role for the area: in 1940, the West Ham Committee granted permission to T. H. Harris Ltd, a soapmaking company with premises on Marshgate Lane, to build a rifle range on Lloyd's Shoot (West Ham Committee meeting minutes May-October 1940, Vol. LIVB: 1663). Evidence also shows that in 1941 the West Ham Committee gave permission for construction of a small, temporary building with access road, which was to be used for the 'salvage and treatment of gas contaminated food stuffs' (West Ham Committee meeting minutes, 1941.Vol. V (B), July: 1144). Unfortunately there are no maps or records found from the time that confirm the exact construction dates or location of either the centre or the road, but it is possible that this was on or in the vicinity of Lloyd's Shoot. The decontamination centre was only mentioned once after its construction, in April 1946, when the West Ham committee gave permission for its demolition (West Ham committee meeting minutes, Vol. LX., April 1946, p.174).

Though the decontamination centre may have occupied the area blanked out on the 1948 OS map (Figure 7), it is very unlikely to be either of the two buildings which were visible by that date. The building on the bank of the City Mill is likely to have been used for storage, and remains long after 1946, when the order for the demolition of the decontamination works was issued. Further, the map shows it as a canopied building rather than solid-walled, which is more typical of storage structures. The small building at the centre of Lloyd's Shoot similarly remains for some years after 1948, and is probably the rifle range paid for by T. H. Harris Ltd.

Having disappeared almost entirely from West Ham Committee notes during the war years, from 1946 Lloyd's Shoot began to appear again. Notes from April 1946 reveal that the Home Office leased 10 acres of land there for three years from that date in order to store air raid shelter parts. By June of 1947 the Minister for Town and Country Planning stated that Lloyd's Shoot should be used for industrial development (West Ham committee minutes,1946-1947).

In March of 1949, M.H.G. Ltd (full name unknown) leased a portion of land on Lloyd's Shoot, on the west bank of the City Mill River, roughly in the position of Shed 1. The land contained the long structure which had appeared during the war years and was probably a canopied storage shed. The company's previous address was listed as 'Sun Wharf', St Leonard's Street, Bromley-by-Bow. It was a name which was obviously associated with their business, and so they applied it to their new site when they moved.

The lease was for 21 years, with the site intended for wharfing and storage (West Ham Committee meeting minutes, Vol. LXIIIc, March 1949, p.1726). By February 1950, the company leased some land adjoining the initial lease site (West Ham Committee meeting minutes, Vol. LXIVb, February 1950, p.771). Sources do not indicate the location of the adjoining land, but the geographical constraints on the Sun Wharf site mean that it is likely that it was to the north.

Two yeas later, in 1952, M.H.G. Ltd gained a new lease entitlement of 42 years. By 1953 the company had changed its name to 'The Sun Wharf Storage Company' and had probably expanded, as it submitted an application for one shed extension and one new shed (May-October 1952, Vol. LXVII-A: 186 & May-Oct 1953, Vol. 68-A).

This extension was not to the older, pre-1948 canopied shed, but to Shed 1, which had replaced it at some point between 1948 and 1954. It was constructed over the position of the older shed, but was slightly further north and considerably wider (Figure 7, Figure 8). It was a solid-walled shed, rather than the canopy structure indicated by the 1948 OS map. At the same time, a crane was constructed to the south of Shed 1 (Figure 8).

Shed 1 had been extended northwards by 1960 (Figure 9), but the planned new shed was not shown on a map until 1970 (Figure 10). The 1960s map shows a property boundary just to the north of Shed 1, and it is likely that the company did not own the land beyond this which they required for the new shed. In 1970 the boundary is shown to the north of Shed 2, indicating an expansion of the company's property along the riverbank.

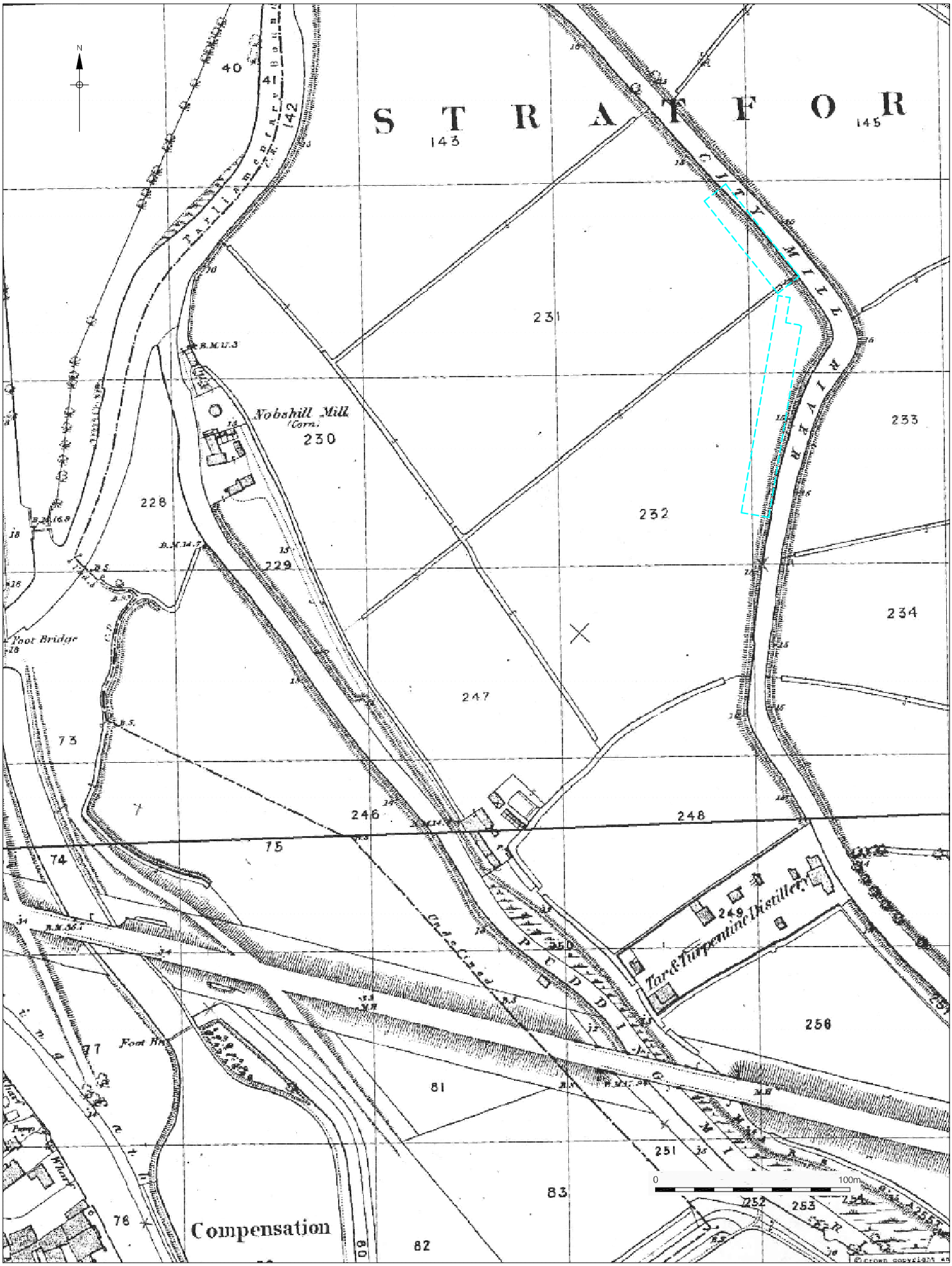


Figure 3
1869 OS map
1:2,500 at A4

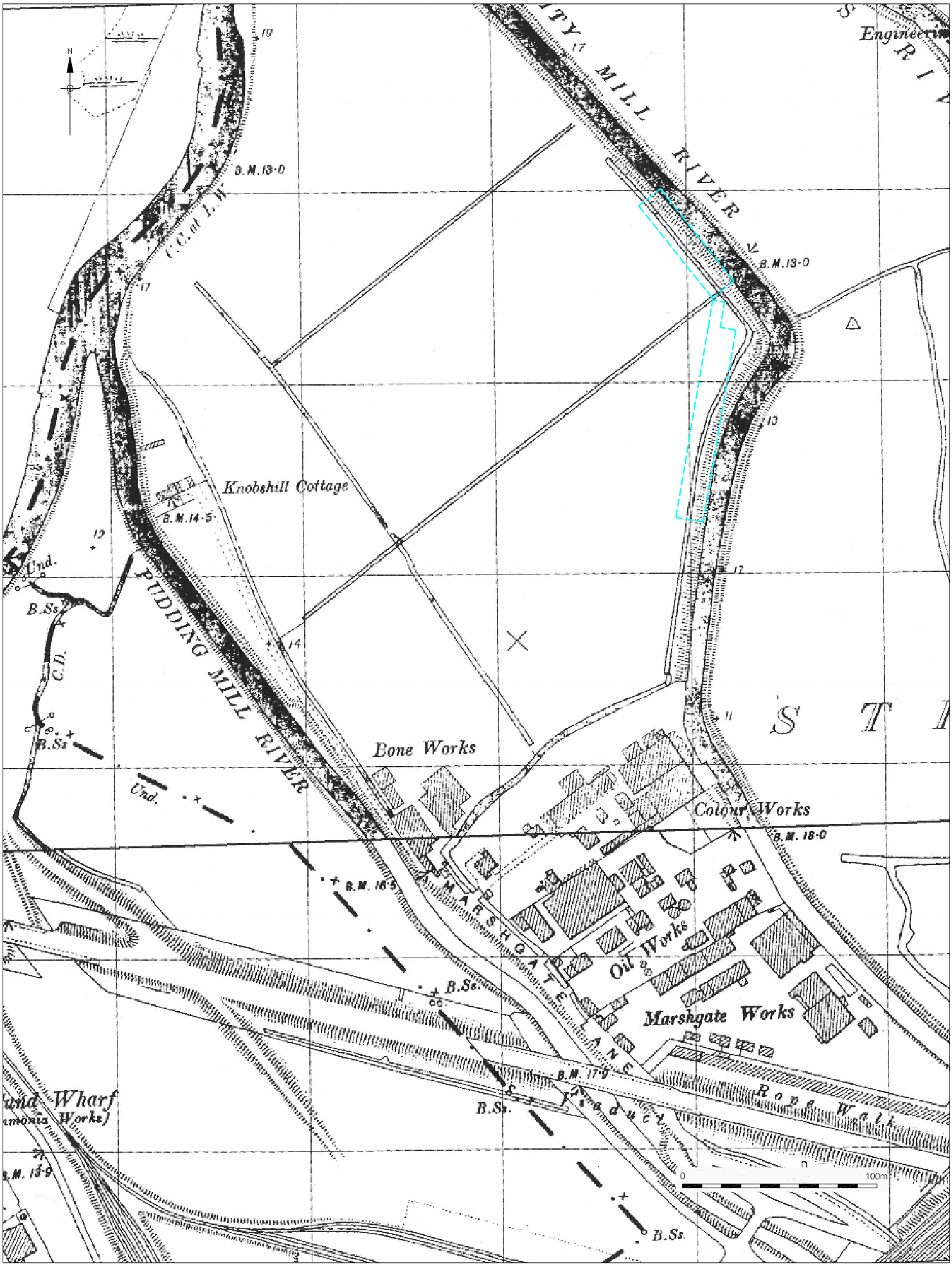


Figure 4
1896 OS map
1:2,500 at A4

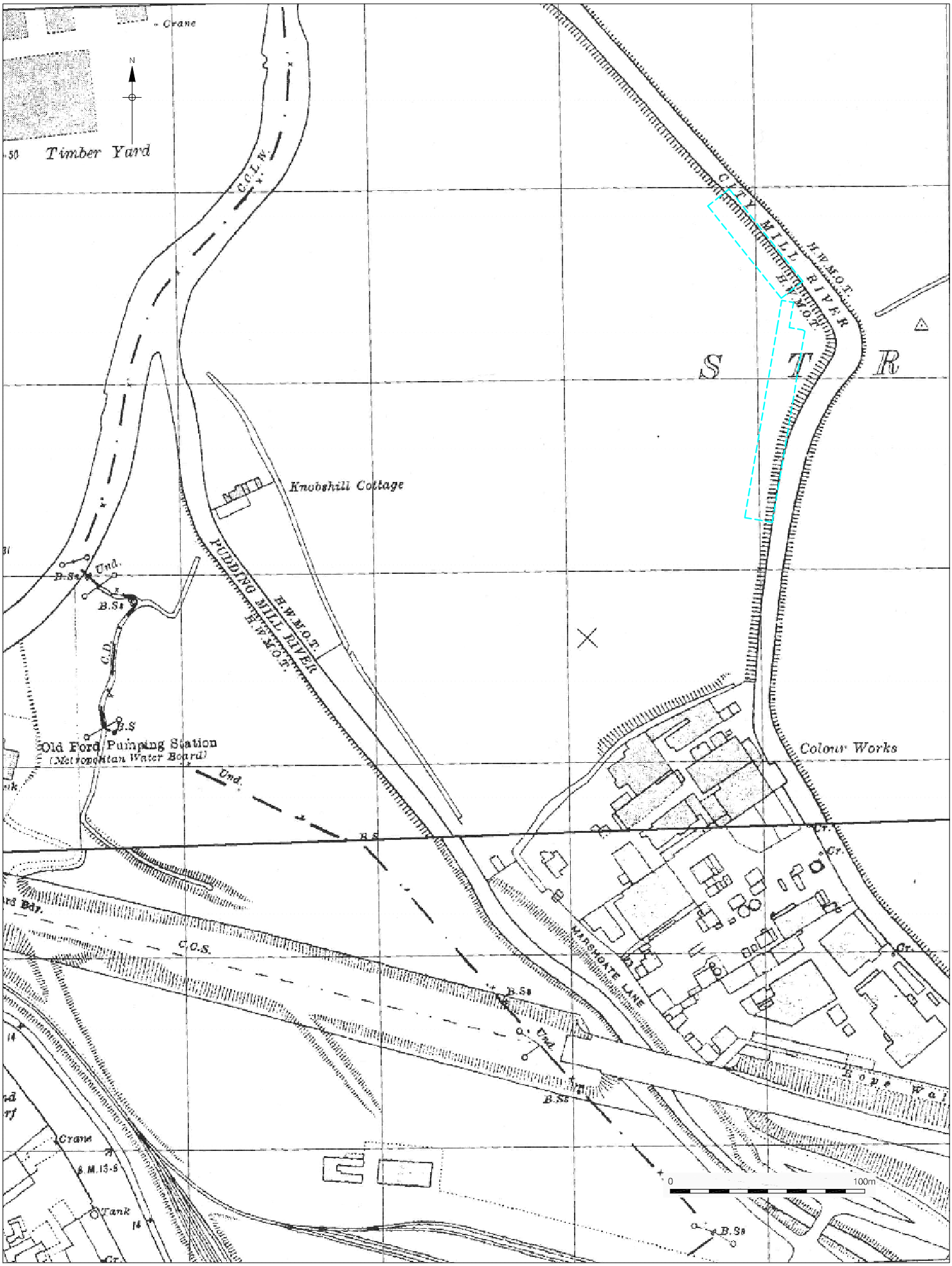


Figure 5
1916 OS map
1:2,500 at A4

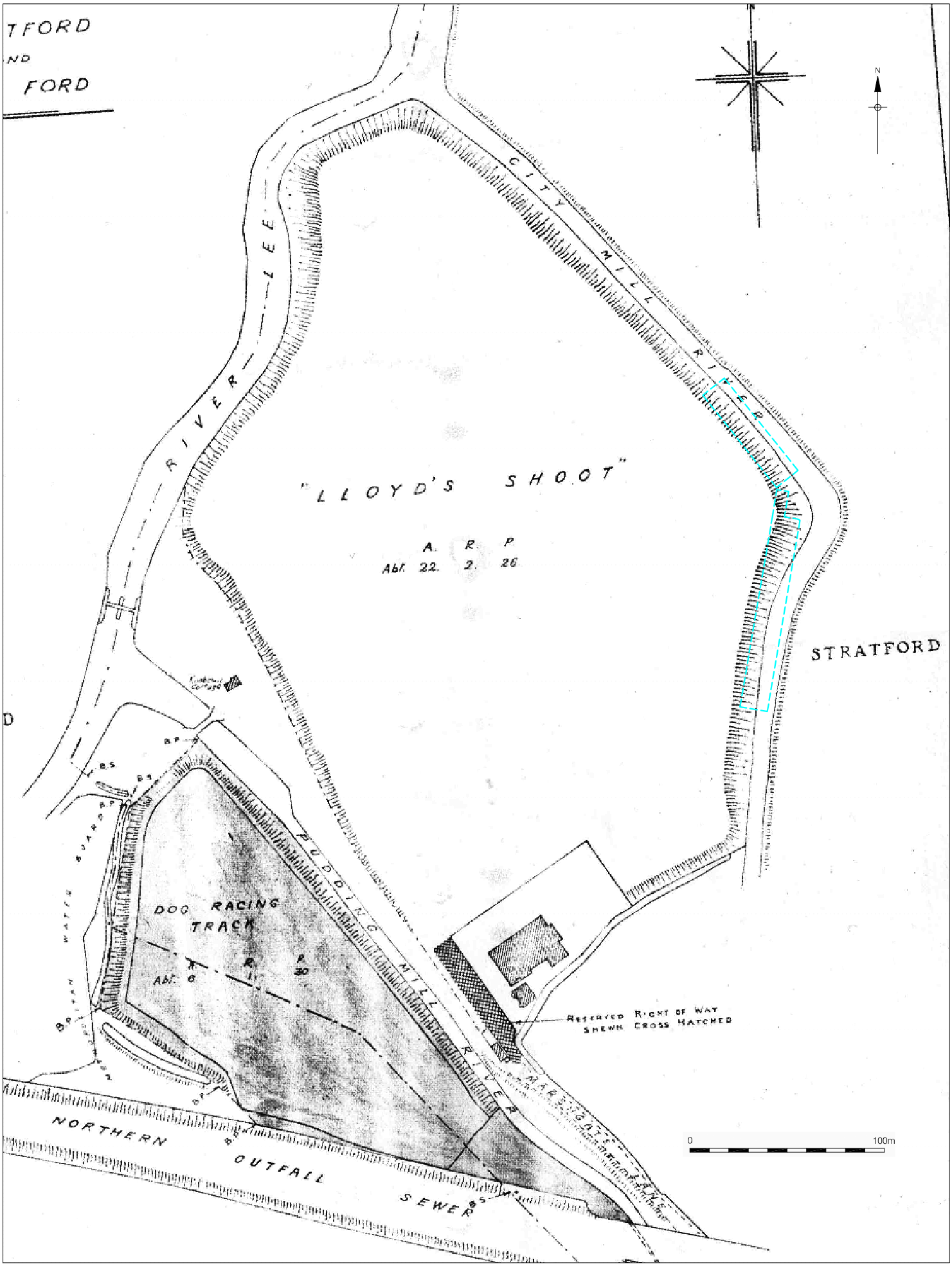


Figure 6
Departmental map from West Ham Local Council, 1936
1:2,500 at A4

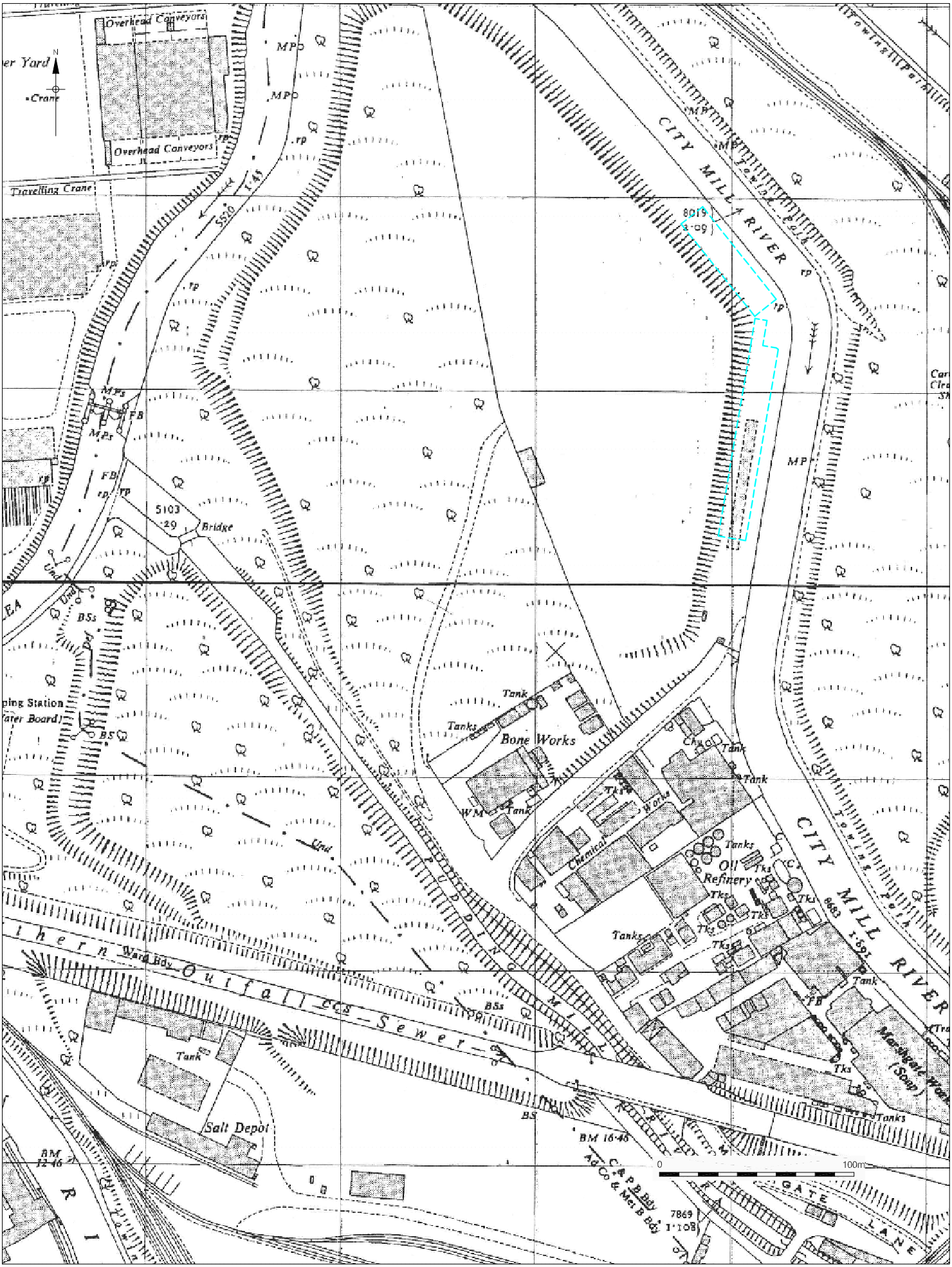


Figure 7
1948 OS map
1:2,500 at A4

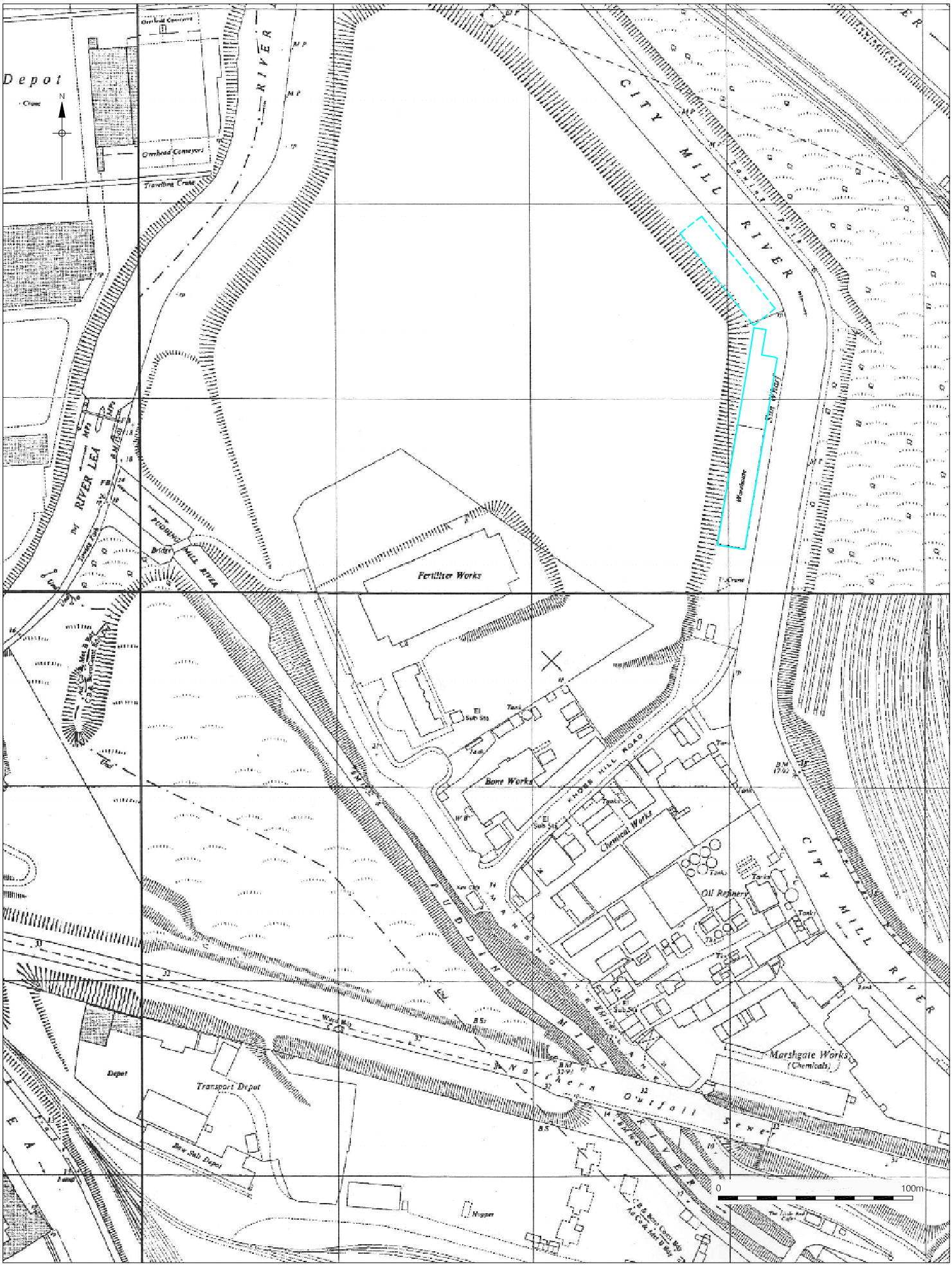


Figure 8
1954 OS map
1:2,500 at A4

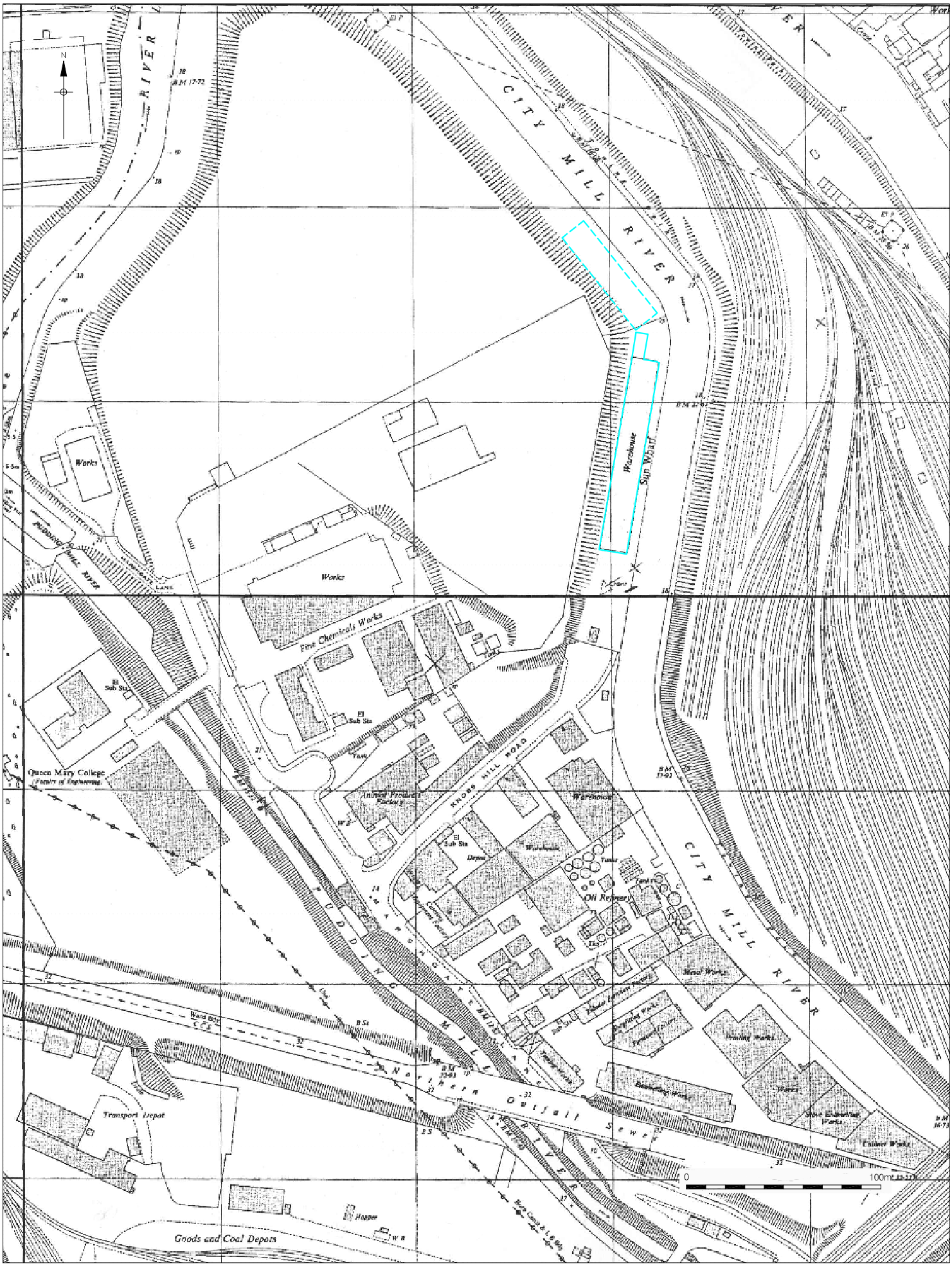


Figure 9
1960 OS map
1:2,500 at A4

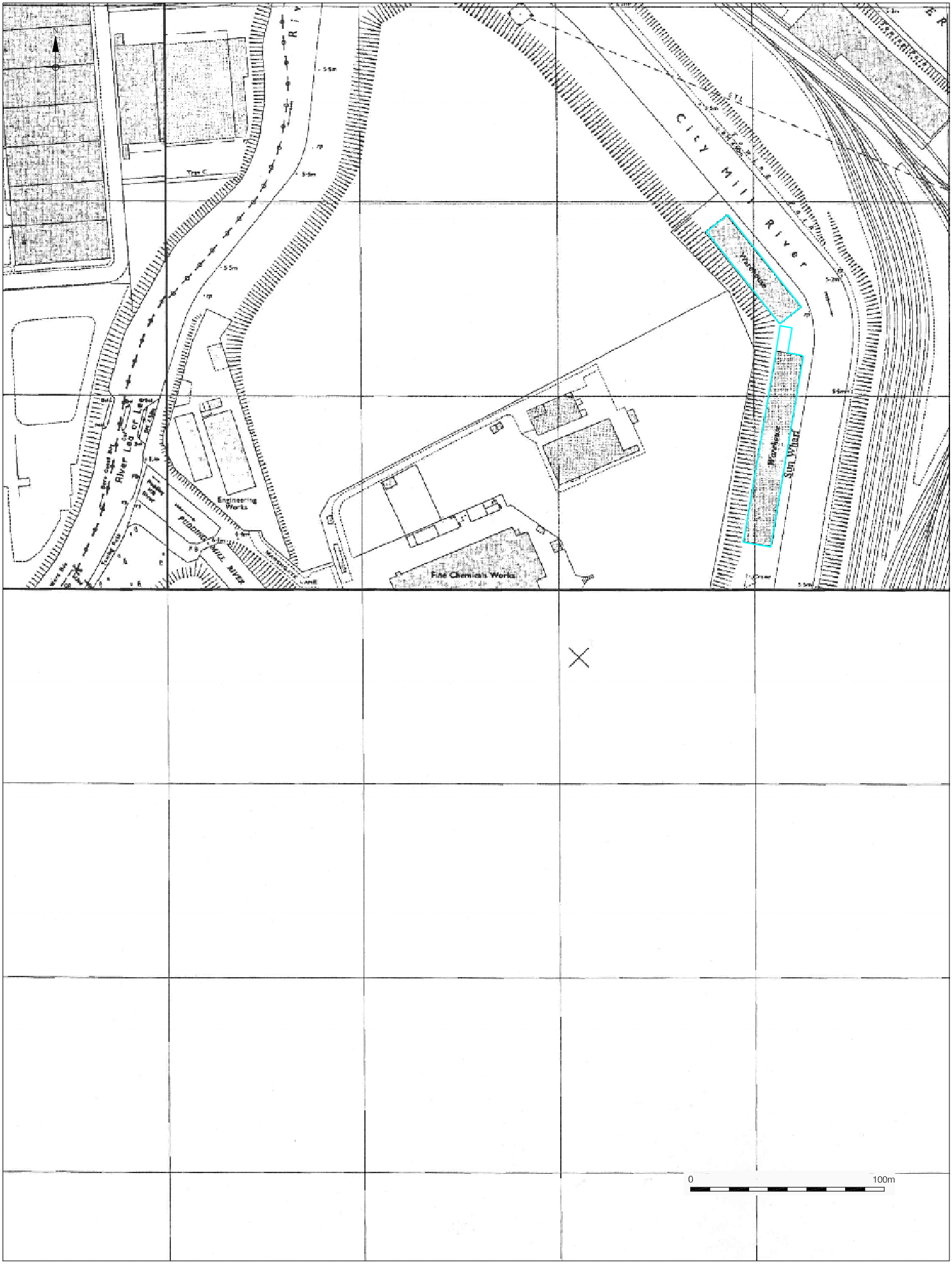


Figure 10
1970 OS map
1:2,500 at A4

3 The standing building survey

3.1 Methodology

All archaeological analysis and recording during the investigation on site was done in accordance with the *Written Scheme of Investigation* (MoLAS-PCA, 2007), the *Museum of London Archaeological Site Manual* (1994) and MoLAS *heath and safety policy* (2005).

The location and exterior of the standing buildings was determined in outline on the modern Ordnance Survey plan. A plan of the buildings and sectional elevations were drawn from a measured survey (Figure 11–Figure 15). Details of the construction, development and function of the internal and external elements of the buildings were noted.

The site records comprise 42 digital colour photographic images, 7 site drawings, site notes and notes on the documentary evidence. No objects or samples were collected. The site records will be deposited and indexed in the Museum of London archaeological archive under the site code OL-02807.

3.2 Description of the standing building

This description should be read in conjunction with the plans and sectional elevations (Figure 11–Figure 15) and selected photographs taken in July 2007.

3.2.1 General location and description of structures

The two 20th-century industrial sheds are situated on the west bank of the City Mill River, northeast of the Marshgate Trading Estate and opposite the Marshgate Sidings Bow Depot. The sheds are accessed via Knobs Hill Road, a slip road off Marshgate Lane. Both sheds are single-storey, steel-built rectangular structures, with pitched roofs and poured concrete flooring. At the time of recording some walling sheets had been removed, exposing the metal structural framework.

Access to the sheds is gained from a road running from Knobs Hill Road between the bank of the City Mill River and the shed's eastern sides. The western sides of the sheds are parallel to a high, steep embankment related to an area of raised ground resulting from heavy landscaping in the first half of the 20th century. The embankments and raised ground form the western boundary for the site (Figure 1, Figure 2).

The sheds are surrounded by hardstanding to the north, east and south, and by banked earth and undergrowth to the west. Shed 1 is presently used as a location for automotive repair, and Shed 2 is used as an associated storage facility.

3.2.2 Shed 1

Shed 1 is the southernmost of the two structures, aligned north-south along the west bank of the City Mill River.

It is a single-storey structure with a single internal space, and is constructed of a steel framework set into poured concrete flooring (Figure 11), clad with corrugated metal sheeting.

The building has a pitched roof composed of corrugated metal sheeting, supported by a metal fink truss with a king rod (Figure 12). The roof contains two rows of skylights on both east and west sides, which provide natural light to the single space below.

The structure has little to no internal cladding, so nearly all of the supportive metal framework and roof trusses were visible at the time of recording. The floor is constructed of poured concrete, which provides the base for the rolled steel stanchions. These are fixed to the floor by rectangular steel plates and bolts (Figure 13).

Both north and south ends of the building have vehicular and pedestrian access points. The north end has a centrally located double sliding vehicular door, with a single pedestrian access door located to its western side (see cover, Plate 1). The south end has centrally located, double vehicular sliding door with a single timber pedestrian door located to its east (Plate 2). The pedestrian door is blocked by a modern sand dump (Plate 3). The east wall has one centrally located single pedestrian access point, with two double sliding vehicular access points at the southern end of the wall, all of which give access to the footpath/roadway to the west (Plate 4, Plate 5). The west wall has three single pedestrian access points, located at southern, central and northern points. All three points were inaccessible due to proximity of the steep embankments on the site's western boundary (Plate 6).

At the very north end of the building, both east and west walls have plywood sheeting fixed onto the steel framework. On the west wall are mounted utility meters and light switches (Plate 7).

The pitched roof contains two rows of skylights on each side, which provide natural light to the single space below. All the skylights are set at evenly spaced intervals along the roof and are of two different types. The lower row of skylights at the north end of the roof consist of rectangular reinforced glass panes; type 1. The upper row consist of clear corrugated plastic sheeting; type 2. At the southern end of the building both upper and lower rows of skylights were type 1 in appearance. At various points along the roof both skylight types were painted black (Plate 8, Plate 9).

The fink trusses of the Shed 1 roof structure (Figure 12) have black-painted rectangular plates attached to the eastern and western sides of the truss chords. These carry white, painted numerals, which run sequentially from 2, at the south end of the building, to 26, at the north end (Plate 10).

Additional lighting is provided by evenly-spaced fluorescent strip lamps attached to the eastern and western roof purlins. Along the length of the building large spotlights are attached to metal brackets at the roof's apex (Plate 8).

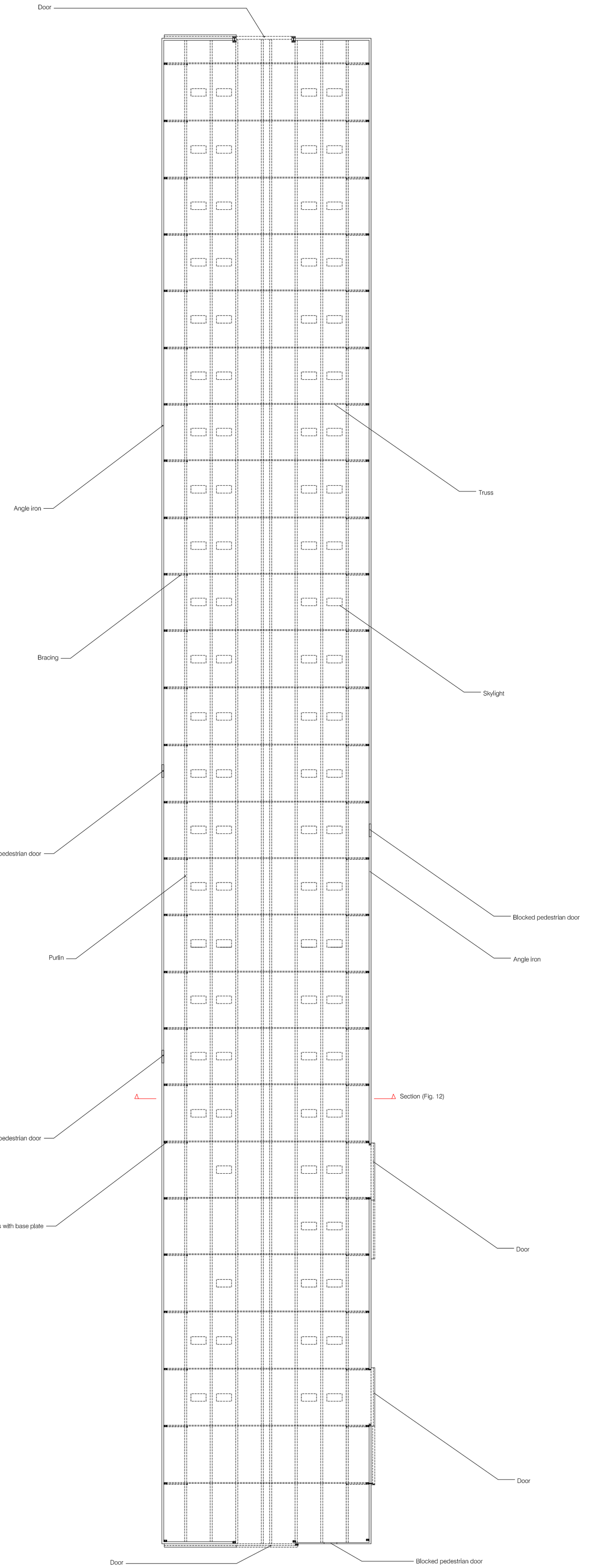
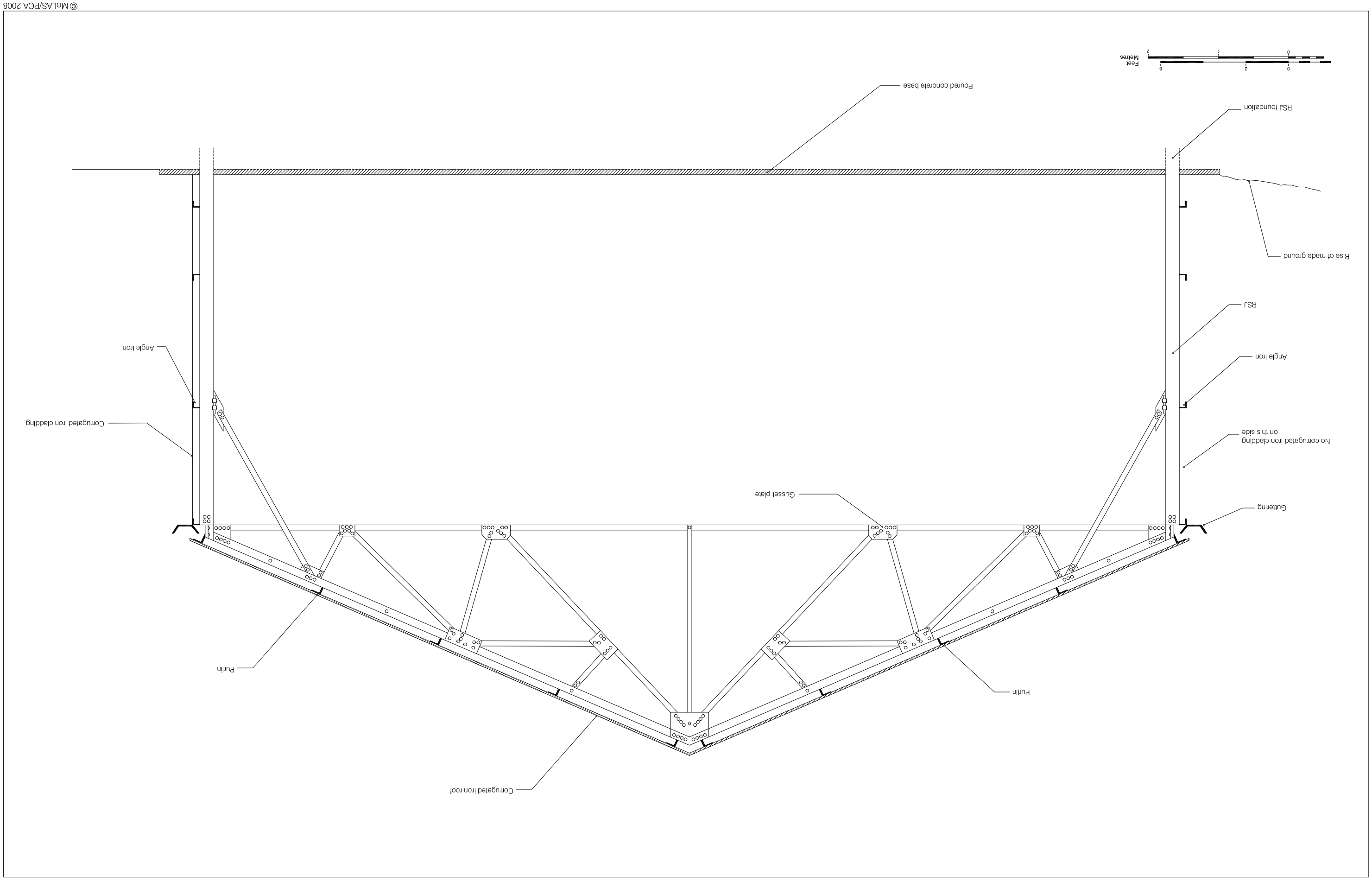
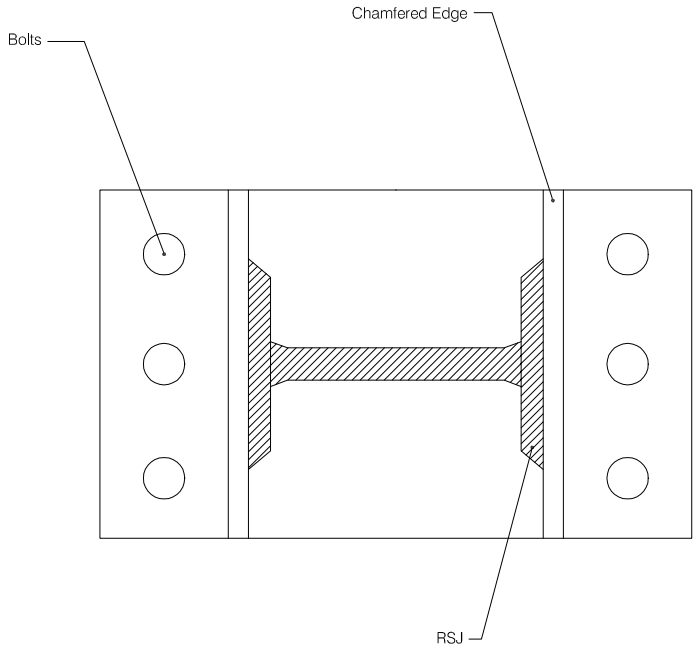


Figure 11
Plan of Shed 1
1:200 at A2

Figure 12
Shed 1 - north-facing sectional elevation
1:50 at A3





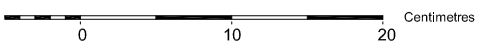


Figure 13
Horizontal section through stanchion showing baseplate attached to concrete floor, Shed 1
1:5 at A4

Plate 1 North elevation of Shed 1, looking south-west

Plate 2 Internal view of south-east corner of Shed 1, looking south-east

Plate 3 Pedestrian access door in Shed 1, looking south

Plate 4 Internal view of north end of Shed 1, looking north-east

Plate 5 Internal view of east wall of Shed 1 looking north-east, showing two double vehicular access doors towards southern end

Plate 6 Internal view of south-west corner of Shed 1, looking south-west

Plate 7 Plywood panelling and overhead tarpaulin at northern end of Shed 1, looking west

Plate 8 Roof trusses, skylight types 1 and 2 and artificial lighting in Shed 1

Plate 9 General internal view of Shed 1, looking north-west

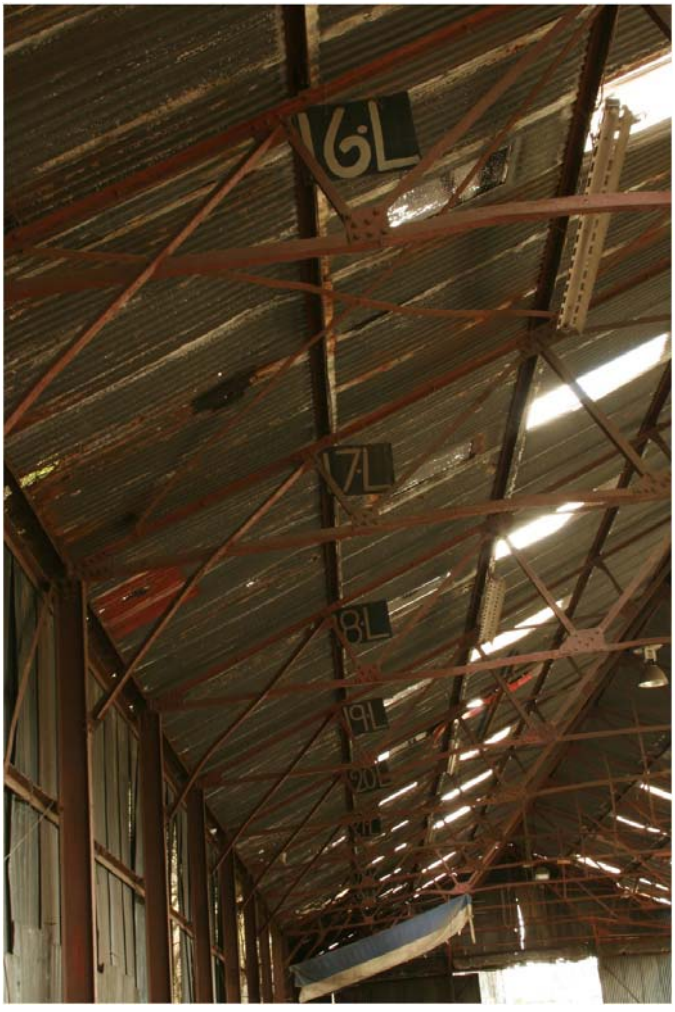


Plate 10 Numbered plates hanging from trusses in Shed 1

3.2.3 Shed 2

Shed 2 is the northernmost of the two industrial sheds, and is set on a southeast-northwest alignment. For ease of description, the walls of the building will be termed north, east, south and west, with site north being true north-west (Figure 2). The structure has no internal cladding or internal divisions, and so all of the metal structural framework and roof trusses were visible at the time of recording.

The building is a single-storey structure with a single internal space. It is constructed of a steel framework set into poured concrete floor (Figure 14) and clad in corrugated metal sheeting. The concrete floor provides the base for the rolled steel stanchions, which are fixed to the floor by rectangular steel plates and bolts. The building has a pitched roof composed of corrugated metal sheeting, supported by a series of rolled steel stanchions and rafters. The rafters are supported by metal bracketing placed at the roof's apex, and eastern and western heels (Figure 15).

Both the north and south ends of the building have centrally located vehicular access points, the only access points to the building (Plate 11, Plate 12).

The roof contains a single rows of skylights on each side, which provide natural light to the single space below. All skylights are made of clear corrugated plastic sheeting (type 2), inserted at evenly-spaced intervals along the entire length of the corrugated metal roof (Plate 13).

The RSJ rafters of the eastern and western side of the roof have white-painted, rectangular plates attached to them. These carry black, painted numerals, which run sequentially from 1, at the south end of the building, and end at 19, at the north end. The eastern plates also carry a painted 'R', and the western plates carry a painted 'L' (Plate 14).

Additional lighting is provided by evenly-spaced fluorescent strip lamps attached to some of the eastern and western purlins. Along the length of the building are large spotlights attached to the metal support brackets at the roof's apex (Plate 13).

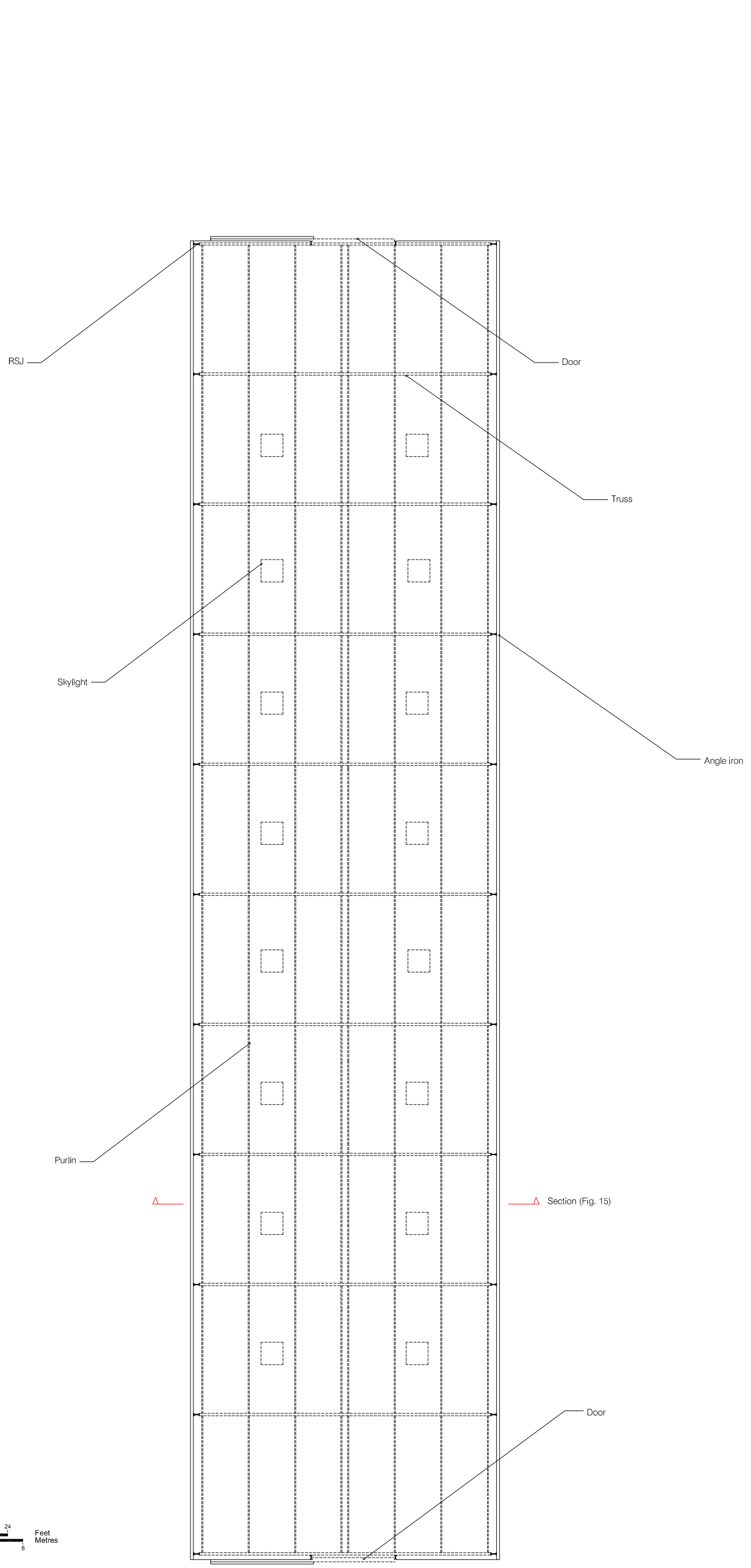


Figure 14
Plan of Shed 2
1:200 at A3

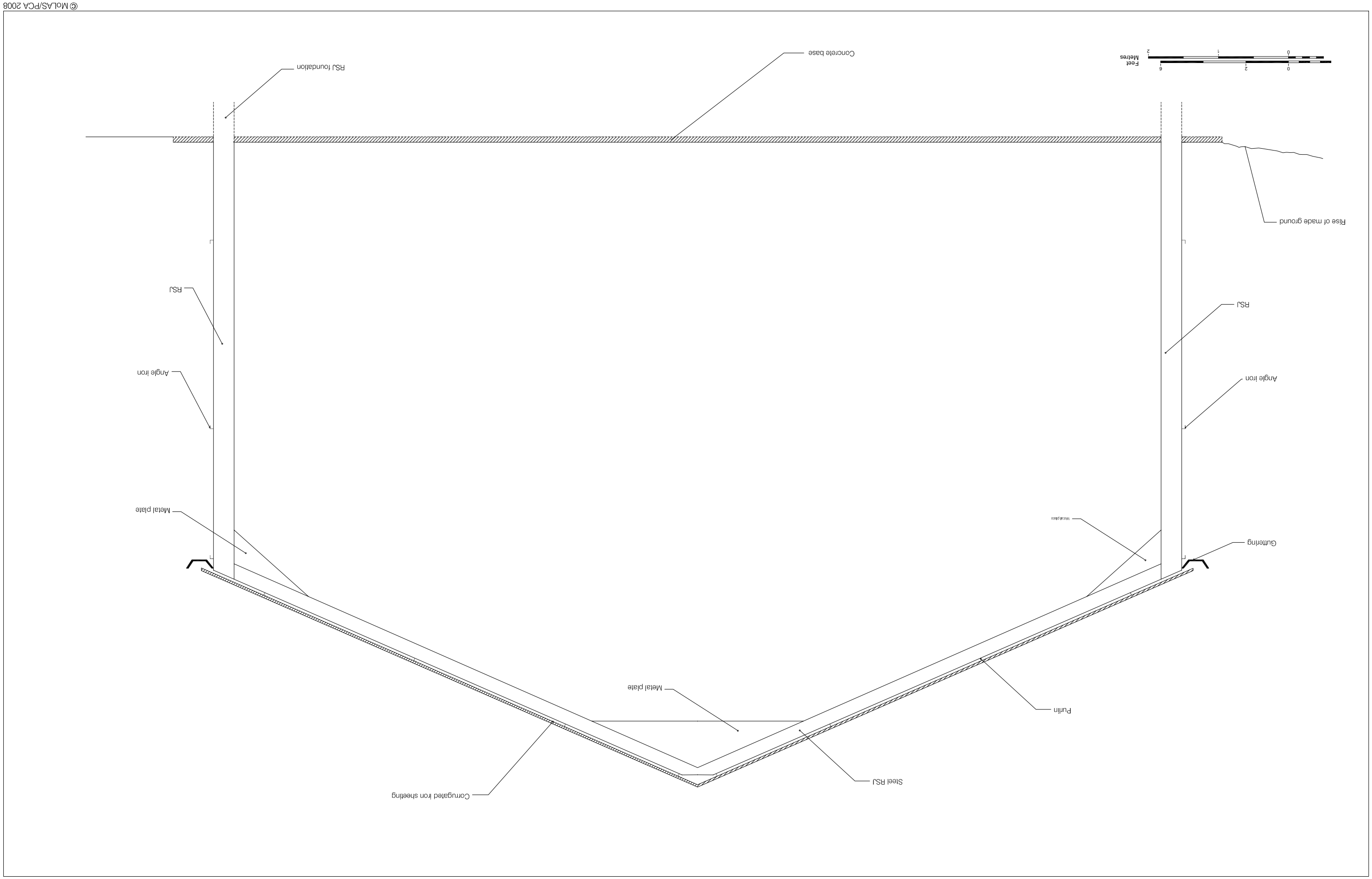


Figure 15
Shed 2 - north-facing sectional elevation
1:50 at A3

Plate 11 South-east elevation of Shed 2, looking north-west

Plate 13 North-west elevation of Shed 2, looking south-east

Plate 14 General internal view of Shed 2, looking north-west

Plate 15 Numbered plates hanging from roof in Shed 2, looking south

3.3 Discussion

The layout of the two sheds has remained largely unchanged since their construction between 1951 and 1970.

Internally, there have been some cosmetic and functional changes, such as repainting of metal elements, replacement of some sections of metal sheeting with plywood sheeting, and the addition of modern electricity meters and lighting to both sheds.

Evidence for the phasing of the construction of the two sheds can be found in the two different types of skylight present. Map regression and archival research has shown that Shed 1 was built between 1951 and 1954, then extended northwards between 1954 and 1960. Shed 2 was built between 1960 and 1970. The southern section of Shed 1 possesses type 1 skylights, of rectangular reinforced glass panes. The northern section possesses a combination of type 1 and type 2 skylights, which are of clear corrugated plastic sheeting. Shed 2 possessed only type 2 skylights.

The introduction of a different type of skylight at the north end of Shed 1 indicates that this end of the structure was built at a later date than the southern section, and the use of the same type in Shed 2 suggests that it was built shortly after the extension of Shed 1.

3.4 Conclusions

Although the Victorian period brought industry, massive population influx and improved infrastructure to most of Stratford, Lloyd's Shoot was one of a handful of areas to see little or no development. It provides a good example of the second major wave of development at Stratford, which followed after the Second World War.

The fabric of the two buildings is representative of the spurt of pre-fabricated construction which took place during and after the Second World War period. The structures are formed of metal frames clad in corrugated metal sheeting, relatively quick both to construct and to demolish.

The site appears to have been created during the war period, by reclaiming land from the west bank of the City Mill and pushing back the embankments around Lloyd's Shoot. It is possible that work was undertaken in order to provide facilities for military storage and transport. Although little direct evidence can be found relating to the function of Lloyd's Shoot during the war years, by 1950 it is retrospectively labelled as a civil defence site. It was during the war years and the period of the site's possible military/civil defence role that the first structure appeared on the site, shown on the 1948 OS map (Figure 7).

In 1951, with the war over and the site available for industrial development, the company M.H.G. Ltd. leased it specifically for storage and wharfing use, and within a few years demolished the existing shed and erected a larger, sturdier structure, Shed 1. Between 1954 and 1970 they extended this building to the north, and built Shed 2.

As the rest of Lloyd's Shoot was industrialised during the late 20th century, the part it had played in the war was lost. With the decline of the transport role of the canals and back rivers, Sun Wharf and its sheds became marginalised. The wharf disappeared, and although the sheds remained, the type of items to be stored changed to rusting cars and mechanical parts. The crane marked on 1950s maps was removed and the City Mill River once again became chocked with weed and pollution, echoing the problems associated with the Victorian industrial period.

4 Potential of the archaeology

4.1 Original research aims

The archaeological investigation has fulfilled the original research aims through the creation of a photographic, drawn and written record of the 20th-century industrial sheds. More evidence in the form of photographs and documents may exist for the construction and use of the sheds, and could help to clarify the history of the construction of the Sun Wharf site and its possible military or civil defence role.

4.2 New research aims

More documentary evidence relating to M.H.G. Ltd., the Sun Wharf Storage Company and the two sheds may exist at the London Metropolitan Archives, National Archives at Kew and the Local Studies and Archives Department of Newham Library.

Location and investigation of these documents may provide a more comprehensive understanding of the function and development of the site and structures, both former and extant.

4.3 Significance of the data

The standing buildings themselves are of little architectural or historical significance, but the site is undoubtedly significant to the history of the immediate locality, and is of significance in the context of infrastructural improvement and possible defensive measures within London during World War Two.

Nothing was found to suggest that it is of wider national importance.

4.4 Salvaged fixtures, fittings and materials

There was no archaeological requirement to salvage any of the materials or fittings.

5 Publication and archiving

The site archive containing original records will be stored in accordance with the terms of the Method Statement (MoLAS-PCA, 2007).

Information on the results of the survey will be made publicly available by means of a database in digital form, to permit inclusion of the site data in any future academic researches into the development of London.

It is also recommended that the results of this evaluation and of the proposed environmental mitigation are assimilated into a site-wide assessment of all archaeological interventions to assign contextual significance and further refine the importance of the archaeological survival, and thereafter assimilated into any publication discussing/disseminating the results.

6 Acknowledgements

The archaeological survey and this report were commissioned by the Olympic Delivery Authority, whom the project manager and author wish to thank. They are grateful especially to Nuttalls for facilitating access to the building, and to colleagues at Capita Symonds both in and out of the field. The staff of the Newham Local History and Archives Department and the National Archives supplied documentary evidence.

Archaeological recording of the sheds was undertaken by Helen Robertson and Claire Henshaw. The analysis was undertaken by Kari Bower. Archaeological photographs of the sheds were taken by Strephon Duckering, and CAD drawings were by Rueben Lopez. The project was managed by Alex Rose-Deacon.

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8 Appendix 1: NMR OASIS archaeological report form

OASIS ID: preconst1-38641

Project details

Project name	Twentieth-Century Industrial Sheds
Short description of the project	The Museum of London Archaeology Service and Pre-Construct Archaeology (MoLAS-PCA) were commissioned by the Olympic Delivery Authority to analyse and record two standing buildings used as storage warehouses. The buildings were due to be demolished in order to redevelop the site, and the archaeological investigation and a subsequent report were required as a condition of planning consent for the redevelopment. The investigation took place in July 2007. The structures comprise two industrial sheds constructed of steel framework overlaid with corrugated metal sheeting, standing on poured concrete floors.
Project dates	Start: 01-07-2007 End: 31-07-2007
Previous/future work	No / No
Any associated project reference codes	OL-02807 - Sitecode
Type of project	Building Recording
Site status	Area of Archaeological Importance (AAI)
Current Land use	Industry and Commerce 1 - Industrial
Current Land use	Industry and Commerce 4 - Storage and warehousing
Monument type	WAREHOUSE Modern
Methods & techniques	'Measured Survey','Photographic Survey','Survey/Recording Of Fabric/Structure'
Prompt	Direction from Local Planning Authority - PPG15

Project location

Country	England
Site location	GREATER LONDON NEWHAM WEST HAM Twentieth-Century

	Industrial Shed
Postcode	E15
Study area	4600.00 Square metres
Site coordinates	NGR 537814 184092 (Shed 1 – the southern structure), 537800 184159 (Shed 2 – the northern structure)

Project creators

Name of Organisation	MoLAS-PCA
Project brief originator	ODA
Project design originator	MoLAS-PCA
Project director/manager	Alex Rose-Deacon
Project supervisor	Helen Robertson
Type of sponsor/funding body	Landowner
Name of sponsor/funding body	ODA

Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Archive ID	OL-02807
Digital Contents	'other'
Digital Media	'Images raster / digital photography'

available	
Paper Archive recipient	LAARC
Paper Archive ID	OL-02807
Paper Contents	'other'
Paper Media available	'Map','Photograph','Plan','Report','Section','Survey ','Unpublished Text'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Twentieth-Century Industrial Sheds
Author(s)/Editor(s)	Bower, K.
Date	2008
Issuer or publisher	MoLAS-PCA
Place of issue or publication	London

Entered by	Alex Rose-Deacon (arose-deacon@pre-construct.com)
Entered on	29 February 2008

9 Appendix 2: list of archaeological photographs

ID	SITE CODE	SITE NAME	FILM TYPE	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NW	Shed 1 External	General shot
2	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Security hut external	General shot
3	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S-SW	Security hut external	General shot
4	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S-SE	Security hut external	General shot
5	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Security hut internal	General shot
6	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	N	Security hut internal	General shot
7	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	N	Security hut internal	Same shot as above with flash
8	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	N	Shed 1 external	Shot of vehicular double access door in south wall
9	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	N	Shed 1 internal	Shot of roof trusses and skylights
10	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NE	Shed 1 internal	East wall showing two double vehicular access doors towards southern end
11	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NW	Shed 1 internal	West wall
12	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SE	Shed 1 internal	South-east corner of shed 1
13	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Shed 1 internal	Pedestrian single access door on south wall
14	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Shed 1 internal	Pedestrian single access door on south wall
15	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W	Shed 1 internal	Pedestrian single access door on west wall
16	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SW	Shed 1 internal	Shot of south-west corner of shed 1
17	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W	Shed 1 internal	Shot of pedestrian single access door on west wall with flash

18	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NE	Shed 1 internal	Shot of East and South walls towards northern end
19	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NW	Shed 1 internal	Shot of west and north walls towards northern end
20	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	N	Shed 1 internal	Overhead shot of numbered plates hanging from support truss
21	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	N	Shed 1 internal	Detail shot of plates hanging from support truss
22	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NW	Shed 1 internal	Detail shot of bracing on corrugated metal wall
23	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NW	Shed 1 internal	Shot of west wall showing steep embankment and internal tarpaulin
24	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W	Shed 1 internal	Shot of west wall showing plywood panelling and overhead tarpaulin
25	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SW	Shed 1 internal	General shot of shed from NE corner of shed
26	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SE	Shed 1 internal	General shot of shed from SW corner of shed
27	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SW	Shed 1 external	Shot of vehicular double access door in north wall
28	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W	Shed 1 external	Shot of plywood planking and metal frame at north end of east wall
29	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W	Shed 1 external	Shot of plywood planking and metal frame at north-east corner of shed
30	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W	Shed 1 external	Shot of embankment at north-west corner of shed
31	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	W-NW	Shed 2 external	Shot of vehicular double access door in south-east facing wall
32	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NW	Shed 2 internal	General shot
33	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	NE	Shed 2 internal	General shot
34	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SW	Shed 2 internal	General shot

35	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SE	Shed 2 internal	General shot
36	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Shed 2 internal	Overhead shot of numbered plates hanging from roof RSJs
37	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SE	Shed 2 external	Working shot
38	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SE	Shed 2 external	Working shot
39	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	SE	Shed 2 external	Location shot showing profile of embankment and east bank of City Mill River
40	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Shed 2 external	Eastern shed wall
41	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Shed 2 external	Eastern shed wall
42	OL-02807	20th century industrial sheds	Digital Cannon 400D	27-Jul-07	S	Shed 2 external	West side of shed wall showing embankment.

10 Appendix 3: list of working drawings made on site

Drawing Number	Drawing Description	Scale	Name	Date
1	Section through RSJ and metal baseplate	1:20	C.H.	31/07/2007
2	North-facing section through Shed 1	1:50	C.H.& H.R.	31/07/2007
3	North-facing section through Shed 2	1:100	C.H.& H.R.	30/07/2007
4	Plan of Shed 2	1:100	C.H.& H.R.	30/07/2007
5	Plan of Shed 2 (continuation)	1:100	C.H.& H.R.	30/07/2007
6	Plan of Shed 1	1:100	C.H.& H.R.	27/07/2007
7	Plan of Shed 1 (continuation)	1:100	C.H.& H.R.	27/07/2007